

ACC

AC 32

10000/148/1706

TERNI-RIETI
NOV. 1944 - MAR. 1945

43/ 1706

TERNI-RIETI LINE NO 277
NOV. 1944 - MAR. 1945

MBYV V MABA NR 64
FROM TN INC (TN SUB COMMISSION)
TO I R C E 4 FOR MOLE
GR 21 BT

072 . RESTRICTED . SIGNAL 049 REPEATED . HAVE YOU ORDERED STEEL
JOISTS AND OTHER MATERIALS FOR RECONSTRUCTION OF TEMPORARY
BRIDGES TERMI RIETI LINE -

BT 281125A

SENT 64 JC BB"

5620

[Handwritten signature]
1147

1718
TW V HABA 242

FROM TN INC (TNSUB-COMMISSION) 281015

TO ICRE 4 FOR MOLE

GR18 BT

249 . RESTRICTED . HAVE YOU ORDERED STEEL JOISTS AND OTHER
MATERIALS FOR RECONSTRUCTION OF TEMPORARY BRIDGE TERNI RIETI LINE

BT

RFTN 242 281015 4 18 249 RIETI WHM BB

165



5619

MESSAGE FORM

ARMY MESSAGE FORM (Small)

Register No.

Cap

No. No.

Priority

Transmission

notations

ABOVE THIS LINE FOR SIGNALS USE ONLY

Originator

Date/Time of Origin

MAJOR MOLE ACT 4

For Action

The INC

TO

(W) For Information (INFO)



Message Instructions

CR

Signature

AC 3/11 () Respected () ~~MAJOR MOLE~~ MR STREET HQ to subcommittee
 () RUTH-TERRELL () Steelwork Contractors inform state
 responsible obtaining supplies oxygen and acetylene () cutting up old
 spurs almost stopped () Steel however promised to let me see my
 monthly report not report not arrived () Steel looks for temporary
 spurs reported as available for freeing ()

THIS MESSAGE MAY BE SENT AS WRITTEN
BY TELETYPE EXCEPT

WIRELESS

IF LEAD TO BE INTERPRETED OR TO
FALL INTO ENEMY HANDS, THIS MESSAGE
MUST BE SENT IN CIPHERORIGINATOR'S INSTRUCTIONS
DEGREE OF PRIORITY

Time System Op

THI or TOR

Time/Speed

5618

IMPORTANT

SIXTH 720000Z MAY 11 1964

NUMBER

2JM/em

TRANSPORTATION SUB-COMMISSION, A.C.
(RAIL DIVISION)
c/o. Transportation Increment
C.M.F.

REF. : AC/Tn/100/277/M.P.I

3rd March 1945

TO : Major A.H. STREET,
Tn.S.C., A.C.,
Rail Division.

SUBJECT : Line 277.

1. Enclosed herewith Progress Report of the Terai-Rieti section of the above line.

2. As will be seen work is progressing very unsatisfactory. The reasons are that contractors have not sufficient or correct plant for tackling the work.

3. Gerbinati have only five cutters on the whole of the work and are experiencing difficulties in obtaining oxygen and acetylene supplies.

4. All the remaining plant they have available is :

- a) - Two hand winches
- b) - Two 3 ton block and falls.

5. In an effort to hasten the work and allow the Imprese Tiberrine to commence their work, two Churchill tanks were borrowed from the R.A.C.F.D. to drag the W.I. spans out of the way of the new trestles. Gerbinati promised to supply the cable but as it never arrived the attempt was made with steel tow ropes belonging to the R.A.C.F.D. The attempt was partly successful but the ropes broke. Further attempts will be made when harness are available. These have now been promised by the I.S.H. from electric hoists in sub-stations. (Conversation 2nd March Major Hole - Eng. Le Giano).

6. With regard to the Imprese Tiberrine no real estimate can be made as they have been forced to wait on three of the bridges until the sunken T.F. lattice girders have been removed. But to date they have had to be given all assistance both with regard to obtain timber piles, locate the steel work, transport materials and obtain labour. All these have been accomplished by the more than generous assistance given by Major Crippen, P. Commissioner Rieti Province and Lt. Tiddings D.A.D.L.

and bricks for the total work are either

1. Enclosed herewith Progress Report of the Terzi-Rieti section of the above line.
2. As will be seen work is progressing very unsatisfactory. The cause is that contractors have not sufficient or correct plant for tackling the work.
3. Zerbini have only five cutters on the whole of the work and are experiencing difficulties in obtaining oxygen and acetylene supplies.
4. All the remaining plant they have available is :
 - a) - Two hand winches
 - b) - Two 3 ton block and falls.
5. In an effort to hasten the work and allow the Imprese Tiberina to commence their work, two Churchill tanks were borrowed from the R.A.C.F.D. to drag the W.I. spans out of the way of the new trestles. Zerbini promised to supply the cable but as it never arrived the attempt was made with steel tow ropes belonging to the R.A.C.F.D. The attempt was partly successful but the ropes broke. Further attempts will be made when hawses are available. These have now been promised by the I.S.C. from electric hoists in sub-stations. (Conversation and March Major Molo - Eng. Le Cigno).
6. With regard to the Imprese Tiberina no real estimate can be made as they have been forced to wait on three of the bridges until the sunken W.I. lattice girders have been removed. But to date they have had to be given all assistance both with regard to obtain timber piles, locate the steel work, transport materials and obtain labour. All these have been accomplished by the care and generous assistance given by Major Crippen, P. Commissioner Rieti Province and Lt. Tidd D.A.D.L.
7. All cement and bricks for the total work are either on the jobs or at Terzi.
8. The Imprese Tiberina have been instructed to submit a detailed report as to their proposals for completing the work to time.

5647

E.J. MOLL, Major,
T.A.C., A.C.
Rail Division.

Line 277.

State of York as at 28th Feb. 1945

<u>Job No.</u>	<u>Agency</u>	<u>Location</u>	<u>Description</u>	<u>Size</u>	<u>Complete</u>	<u>Est. date Compln.</u>
	Contract. Imp. Tiberine " Serbinati	Terni	Repairs to bridge at 228 + 790 Km.	Out up existing 35mts. W.I. span; repair abutments. Fill two trestles; launch R.S.J.'s superstructure	Nil	30 April

HDC/mav

ALLIED COMMISSION
RIETI PROVINCE
LAZIO REGION
APO 394

24 January 45

SUBJECT : Rolling Stock - Rieti Antrodoco Railroad.

TO : AC Transportation Sub Commission
Attn. Major E.J. Mole

1. For your information we are inclosing herewith reports of the Capo dell'80 Raparto Movimento of freight and passengers cars and locomotives available at Stations on the subject lines and at the Antrodoco yard.
2. Attention is invited to para 2 of the locomotive report which lists the parts needed to complete repairs on two additional engines. Although these parts have been requested by the 80 Raparto Movimento Rieti of the Sezione Materiali Trazione Ferrovie Stato anything your HQ can do to facilitate their delivery to the Antrodoco yard will be greatly appreciated.
3. It will be noted that when the aforementioned 2 engines are serviceable there will be a total of 5 locomotives available.

Huston D. Crippen
HUSTON D. CRIPPEN
Major AUS
Provincial Commissioner

cc Executive Officer Lazio-Umbria Region for information.

5613

SUBJECT : Rolling Stock - Rieti Antrodoto Railroad.

TO : AC Transportation Sub Commission
Attn: Major E.J. Mole

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Huston D. Crippen
HUSTON D. CRIPPEN
Major AUS
Provincial Commissioner

cc Executive Officer Lazio-Umbria Region for information.

5615

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
RIPARTO MOVIMENTO
RIETI

*Situazione carri merci e vetture da viaggiatori nelle stazioni
Antrodoto a Greccio -*

Stazione	Carri buoni o con avarie tali da non impedire l'uso						Carri guasti non utilizzabili o non essere inviati alle officine					
	chiusi		alte sponde		pianali		chiusi		alte sponde		pianali	
	carichi	vuoti	carichi	vuoti	carichi	vuoti	carichi	vuoti	carichi	vuoti	carichi	vuoti
Antrodoto	-	1	1	7	-	-	-	8	-	8	-	-
Castel S. Angelo	1	-	2	1	-	-	-	3	-	-	-	-
Cittaducale	-	-	-	-	3	-	-	-	-	-	-	-
Rieti	-	2	-	11	7	3	-	10	-	-	-	-
Contigliano	2	4	2	2	6	10	-	3	-	-	-	-
Greccio	-	-	-	1	-	-	-	13	-	1	-	-
Totali	3	7	5	22	16	13	-	37	-	9	-	-

Riepilogo { Utilizzabili

10	carri chiusi di cui 3 carichi
27	" alte sponde - 5 "
29	" pianali - 16 "
2	vetture per viaggiatori
3	carri speciali

Guasti da riparare
alle officine

37	carri chiusi
9	" alte sponde

IL CAPO

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
RIPARTO MOVIMENTO
RIETI

23 JAN 45

carri merci e vetture da viaggiatori nelle stazioni da
Atrodoco a Greccio -

buoni o con avarie tali da
non impedirne l'uso

Carri guasti non utilizzabili che devo
no essere inviati alle officine

si	alte sponde		pianali		si	alte sponde		pianali		Vetture da viaggiatori utilizzabili	Carri cisterne e specializzati utilizzabili	Carri da me- glio da dem- olirsi sul posto.
	carichi	vuoti	carichi	vuoti		carichi	vuoti	carichi	vuoti			
1	1	7	-	-	-	8	-	8	-	2	2	16
-	2	1	-	-	-	3	-	-	-	-	1	-
-	-	-	3	-	-	-	-	-	-	-	-	-
2	-	11	7	3	-	10	-	-	-	-	-	7
4	2	2	6	10	-	3	-	-	-	-	-	1
-	-	1	-	-	-	13	-	1	-	-	-	2
7	5	22	16	13	-	37	-	9	-	2	3	26

10 carri chiusi di cui 3 carichi
27 " alte sponde - 5 "
29 " pianali - 16 "
2 Vetture per viaggiatori
3 carri speciali

Guasti da rimandare
alle officine

37 carri chiusi
9 " alte sponde

da demolire sul posto
carri N. 26 -

IL CAPO DEL RIPARTO MOVIMENTO
Iny

Situazione delle Locomotive del Deposito di Antròdoco

Locomotive riparatte ed efficienti:

N° 471065. (grande)
" 851057 (piccola)
" 880167 (v.)

Locomotive cui riparazione non ultimata:

→ N° 471063 - (grande) pronta a funzionare appena pervengono i manometri, chiesti il 1.12.44 - (1)
N° 471285. (grande) riparazione non potuta ultimare mancando i seguenti pezzi: manometri, rubinetti prova caldaia, coprecchio anteriore esterno cilindro B.P., pressaquartiera dell'asta stantuffo del cilindro esterno parte posteriore B.P., chiesti il 1.12.44 - (1)

Locomotive non riparabili ad Antròdoco e che verranno inviate appena possibile alle competenti Officine:

N° 471052 - N° 471343 - N° 740148
N° 851201 - " 925046 - (trainabili)
" 477032 - " 735230 - (non trainabili)

Locomotive che per gravissime avarie occorre demolire
del posto: N° 471062, N° 94002, -

5613

(1) I manometri occorrenti devono essere forniti per cura

Locomotive cui riparazioni non ultimate:

→ N° 471063 - (grande) pronta a funzionare appena pervengono i manometri, chieste il 1.12.44 - (1)
N° 47285 - (grande) riparazione non potuta ultimare mancando i seguenti pezzi: manometri, rubinetti prova caldaia, coproscio anteriore esterno cilindro B.P., pressaquadratura dell'asta stantuffo del cilindro esterno parte posteriore B.P., chieste il 1.12.44 - (1)

Locomotive non riparabili ad Antrodoro e che verranno inviate appena possibile alle competenti Officine:

N° 471052 - N° 471343 - N° 740148
N° 851201 - " 905046 - (trainabili)
" 477032 - " 735230 - (non trainabili)

Locomotive che per gravissime avarie occorre demolire
del posto: N° 471062, N° 940002. - 5613

(1) I materiali occorrenti devono essere forniti per cura della Sezione Materiale Trazione Ferrovie Statale con sede a Roma a cui venne rivolta richiesta
21° Dicembre 44 -

ELENCO degli assegni in deposito (in corso)

IL CAPO DEL RIPARCO MOVIMENTO

26/12/44
15/12/44
N° 471062
N° 940002

H DC/mav

ALLIED COMMISSION
RIETI PROVINCE
Lazio REGION
APC 294

R4/RIZ/

SUBJECT : Construction Activities.

TO : Eng. Penna Soc.An. Zerbiniati.

1. Your attention is invited to the fact that the failure of oxygen to arrive by truck from Rome as scheduled on Monday has resulted in a 3 day delay in the cutting work in progress at the bridge over the Mero.
2. As you know it is the desire of the Transportation Sub Commission and this HQ. that the reactivation of this line be completed at the earliest possible day and therefore such delays are untenable.
3. If the non delivery of oxygen was due to difficulty with transport, as reported, it is suggested that to obviate a recurrence of this situation, your truck be stationed in Rieti and the oxygen be drawn from Società Terni at Papierno.
4. It is understood that your operations are limited because of the fact that you have allocated to this job only two complete oxygen - acetylene units. If your operations are to cover more than one bridge at the same time, it will be necessary to have additional units and it is therefore requested that the necessary number of units to enable work to proceed on at least two bridges simultaneously be made available immediately.
5. For your information the CISA Viscosa plant in Rieti has these units and it is believed that you may secure their use upon the proper terms and conditions.
6. The Fiat tractor which we discussed at our initial conference can be obtained by you on an equitable basis by applying to Capo Cantoniere Cecilio, Viale del Pavi, Rieti who has received instructions from Sig. Marinietti of the AASS owners of the tractor to release it at your request and upon a satisfactory agreement being reached.

P.040

1. Your attention is invited to the fact that the failure of oxygen to arrive by truck from Rome as scheduled on Monday has resulted in a 3 day delay in the cutting work in progress at the bridge over the Nemo.
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6. The Fiat tractor which we discussed at our initial conference can be obtained by you on an equitable basis by applying to Capo Cantoniere Cecilio, Viale del Fiume, Rieti who has received instructions from Sig. Marinistrali of the AISC owners of the tractor to release it at your request and upon a satisfactory agreement being reached.
7. In the absence of the undersigned it would be greatly appreciated if you will discuss these matters with Lt. Tidy.

5042

HASTON D. CRIPPS
Major AUS
Provincial Commissioner

cc Major Mole
cc Ing. Merzi
cc Lt. Tidy

Traduzione

OCCORRENZA : Attività costruttive.

ALL' : Ing. Perone, Sec. AM. Zamboni

1. Si invita la sua attenzione al fatto che il man-
cato arrivo dell'opera per autotreno lunedì come
fissato, ha causato un ritardo di 3 giorni nel lavoro di ta-
rito precedente sul sito dello Sme.
2. Come lei sa, l'ufficio della SottoCommissione
Tecnica e di questo Comune che la rispettiva via di questa
linea sia completa al di là di un periodo sensibile e non si possono
prevedere in collaborazione ufficiali.
3. Si fa notare che l'ufficio della Sme ha dovuto a
difficoltà di lavoro che, come detto, alla sua gestione che, per
avere il risultato di questa circostanza, il lavoro di auto-
reno viene in ritardo a l'ora che si ritarda dalla Sme.
farà a Paolo.
4. Si fa fare che le opere commesse siano limi-
tate dal lavoro per conto a 4.000 e lavoro soltanto due com-
pilate unità ora in attesa. Se i vostri lavori devono co-
prire più di un mese ed in tempo, sarà necessario ottenere
dalla Sme un permesso di richiesta di lavoro che il numero di unità
necessario a tempo che il lavoro proceda su almeno due
posti di lavoro che siano necessari immediatamente.
5. Per la Sme l'ufficio della Sme ha visto di altri
la possibilità di attività che lei può anche essere l'ac-
so secondo un'attività temporanea.
6. Il settore più che di un tempo alla nostra con-
siderazione non può essere la sua attività su un'area
prevedibile come il Capo Comandante Casella, della del Pavi.
Sicché, il quale in tempo di lavoro istruzione del Sme. Permette di del
l'area, proprietari del terreno, di rilasciare a due richie-
sta a detto al proprietario di lavoro e di altri.
7. Dell'azienda del sottosegretario ha parlato per
la sua volontà di lavoro che i problemi non di più. Pavi.

Foto Maggiore Huaton D. Cristien

ALLIED COMMISSION
RIETI PROVINCE
LAZIO REGION
APO 394

HHC/mar

15 February 1945

SUBJECT : Galleria Hernage.

TO : Major E.J. Hale,
HQ 4th Infantry Railway Construction and
Maintenance Group, IE, GME.

Transmitted herewith is letter from Imprese Tiberina and translated copy thereof concerning recommendation on subject tunnel. Your instructions in this matter may be addressed to the contractor at this Office, if it is so desired, at the following address :

Provincial Commissioner, Rieti Province
THRU HQ AMB Lazio Umbria Region, APO 394, US Army.

Walter D. Crispin
WALTER D. CRISPIN,
Major AUS
Provincial Commissioner

Unofficial :

Dear Negotiators,

5611

We are looking forward to having you with us for that long week-end inspection.

Work on line progressing slowly but surely. Wooden pil-
les due from Terni Wednesday next week. Metal strips now available
contractor. Work on a second bridge by the metal contractor is start-
ing immediately. Operations on the two small culvert bridges start-
ed yesterday. Marchetti will be here to-night. Extra 11 bombhole loca-
ated and release obtained from Italian authorities. Best regards.

Cordially,

HQ 4th Indian Railway Construction and
Maintenance Group. IE, CMP.

Transmitted herewith is letter from Imprese Tiberina
and translated copy thereof concerning recommendation on subject
tunnel. Your instructions in this matter may be addressed to the
contractor at this Office, if it is so desired, at the following
address :

Provincial Commissioner, Rieti Province

Thru HQ AMG Lazio Umbria Region, APO 394, US Army.

Walter D. Cairnes

WALTER D. CAIRNES,

Major AUS

Provincial Commissioner

Unofficial :

Dear Maggiore,

5611

We are looking forward to having you with us for that
long week-end inspection.

Work on line progressing slowly but surely. Wooden pi-
les due from Terni Wednesday next week. Metal strips now available
contractor. Work on a second bridge by the metal contractor is start-
ing immediately. Operations on the two small culvert bridges start-
ed yesterday. Marchetti will be here to-night. Extra 31 bombola lo-
cated and release obtained from Italian Authorities. Best regards.

Cordially,

Cairnes

IMPRESE TIBERINE S. A.

APPALTI - COSTRUZIONI - FORNACI

ROMA

CAPITALE SOCIETÀ L. 5.000.000

Pietà 15 Febbraio 1945

VIA FREDERICO GENTILE, 44

TELEFONO 301210

Oggetto: Galleria Marmore
Al : Sig. Maggiore Huston D. Crippen e per il Sig. Maggiore Mole

In risposta alle di lei proposte inerente alla riduzione della lunghezza della volta presso la galleria S. Angelo (Marmore), il sottoscritto, quale rappresentante dell'Impresa, si permette di esporre quanto segue:

La riduzione della lunghezza della volta non darebbe alcun vantaggio sia di tempo che di spesa. Infatti si dovrebbe ugualmente eseguire la ricostruzione dei muri d'ala, sino all'imbocco della galleria, più alti e di maggior spessore e di conseguenza anche quelli delle fondazioni per assicurarne e sostenere la forte pendenza della scarpata di terra soprastante sino al livello stradale. In più porterebbe lo svantaggio di lasciare l'attuale tratto di deviazione della strada con curve alquanto pericolose.

Pertanto il sottoscritto, in linea tecnica e del parere di lasciare l'imbocco della galleria nella posizione attuale con vantaggio di ricostruire il tronco stradale nella sede di origine.

In fine l'Impresa, data la difficoltà dell'approvvigionamento di mattoni, propone che la costruzione della volta della suddetta galleria per il tratto demolito, sia fatta in calcestruzzo, che porterebbe il vantaggio di una grande celerità di lavoro e risparmio di tempo.

Dovendo disporre per il proseguimento dell'esecuzione del lavoro, prego mi sia data sollecita risposta con la decisione che Ella vorrà adottare.

IMPRESE TIBERINE S. A.
APPALTI - COSTRUZIONI - FORNACI

Allegato

5610

Rieti
ROMA 51 15 febbraio 1945
VIA F. CRISTIPPI 44
TELEFONO 361210

Cassetto: Galleria Mammere
Al : Sig. Maggiore Husten D. Crispin e per il Sig. Maggiore Nole

In risposta alla di lei proposta inerente alla riduzione della lunghezza della volta presso la galleria S. Angelo (Mammere), il sottoscritto, quale rappresentante dell'Impresa, si permette di esporre quanto segue:
La riduzione della lunghezza della volta non darebbe alcun vantaggio sia di tempo che di spesa. Infatti si dovrebbe ugualmente eseguire la ricostruzione dei muri d'ala, sino all'imbotto della galleria, più alti e di maggior spessore e di conseguenza anche quelli delle fondazioni per assicurare e sostenere la forte pendenza della scarpata di terra soprastante sino al livello stradale. In più porterebbe lo svantaggio di lasciare l'attuale tratto di deviazione della strada con curve alquanto pericolose.
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Dovendo disporre per il proseguimento dell'esecuzione del lavoro, prego mi sia data sollecita risposta con la decisione che Ella vorrà adottare.

L'IMPRESE TIRERINE, S. A.
S. A. TIRERINE
Valeriano



Translated copy

IMPRESSE TIBERINE S.A.
Appalti - Costruzioni - Fornaci

R O M A

Rieti, 15 February 1945

SUBJECT : Galleria Marmore.

TO : Major Huston D. Crippen.
Major E.J. Mole

In reply to your proposal concerning the reduction of the length of the arch at the S. Angelo tunnel (Marmore) the undersigned representative of the contracting firm, is hereby reporting :

The reduction of the length of the arch would save neither time nor money. Actually, the wing walls should be built and thicker as far as the tunnel approaches and consequently also those pertaining to the foundations to insure and support the strong slope of the ravine as far as the road level. Furthermore there would remain the present diversion with somewhat dangerous bends.

Technically, the undersigned is therefore of the opinion to leave the tunnel approaches in the present position with the advantage of rebuilding the road section on its previous location.

Furthermore the contracting firm, due to the difficulty of bricks supply, suggests that the construction of the arch of the aforementioned tunnel for the demolished section be made in beton which would expedite the work and save time.

Being to dispose for continuing on work, I ask that you please reply at your earliest convenience with the decision that you will deem appropriate.

/S/ Imprese Tiberina S.A.

5699

SUBJECT : Galleria Marmore.

TO : Major Hueston D. Crippen.
Major E.J. Mole

In reply to your proposal concerning the reduction of the length of the arch at the S. Angelo tunnel (Marmore) the undersigned representative of the contracting firm, is hereby reporting :

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Furthermore the contracting firm, due to the difficulty of bricks supply, suggests that the construction of the arch of the aforementioned tunnel for the demolished section be made in beton which would expedite the work and save time.

Being to dispose for continuing on work, I ask that you please reply at your earliest convenience with the decision that you will deem appropriate.

5693

/S/ Imprese Titerine S.A.
Apolliti - Costruzioni - Fornaci.
Ing. Alessandrino.

Copia

IMPRESE TIERRE
APPALTI - COLLETTORI - PORDACI

R O M A

Rieti, 15 Febbraio 1945

Oggetto : Galleria Marone

Al : Sig. Vaghiere Huaton D.Crimpen e per il Sig. Magg. Mole.

In risposta alla di Lei proposta inerente alla riduzione della lunghezza della volta presso la Galleria S. Angelo (Marone), il sottoscritto, quale Rappresentante dell'Impresa, si permette di esporre quanto segue :

La riduzione della lunghezza della volta non darebbe alcun vantaggio di tempo che di spesa. Infatti si dovrebbe ugualmente eseguire la ricostruzione dei muri d'ala, sino all'imbocco della galleria, più alti e di maggior spessore e di conseguenza anche quella delle fondazioni per assicurare e sostenere la forte pendenza della scarpata di terra soprintesa sino al livello stradale. In più porterebbe lo svantaggio di lasciare l'attuale tratto di deviazione della strada con curva alquanto pericolosa.

Per tanto il sottoscritto, in linea tecnica e del parere di tenere l'imbocco della galleria nella posizione attuale con vantaggio di ricostruire il tronco stradale nella sede di origine.

In fine, l'Impresa, data la difficoltà dell'approvvigionamento di mattoni, propone che la costruzione della volta della suddetta galleria per il tratto demolito, sia fatta in calcestruzzo, che porterebbe il vantaggio di una grande celerità di lavoro e risparmio di tempo.

Dovendo disporre per il proseguimento dell'esecuzione del lavoro, prego di sia data sollecita risposta con la decisione che Ella vorrà adottare.

IMPRESA TIERRE S.A.
APPALTI - COLLETTORI - PORDACI.

Ing. Alessandrino.

Oggetto : Galleria Varmore

Al : Sig. Maggiore Walton D. Crispone e per il Sig. Maggiore Mole.

In risposta alle di Lei proposte inerente alla riduzione della lunghezza della volta presso la galleria S. Angelo (Varmore), il sottoscritto, quale Rappresentante dell'Impresa, si permette di esporre quanto segue :

La riduzione della lunghezza della volta non creerebbe alcun vantaggio sia di tempo che di spesa. Infatti si dovrebbe ugualmente eseguire la ricostruzione dei muri d'ala, sino all'imbocco della galleria, più alti e di maggior spessore e di conseguenza anche quelli delle fondazioni per assicurare e sostenere la forte pendenza della scarpata di terra soprintendente sino al livello stradale. In più porterebbe lo svantaggio di lasciare l'attuale tratto di deviazione della strada con curve alquanto pericolose.

Per tutto il sottoscritto, in linea tecnica e del parere di ingegnere l'imbocco della galleria nella posizione attuale con vantaggio di ricostruire il tronco stradale nella sede di origine.

In fine, l'Impresa, data la difficoltà dell'approvvigionamento di materiali, propone che la costruzione della volta della suddetta galleria per il tratto demolito, sia fatta in calcestruzzo, che porterebbe il vantaggio di una grande celerità di lavoro e risparmio di tempo.

Dovendo disporre per il proseguimento dell'esecuzione del lavoro, prego di mia data sollecite risposta con la decisione che Ella vorrà adottare.

IMPRESA TRUCCHI S.A.
ARRETI - COINVOLTI - PALLACI.

Ing. Alessandrino.

Translated copy

INFERRE TIRER LINE S.A.

SUBJECT : Report on works and miscellaneous.

TO : Major H.D. Grippen

Complying with your request I am hereby submitting the report on works covering the period from 10th to 16th Feb. 45:

10 Feb. 1. Works at S. Angelo Tunnel (Marmore) with 14 works.
2. To Terni to expedite the procedure concerning pine poles. Inspected Marmore's Tunnel.

12 Feb. 1. Works at S. Angelo Tunnel with 11 workers.
2. To Terni. talked to Sig. Motendi of that Comune. He assured that a decision on the pine poles has been taken and submitted to the Forest Service for valuation.

13 Feb. 1. Works of clearing out and demolition at S. Angelo Tunnel with 11 workers.
2. Received authority from the Chamber of Commerce of Rieti to draw the iron strips from Cise Vicosia warehouses.
3. To Terni. Received written authority from that Comune for cutting the pine-trees.

14 Feb. 1. Works of clearing out and demolition at S. Angelo Tunnel with 14 workers.
2. To Terni to speed up valuation of pine-trees by the Forest Guard.

15 Feb. 1. Works at S. Angelo Tunnel with 14 workers.
2. Started works on the underground passage Km. 208.437 and small bridge km. 208.436. Dig water gateway from ditches resulted from air bombs.
3. Drawn from Terni Comune certificate of bale payment for pine-trees.
4. Drawn from Cise Vicosia 1040 Kgs of iron strips for the poles points.

568

16 Feb. 1. Clearing out and demolition works at S. Angelo Tunnel with 14 workers.

the report on works covering the period from 10th to 15th Feb. 45:

- 10 Feb. 1. Works at S. Angelo Tunnel (Mermore) with 14 works.
2. To Terni to expedite the procedure concerning pine poles. Inspected Mermore's Tunnel.
- 12 Feb. 1. Works at S. Angelo Tunnel with 11 workers.
2. To Terni, talked to Sig. Motroni of that Comune. He assured that a decision on the pine poles had been taken and submitted to the Forest Guards for valuation.
- 13 Feb. 1. Works of clearing out and demolition at S. Angelo Tunnel with 11 workers.
2. Received authority from the Chamber of Commerce of Rieti to cross the iron strips from Cise Viscone warehouses.
3. To Terni. Received written authority from that Comune for cutting the pine-trees.
- 14 Feb. 1. Works of clearing out and demolition at S. Angelo Tunnel with 14 workers.
2. To Terni to speed up valuation of pine-trees by the Forest Guards.
- 15 Feb. 1. Works at S. Angelo Tunnel with 14 workers.
2. Started works on the underground passage Km. 208.417 and small bridge km. 208.436. The water gateway from ditches resulted from air bombs.
3. Drawn from Terni Comune certificate of bale payment for pine-trees.
4. Drawn from Cise Viscone 1040 Kgs of iron strips for the poles points.
- 16 Feb. 1. Clearing out and demolition works at S. Angelo Tunnel with 14 workers.
2. Work on the underground passage and small bridge at Km. 208.436 with 5 workers.
3. Paid to the "Tesorerie Comunale" of Terni the tale for the pine-trees.
4. Inspection at Carchedara with Scoglio Pini of Rieti on the place where the pine-trees will be cut. A/m Pini, in spite of repeated previous assurance, refused to make the cutting of the trees because this is consider of great profit to them.

5608

The Representative of "Impresa Tiberina"

ARMY FORM C 2136 (Large)		MESSAGE FORM		Register No.
Call	Sgt. No.	Priority	Transmission Instructions	
ABOVE THIS LINE FOR SIGNALS USE ONLY.				
FROM (A)		Originator	Date-Time of Origin	Officer's Date Stamp
		For Action		
TO		(W) For Information (INFO)		Message Instructions. Q R
TW IRO				
LINDBERG AC TR.				
Originator's No.				

1.0. 2 (.) RECEIVED (.) FOR LOGGING 1.0. R. (.) TUNNEL FI
 LING INSTRUCTED TO FEB. (.) ADDRESS BLD (.) INSTRUCT CONTINGENT
 PUT WORK MEN OF WORK (.) ADDRESS HAVE ONLY COMPLETED WORK OF
 ONE BRIDGE WITH 5 CHUTTERS (.) 50 ADDITIONAL BRIDGES FOR OXYGEN
 NOT AVAILABLE AT HIRTI (.) INSTRUCT CONTRACTORS CONTACT MAJOR
 CRIPPER PROVINCIAL COMMISSIONER RILEY PROVIDE FOR USE OF
 SAME (.) OUTTING UP OF ALL STRUCTURES MUST BE PUT IN HAND
 IMMEDIATELY (.) TUNNELS HAVE ONLY COMPLETED SITE WORK AT TUNNEL
 5.) INSTRUCT THAT WORK BE COMPLETED ON KNOWN SITE AT ALL
 BRIDGES IMMEDIATELY (.) ENGINEER MAJOR RILEY REQUESTED FOR
 REPORT NOT TAKEN IN RESIDENCE AT HIRTI (.) INSTRUCT HIM TO GO
 AT ONCE (.) CHARTERS AND FEEDING ARRANGED (.) REQUEST HIRK
 CHARGE FOR EACH LIFE COACH SHOULD NOT BE PAID (.) COACH FOR EXPL
 SALVAGED AND RIFES CLEARED OUT OF SAME AT NO CHARGE TO THIS
 COMPANY

5607

TO

TH INO

(W) For Information (INFO)

Message Instructions. Q R

REPLYING AS TH.

Originator's No.

A.C. 2 (.) RECORDED (.) FOR TROOPS I.B.R. (.) RECORDED
 HERE REFERENCE TO SUB. (.) RECORDED AND (.) INFORMATION OBTAINED
 BUT WORD NOT ON CODE (.) RECORDED HAVE ONLY RECORDED THEM ON
 ONE BRIDGE WITH 5 SHIPMENTS (.) 50 ADDITIONAL VEHICLES FOR OXIGEN
 NOW AVAILABLE AT RIVET (.) INSTRUCT CONTAINERS CONTACT MAJOR
 CRIPPER PROVINCIAL COMMISSIONER RIVET PROVIDING FOR USE OF
 SPARK (.) CUTTING UP OF ALL STRUCTURES MUST BE PUT IN HAND
 IMMEDIATELY (.) TROOPS HAVE ONLY COMPLETED CITY WORK AT TURNED
 (.) ENGINEER WORK BE COMPLETED ON TROOPS REPAIRS AT ALL
 REPAIRS IMMEDIATELY (.) ENGINEER REPAIRS REPAIRS REPAIRS
 LET AT NOW TAKEN UP REPAIRS IN RIVET (.) IMMEDIATELY REPAIRS
 AT ONCE (.) QUARTERS AND REPAIRS REPAIRS (.) SHIPMENTS REPAIRS
 CHANGE FOR TROOP LITS COACH SHOULD NOT BE PAID (.) COACH FOR KOLA
 SERVICED AND WINDS CLEARED OUT OF DANCE AT NO CHARGE TO THIS
 COMPANY

5007

This message may be sent
 AS WRITTEN by any means
 except

WIRELESS

Signed

MAJOR R.E.

If liable to be intercepted or to fall
 into enemy hands this message must
 be sent IN CIPHER.

Originator's Instructions
 Degree of Priority

IMPORTANT

Time System Type
 TILL 2 TOR
 Time Closed

Office translation

Monza, 9 Feb. 1945

To : Allied Commission, Transportation Sub-Commission. (Rail section).
Subject : RISTI-TERNI line-section reconstruction works .

Having the Risti-Terni reconstruction works been already started, we beg you to make arrangements for Double "I" iron girders, iron corrugated sheets and the lighth material required in the provisional bridges construction to be supplied as soon as possible .
Any delay would be very harmful as for the works to be carried out.
in the said materials delivery

Chief of the Service

LO SIMO

56-6



DEI TRASPORTI
MINISTERO ~~DELE~~ COMUNICAZIONI=
FERROVIE DELLO STATO - DIREZIONE GENERALE
SERVIZIO LAVORI E COSTRUZIONI
=====oOo=====

OGGETTO: Ripristino provvisorio
tratto Rieti-Terni.-
=====

Roma, 11. febbraio 1945-
L.O. 6/16/5059-

Al N.

del

COMMISSIONE ALLEATA
-Sottocommissione Trasporti-
(Ferrovie)

S E D E

+++++

Essendosi iniziati i lavori di ripristino delle opere d'arte del tratto Rieti-Terni della linea L'Aquila-Terni si fanno vive premure affinché le travi in ferro a doppio T nonché i laminati e gli accessori occorrenti per il montaggio dei ponti provvisori, di cui alla nota N°-6/16/23557 del novembre scorso, siano messi a disposizione al più presto onde evitare la sospensione dei lavori e ritardi alla riattivazione del traffico sulla linea.-

IL CAPO DEL SERVIZIO

Receper Maria M. del Guo

5805

U. Servizio

Translated copyIMPRESE TIBERINE S.A.

Rieti, 3 February 45

SUBJECT : Report on works and miscellaneous.

TO : Major Huston D. Crippen.

Complying with your request I am hereby submitting the report on works carried from 22 January 45 to 2 February 45:

22 January - The Impresa assumed and inspects the works for the reactivation on the Rieti-Terzi railroad.

23 January - Inquiry of local firms on supplies on materials required such as timbers, iron strips and bricks. Establishment of the Office.

24 January - Work as above and inspection at S. Mauro (Rieti) for the timbers (Property of Prince Potenziani).

25 January - Sec. Terzi et Terzi released written authority for unloading goods in their property. These materials have been cleared out from the approach of the S. An- gelo Tunnel (Marmore).

26 January - 1. The quantity of iron required for the bridges was found in the warehouses of CISA Vissone at Rieti. Conversation with the Director of the Factory (Sig. Bertolotto) when a letter of introduction was addressed to by Major Crippen.

2. With a letter of introduction from Major Crippen, went to see the Prefect to reach an agreement on bricks. Addressed by the Chief Engineer of the Genio Civile, Eng. Leotta, it was possible to get approximately 10,000 bricks.

3. Progress of researches for pine poles at localities adjacent to Rieti.

27 January - Impresa was informed of a number of bricks at Montepotondo. Progress of researches for pine poles and iron strips.

29 January - Arrival at Marmore of truck of Impresa from Rome with

- 22 January - The Impresa assumes and inspects the works for the reconstruction on the Rieti-Terzi railroad.
- 23 January - Inquiry of local firms on supplies on materials required such as timbers, iron struts and bricks. Estimation of the Office.
- 24 January - Work on above and inauguration at S. Mauro (Rieti) for the timbers (Property of Prince Potenziani).
- 25 January - Soc. Terzi et Terzi released written authority for unloading debris in their property. These materials have been cleared out from the approach of the S. Angelo Tunnel (Marone).
- 26 January - 1. The quantity of iron required for the bridges was found in the warehouses of CIGA Viacore at Rieti. Conversation with the Director of the Factory (Sig. Bertolotto) whom a letter of introduction was addressed to by Major Crippen.
2. With a letter of introduction from Major Crippen, went to see the Prefect to reach an agreement on bricks. Addressed by the Chief Engineer of the Genio Civile. Sig. Leotta, it was possible to get approximately 10,000 bricks.
3. Progress of reconstructions for pine poles at localities adjacent to Rieti.
- 27 January - Impresa was informed of a number of ⁵⁶bricks at Montecotondo. Progress of reconstructions for pine poles and iron struts.
- 29 January - Arrival at Marone of truck of Impresa from Rome with load of various materials and tools. Inspections made on the bridges over the Turano (Km. 193.017) and Velina (Km. 191.696).
- 30 January - 1. Works of clearing debris at the approaches of S. Angelo Tunnel (Marone) initiated with 7 workers.
2. Visit of the President to Rieti. Progress of reconstructions for pine poles.
- 31 January - 1. Progress of clearing debris at the approaches of S. Angelo Tunnel with 10 workers.
2. Meeting at Major Crippen Office. Present the Prefect, the Impresa President (Eng. Vannuccini),

CISA Visconte Director (Sig. Bertolotto), Capt. Irigola, of the Forest Guards of Rieti and the un. resigned to decide about the iron strings and the pine poles.

1 February - 1. Progress of clearing debris at S. Angelo Tunnel with same workers.

2. Staps taken to Mura 8 river boats.

2 February - 1. Progress of work as above.

2. With Forest Guards Major and Capt. Irigola, visited a few woods at Borbone (Km. 44 from Rieti) to find pine poles.

/S/ REPRESENTATIVE OF THE TIGER

IMPRONTA TITOLARE 3.

/RAY

Rieti, 3 Febbraio 1940

Oggetto : Rapporto sull'attività lavorativa e vari.

Al : Sign. Segretario Partito S. Socialista

Come era indicato nel punto 12 rapporto del lavoro svolto dal partito nel 1939 al 31/12/39 e precisamente:

1. gennaio - Edilizia, lavoro di pulizia e di pulizia dei lavori da eseguire per la costruzione del nuovo edificio del partito a Rieti.

2. gennaio - Edilizia, lavoro di pulizia e di pulizia dei lavori da eseguire per la costruzione del nuovo edificio del partito a Rieti.

3. gennaio - Edilizia, lavoro di pulizia e di pulizia dei lavori da eseguire per la costruzione del nuovo edificio del partito a Rieti.

4. gennaio - Edilizia, lavoro di pulizia e di pulizia dei lavori da eseguire per la costruzione del nuovo edificio del partito a Rieti.

5. gennaio - Edilizia, lavoro di pulizia e di pulizia dei lavori da eseguire per la costruzione del nuovo edificio del partito a Rieti.

6. gennaio - Edilizia, lavoro di pulizia e di pulizia dei lavori da eseguire per la costruzione del nuovo edificio del partito a Rieti.

7. gennaio - Edilizia, lavoro di pulizia e di pulizia dei lavori da eseguire per la costruzione del nuovo edificio del partito a Rieti.

Conclusione - Dall'ispezione sono state riscontrate le seguenti anomalie:

1. L'auto è stata trovata in una zona di parcheggio non autorizzata, con i freni a mano e il motore spenti.

2. L'auto è stata trovata in una zona di parcheggio non autorizzata, con i freni a mano e il motore spenti.

3. L'auto è stata trovata in una zona di parcheggio non autorizzata, con i freni a mano e il motore spenti.

4. L'auto è stata trovata in una zona di parcheggio non autorizzata, con i freni a mano e il motore spenti.

5. L'auto è stata trovata in una zona di parcheggio non autorizzata, con i freni a mano e il motore spenti.

6. L'auto è stata trovata in una zona di parcheggio non autorizzata, con i freni a mano e il motore spenti.

7. L'auto è stata trovata in una zona di parcheggio non autorizzata, con i freni a mano e il motore spenti.

8. L'auto è stata trovata in una zona di parcheggio non autorizzata, con i freni a mano e il motore spenti.

BEST COPY POSSIBLE

Esposito, Giovanni, 401 ponti nel fiume Tevere (En. 193.079) e Volano (En. 191.696).

[illegible]

2) Venuta in lotta col reazionario dell'impero con una
accusa di "socialismo" e dei suoi.

56-95

HRC/mav

ALLIED COMMISSION
RIETI PROVINCE
LATIO REGION
APO 334

2 February 45

H4/RIB/26

SUBJECT : Mine removal

TO : Lt.Col. Mastia - Huoles Presidio Militare - Rieti.

1. A contract has been let for the repair and reconstruction of the 7 bridges and 1 Galleria on the Rieti-Terzi railroad line. The contractors are now in Rieti and work has actually commenced.

2. To safeguard the lives of the Italian Workmen engaged on this project, it is essential that the bridge approaches and the Galleria at Marmore be checked and cleared of all mines. It is therefore requested that the Italian Authorities supply a mine removal squad and necessary equipment for this purpose.

3. Attention is invited to the fact that delay in securing such a squad will seriously interfere with the reactivation of the railroad and, in consequence, postpone the resultant benefits of rail service to the general welfare of the Province. Your cooperation in arranging this matter with the appropriate Italian authorities will be greatly appreciated.

HQ
HUSTON B. CHIPPEN
Major AUS
Provincial Commissioner

5002

cc Prefect
cc Major Mole
cc Ing. Alessandrino
cc Ing. Penna

Traduzione

OGGETTO : Ri-azione di mine.

Al : Col. Masta - Nucleo Presidio Militare - Rieti.

1. È stato appaltato un contratto per la riparamazione e ricostruzione dei 7 ponti e la galleria sulla linea ferroviaria Rieti - Terni. Gli appaltatori sono adesso in Rieti ed il lavoro è già incominciato.
2. Per salvaguardare le vite dei lavoratori italiani adetti a questo progetto, è indispensabile che gli imbocchi del ponte e della galleria Marmore siano verificati e liberati di tutte le mine. Si richiede quindi che la autorità italiana fornisca una squadra per la rimozione delle mine e l'equipaggiamento per questo scopo.
3. Si invita l'attenzione al fatto che un ritardo nel procurarsi tale squadra ostacolerà seriamente la riattivazione della ferrovia e, in conseguenza, porterà i risultati benefici del servizio ferroviario al benessere generale della Provincia. La Sua collaborazione nel sistamare questa questione con le competenti autorità italiane sarà altamente apprezzata.

Reto HUSTON D. CRIPPI

MAJOR A/S

Commissario Provinciale

5601

ARMY FORM C 2136 (Large)

MESSAGE FORM

Register No.

Cell	Srl. No.	Priority	Transmission Instructions
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OVER THIS LINE FOR SIGNALS USE ONLY.

FROM	Originator	Date-Time of Origin	Office Date Stamp
(A) Major Mole		10 JAN	



TH INC (LONG A.C.TH.)

TO	(W) For Information (INFO)
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Originator's No.

AKC/42 (.) RECEIVED (.) RETI - TERNI LINE 277 RECONSTRUCTION (.)
-BUREAU CONTRACT LRI IMPRESSA TERNINA WITH CONTRACTORS IMPRESSA
-SABINATE STEADWORK (.) RETI MEETING IS JAN ZERBINATE APPEAR VERY
-ANXIOUS NOT STANT WORK OBSTACLES QUOTED DIFFICULTY OBTAINING PETROL
-CIRCULATING PERMITS OXYGEN ACETYLENE (.) INSTRUCTED FIRMS COMMENCE SITE
-WORK 23 JAN AND REPORT YOU IMMEDIATELY FOR PERMITS PETROL ACETYLENE
-OXYGEN AND BOTTLES FOR EARL AGREED SUPPLIED TERNI (.) ACETYLENE
-RELEASE APPLY BY YOU 8 DEC APPROVED CAPT ALLIS W.R.S. 11 DEC BY LETTER
-FILE NO. TN 2/76/2 ADDRESSED 328 T.S.D.D. REQUEST ALL HELP GIVEN
-CONTRACTORS

5670

Originator's No.

AND/42 (.) RECORDED (.) PERM - PERM LINE 277 RECONSTRUCTION (.)
 THEREIN CONTRACT INT IMPROVE TIDENING MAIR CONTRACTORS IMPROVE
 ZARHINATE SINGAPORE (.) RIETH MEETING 15 JAN ZERBATE APPEAR VERY
 AND/423 NOT STAFF WORK GSEBACHEN QUOTED DIFFICULTY OBTAINING PERMOL
 CIRCULATING PERMITS OXYGEN ACETYLENE (.) INSTRUCTED FIRMS COMMENCE SITE
 WORK 23 JAN AND REPORT YOU IMMEDIATELY FOR PERMITS PERMOL ACETYLENE
 OXYGEN AND BOTTLES FOR SAME AGREED SUPPLIED PERMOL (.) ACETYLENE
 RELEASE APPLY BY YOU 3 DEC APPROVED CAPT MILLS M.A.S. II DEC BY LETTER
 FILE NO. IN 2/78/8 ADDRESSED 325 T.S.D. REQUEST ALL HELP GIVEN
 CONTRACTORS

11-27-74

This message may be sent AS WRITTEN by any means except	WIRELESS	If liable to be intercepted or to fall into enemy hands this message must be sent IN CIPHER.	Communicator's Instructions. Degree of Priority.	Time 10 10 10 10 10 10	Up- system
Signed					

MINISTRY OF COMMUNICATIONS
WORKS AND CONSTRUCTION SERVICE

Rome, 4.1.46

SUBJECT: Rehabilitation
Terni-Rieti line.

To The Transportation Sub Commission

1. I advise you that the masonry, the construction of the supports in timber, as well as the erection of the girders for the rehabilitation of the bridges on the Section of line Terni-Rieti, have been entrusted to the firm S.A. Imprese Tiberine.
2. The repair to the steel girders has been awarded to the firm S.A. Gerolami.
3. The work will start, as soon as the weather condition allow it.

THE CHIEF OF THE WORKS SERVICE
s/s Lo Cigno

5598



MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE
(D) SERVIZIO LAVORI E COSTRUZIONI

Roma, 4 /1/ 1945

N.C.E./232

Al N

del

OGGETTO: Ripristino Terni-Rieti

SOTTOCOMMISSIONE TRASPORTI
Colonnello Lindberg

R O M A

- 1 - Significo che le opere murarie, la costruzione delle stilate in legno e la posa delle travate per il ripristino dei ponti sulla Rieti-Terni sono stati affidati alla S.A. Imprese Tiberine.
- 2 - La riparazione delle travate metalliche è stata affidata alla S.A. Zerbiniati.
- 3 - I lavori saranno subito consegnati per quanto lo permettano le condizioni delle strade, date le forti nevicate.

IL CAPO DEL SERVIZIO

Coliquo

5597

Sub. Tip. Pirelli - Ancona - Ord. 31 - 305-40-XX - 1.700.000 1/4

ALLIED COMMISSION
VI 1 PROVINCE
LAPIN REGION
AEO 304

May 1966

R1211
22 Dec 44

SUBJECT: Oxygen Containers

TO : Transportation Sub Commission, 1,2.

Attn. Major Mole

Inclosed herewith are copy of letters from Gas Compressi - Terni and Industry Division, Lazio Umbria Region on above noted subject.

Inquiry of the KOC i/c Gas Plant Papigno (Terni) discloses that there will be no difficulty in obtaining oxygen when containers are supplied by the indlosed contractor. Payment can be made by contractor with the civilian management (and, percol).

KOC Gas Plant suggests that letter be written to TTA U.I. S.D. UIV. requesting authority for them to permit issuance by the plant of spare filled containers in exchange for empty tanks thereby obviating the normal delay required for filling.

3 containers have been received at Cisa Viacom Unit 7 at Lucchese-
Pisto, Hietl, subject to being used on loan by Genovis contractor.

There is a likelihood of a small number of containers being obtained thru the present as indicated in copy of letter attached hereto dated
21 Dec 44.

It might be helpful if a representative of the contractor visited
to ascertain that final arrangements

5596

1. Inclosed herewith are copy of letters from Gas Compressed - Termi and Industry Division, Lazio Umbria Region on above noted subject.

2. Inquiry of the NCC I/e Gas Plant Rapieno (Termi) discloses that there will be no difficulty in obtaining oxygen when containers are supplied by the railroad contractor. Influent can be made by contractor with the civilian management (see. Perfid).

3. NCC Gas Plant suggests that letter be written to 774 A.E. I.U. DIV. requesting authority for them to permit issuance by the plant of spare filled containers in exchange for empty tanks thereby obviating the normal delay required for filling.

4. 8 containers have been reserved at Ciser Viscosa and 7 at Saccharia Cicio, Rieti, subject to being used on loan by Terraviva contractor.

5. There is a likelihood of a small number of containers being obtained thru the present as indicated in copy of letter attached hereto dated 21 Dec 42.

6. It might be helpful if a representative of the contractor visited this "C" prior to the time oxygen is required on that final arrangements for collection of containers, etc. can be made.

cc Executive Officer (Provincas)

Hunter O. Clift
 HUNTER O. CLIFT
 Major AUS
 Provincial Commissioner

HEADQUARTERS
ARMED MILITARY GOVERNMENT
LAZIO-UMBRIA REGION

12 Dec. 44
VR/96

REF. : ID/103
SUBJECT : Oxygen Containers
TO : Provincial Commissioner A.M.G. Rieti

1. My letter ID/103 dated 15 Dec. 44 refers.
2. Ugo Locatelli & C. Via Giovanni da Sagoli n°10, Rome, can supply containers as follows:

c.m. 6,5 :

1 - number	17327
2 - "	773976
3 - "	561180
4 - "	1488

c.m. 5

1 - number	80
2 - "	5568
3 - "	9841
4 - "	7459

c.m. 4,5

1 - number	58
2 - "	1503
3 - "	1916
4 - "	994

3. As oxygen and containers are restricted, the usual formalities should be complied with.
4. It is hoped the foregoing information will be of help.

copy 5595

V. Kelly,

Major R.A.
Industry Division
Lazio-Umbria Region

C.P.C. TERNI N. 1885

C.C. POSTALE 10.5937

GAS CONPIRESI - TERNI

Sede Centrale ed Amministrazione -

TERNI - Via S. Pietro in Campo, 16-20 - Tel. 2-80

Agenzie:

ROMA - Via Cassini, 11 - Telefono 244.111
 FIRENZE - Via de' Medici, 4 - Telefono 24.41
 LIVORNO - Via de' Medici, 4 - Telefono 24.41
 GENOVA - Via de' Medici, 4 - Telefono 24.41
 PESCARA - Via de' Medici, 4 - Telefono 24.41
 ALESSANDRIA - Via de' Medici, 4 - Telefono 24.41

OSIGURIO - AMMONIACA - ACIDO CARBONICO - IDROGENO - AZOTO - ACETILENO
 DISCIOLTO - SOLUZIONI AMMONIACALE - CARBONICO DI CALCIO - MATERIALI
 ED APPARECCHI PER LA SALVATOPRA AUTOGRAFA ED IL TAGLIO DEI METALLI

Terni, 6 20 Dicembre 1944 144

AL COMANDO ALBERTO

R I E T I

Riferendoci alla conversazione verbale avuta, confermiamo di poter fornire l'ossigeno occorrente per la costruzione della ferrovia Terni Rieti mettendo a disposizione di tale lavoro n. 10 bombole di nostra proprietà. Il prezzo è di L. 30 al metro cubo franco stabilimento Papigno. Il pagamento è all'atto delle consegne.

Esaciamo presente che occorre un deposito di L. 900 a bombola e di L. 1 di noleggio giornaliero a decorrere dal giorno del prelevamento.

Il pagamento è all'atto delle consegne.

TRANSLATION:

Referring to our conversation, we are hereby confirming that we will be able to supply the oxygen required for the construction of the Terni - Rieti railroad making available for that work 10 oxygen tanks owned by us. The price is of Lt. 30 per cubic meter, free Papigno Pao-

GAS CONPIRESI

Via S. Pietro in Campo - Terni

5591

Terni. 11 20 Dicembre 1944 194

A. COMANDO ALLIATO

R. I. S. T. I.

Riferendoci alla conversazione verbale avuta, confermiamo di poter fornire l'ossigeno occorrente per la costruzione della ferrovia Terni Rieti mettendo a disposizione di tale lavoro n. 10 bombole di nostra proprietà. Il prezzo è di L. 30 al metro cubo franco stabilimento Pagnano.

Facciamo presente che occorre un deposito di L. 900 a bombola e di L. 1 di noleggio giornaliero e decorrenza dal giorno del prelievamento.

Il pagamento è all'atto della consegna.

WAS COMPTON
WIA M. D. M. P. M. M. M.

559

TRANSLATION:

Referring to our conversation, we are hereby confirming that we will be able to supply the oxygen required for the construction of the Terni - Rieti railroad making available for that work 10 oxygen tanks owned by us. The price is of Lt. 30 per cubic meter, free Pagnano factory.

It is indicated that it will be necessary to deposit 900 Lt. per tank and 1 Lt. for hiring per day effective from the day of drawing. The payment will be carried out upon delivery.

ALLIED COMMISSION
PROVINCE OF RIETI

RIETI
21 Dec 44

SUBJECT : Bombole d'Ossigeno

TO : R.E. the Prefect

1. In regard to our conversation on the requirements of the contractor for bombole d'ossigeno, it will be appreciated if you can arrange for Giovanni Di Feni, Via Porta Romana, Rieti, to supply 15 bombole. It is desirable for him to hold the tanks subject to their being called for by a representative of the Ferrovie contractor to whom I shall furnish a letter of identification.

2. The responsibility for the return of the bombole will be that of the contractor.

WUSTON D. CRIPPEN
MAJOR AUS
Provincial Commissioner

5593

J.A. Impresa Zerbinate (Inquin PENNA)

Contractors for cutting up steelwork.

Tractor for steelwork when needed?

Work to start 22 Jan

Engineer MARCHETTI FERNANDO.

TIBERINA

RIETI 135 ext 3

To be. for Long A.C.Tm.

Rieti - Terni Line 277 Reconstruction

Contract let Impresa ZERBINATE for steelwork. Impresa Tiberina main contractor.

At Rieti 13 Jan.

ZERBINATE appears not answer concerns with details quite differently than other

contractors. Impresa and acetylene. I instructed from report you for

application facilities. Oxygen & both supplied at Terni. Acetylene volume

offered for

by you dated 9 Dec 93. Offered Capt Ellis 11 Dec. addressed to 327 TSO

File No T.A. 2/76/2. Report all help given contractor obtain required materials.

5592

Subject: Release of Carbide.

Military Railway Service,
D.M.F.
Tel: Firstbox 53.

File: Tn.A.2/76/2.

11 Dec. 44.

To: 329 T.S.D.

Copy To: Capt. Long,
Stores Section, M.R.S. - Please instruct the I.S.R. to collect.

1. Reference attached request for release of 1,000 Kilos Carbide for the I.S.R.

2. Release is approved, on collection. The material should be vouchered according to T/1. 21.

5591

G. J. Ellis
G. J. ELLIS, S/Capt.,
for Brigadier,

Director Military Railway Service.

HEADQUARTERS
ALLIED CONTROL COMMISSION
COMMERCE SUB-COMMISSION

APO 394

Date: 9 December 1944

1. DEMAND FOR CONTROLLED MATERIALS

2. AMO/ACC FORMATION

Transportation Sub-Commission

3. COMMODITY DEMANDED

Acetylene

(Give particulars of specification on back of Form)

4. QUANTITY REQUIRED: (In metric tons or other suitable unit)

(a) Single lot demand: 2250 cubic meters

(b) Next Month

(c) Second Month

(d) Third Month

5. JUSTIFICATION: (Detail this information on back of Form)

6. SOURCES OF SUPPLY (if known). Give particulars:

(a) Has Material been located? Yes

(b) If locally - Where? S.P.A.D.-Rome

(c) If anywhere in Liberated Italy (including Sicily & Sardinia) - Where?

(d) If blocked, give names of establishment and Military Unit concerned, quantities available, etc.

7. ADDRESS FOR DELIVERY:

The Italian State Railway
will furnish the cylinders.

Consignee: Italian State Railways

Address: Rome

8. It is certified that these supplies and stores are required for (URGENT), (NORMAL), (STOCK PILING) purposes. (Strike out words not applicable).

Date: 9 December 1944

Signature: C.M. LONGO Capt., T.C.
Rank Title Office

9. REGIONAL APPROVAL

Title

For the Director

1. DEMAND FOR CONTROLLED MATERIALS.

2. AMG/ACC FORMATION Transportation Sub-Commission

3. COMMODITY DEMANDED

Acetylene

(Give particulars of identification on back of Form)

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Consignee: Italian State Railways

Address: Rome

8. It is certified that these supplies and stores are required for (URGENT), (NORMAL), (STOCK PILING) purposes. (Strike out words not applicable).

Date: 9 December 1944

Signature: *Quincy* C.M. LONGO, Capt., T.C.
Rank Title, Office

FOR THE DIRECTOR.

9. REGIONAL APPROVAL

Title

FOR USE OF LOCAL RESOURCES SECTION (Commerce Sub-Commission)

AFLR (1) B Release Order No.

Our Release Order No.

Date:

Date:

REMARKS:

Form: ACC-MAT No. 10.

B-1611

5. Material is urgently needed to cut up demolished steel bridge structure on the Terni-Rieti Line. The structures are blocking the flow of water and causing considerable scouring. It is essential that they be removed promptly.

Recommended:

C. M. Long
C.M. LONG
Capt., TC
Stores Officer

HEADQUARTERS ALLIED CONTROL COMMISSION COMMERCE SUB-COMMISSION

APO 394

Date: 9 December 1944

1. DEMAND FOR CONTROLLED MATERIALS.

2. AMG/ACC FORMATION Transportation Sub-Commission A.C.

3. COMMODITY DEMANDED **Oxygen**

(Give particulars of specification on back of Form)

4. QUANTITY REQUIRED: (In metric tons or other suitable unit)

(a) Single lot demand: **4500 cubic meters**

(b) Next Month

(c) Second Month

(d) Third Month

5. JUSTIFICATION: (Detail this information on back of Form)

6. SOURCES OF SUPPLY (if known): Give particulars:

(a) Has Material been located? **Yes**(b) If locally - Where? **SIDO Rome**

(c) If anywhere in Liberated Italy (including Sicily & Sardinia) - Where?

(d) If blocked, give names of establishment and Military Unit concerned, quantities available, etc.

7. ADDRESS FOR DELIVERY:

**The Italian State Railway
will furnish the cylinders.**

Consignment Italian State Railways

Address **Rome**

8. It is certified that these supplies and stores are required for (URGENT), (NORMAL), (STOCK PILING) purposes. (Strike out words not applicable).

Date: **9 December 1944**Signature: **C.M. LONG** Capt., T.C.
Head, Table Office

For the Director.

9. REGIONAL APPROVAL

Title

5009

1. DEMAND FOR CONTROLLED MATERIALS

2. AMG ACC FORMATION **Transportation Sub-Commission A.C.**

3. COMMODITY DEMANDED **Oxygen**

(Give particulars of specification on back of Form)

4. QUANTITY REQUIRED: (in metric tons or other suitable unit)

(a) Single lot demand: **4500 cubic meters**

(b) Next Month

(c) Second Month

(d) Third Month

5. JUSTIFICATION: (Detail this information on back of Form)

6. SOURCES OF SUPPLY (if known). Give particulars:

(a) Has Material been located? **Yes**

(b) If locally - Where? **SIDO Rome**

(c) If anywhere in Liberated Italy (including Sicily & Sardinia) - Where?

(d) If blocked, give names of establishment and Military Unit concerned, quantities available, etc.

7. ADDRESS FOR DELIVERY:

The Italian State Railway **Consociation Italian State Railways**

Address **Rome**

8. It is certified that these supplies and stores are required for (URGENT), (NORMAL), (STOCK PILING) purposes. (Strike out words not applicable)

Date: **9 December 1944**

Signature: **C.M. LONG** **Cent., T.C.**
Rank, Title, Office

For App Director.

9. REGIONAL APPROVAL. Title

FOR USE OF LOCAL RESOURCES SECTION (Commerce Sub-Commission)

AFLR (1) B Release Order No.

Our Release Order No.

REMARKS: Date:

Date:

Form ACC-MAT No. 10

A-207

5. Material is urgently needed to cut up demolished steel bridge structure on the Terni Rieti Line. The structures are blocking the flow of water and causing considerable scouring. It is essential that they be removed promptly.

Recommended:

C. M. Long
C.M. Long
Capt., TC
Stores Officer

EJW/ef

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION
RAILS

28th November 1944

Ref. AG/Tn/100/277

TO : Eng. Lo Cigno

SUBJECT : Line 277 Terni to Rieti
Reconstruction.

1. Reference your letter dated 21 Nov. concerning the reconstruction of the above section of line.
2. No authority has yet been granted for this work to proceed.
3. It is however essential to remove the blown up superstructure of the four destroyed bridges from the river beds to prevent scour taking place.
4. Please arrange for this work to be put in hand. Your request in letter 1/43/14251 addressed to Major Paddy for supply of oxygen and acetylene has been forwarded to this Sub Commission for attention. All requests for material for use on this line must be made direct to this Sub - Commission.
5. The following stores have been requested for your use in cutting up the bridges.

Oxygen	4500 cubic metres
Dissolved Acetylene	2250 cubic metres
Carbide	1000 Kilograms.

EJW/ef 5880
O.H. DINBER, LT. COL., R.E.
TRANSPORTATION SUB COMMISSION
RAILS.

EJM/em

TRANSPORTS AND INF COMMISSION
APC 194
TRANSPORTATION SUB-COMMISSION
RAILS

7074 :

November 26th 1944

TO : Colonel Adams,
Director Tptn. S.C., A.C.

SUBJECT : Terai - Rieti line 207.

1. Authority for the reconstruction of this line has as yet not been given.

2. The demolished steel bridges are at present lying in the rivers blocking the flow of water and thus causing serious eddy currents which are scouring the banks and in one case has caused the collapse of a wing wall of one of the bridge abutment walls.

3. It is therefore necessary to prevent further damage and to remove forthwith the steel work blocking the stream.

4. It is proposed to put the work of cutting up the steel work in hand immediately the necessary oxygen and acetylene can be obtained.

5. The I.S.E. have been informed accordingly and bid made for :

Oxygen 4,500 cubic metres
Acetylene 2,250 " "
Carbide 1,000 Kilograms.

5587

EJM
O.H. LINDBERG, Lt.Col., R.E.,
Tptn. S.C., A.C., Rails.

EJM/ef

HEADQUARTERS ALLIED COMMISSION
APO 324
TRANSPORTATION SUB-COMMISSION
RAILS

25th November 1944

TO : Col. D.S. Adams, Director Tn. Sub. Commission

SUBJECT : Line 277 Terni to Rieti,
Reconstruction.

1. Reference your letter AG/100/277/Tn dated
21 Nov.
2. The estimated cost of reconstruction of this
section of line is \$,000,000 lire (Nine Million Lire.)

EJM

C.H. LINDBERG, JR., COX., R.E.
TRANSPORTATION SUB COMMISSION
RAILS.

5586

MINISTRY OF COMMUNICATIONS
WORK AND CONSTRUCTION SECTION

Rome, 21.11.1944

To the Allied Commission, Major Mole

Subject: Contractor Leonida Rech
Supply of carbide and oxygen.

1. As it is known the contractor Leonida RECH, has to carry out important works of rehabilitation and repairs to the bridges along the line Rieti - Terni, and also the urgent removal of the girder in the Velino river.

2. In order to be able to carry out said works, the contractor requested the urgent supply of the below listed material:

calcium carbide for welding 2 qul.

oxygen, for welding 2 cylinders.

3. Will you please, supply the contractor with the mentioned material as his request is justified.

THE CHIEF OF THE WORK SECTION
w/s Lo. Cigno

*Spoke to Lo. Cigno
see letter Ac/Tn/100/277
dated 21 Nov 44
EGM*

- 23 -



MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE
(1) SERVIZIO LAVORI E COSTRUZIONI
UFFICIO IV°

OGGETTO: Impresa Leonida REGH
Assegnazione Carburante e
Ossigeno

Roma 21 Novembre 1944 .A

N. L.A./25859/2

A/N

del

H.Q. ALLIED COMMISSION TRANSPORTATION
SUB COMMISSION RAILS
Sig. Maggiore MOIE

- R O M A -
=====

- 1°) L'Impresa Leonida REGH, come è noto, deve eseguire importanti lavori di ripristino e restauro delle opere d'arte lungo la linea Rieti - Terni, e con particolare urgenza la rimozione dal fiume Velino della travata che ostacola il normale deflusso delle acque.
- 2°) Per poter provvedere all'esecuzione dei lavori di cui trattasi l'Impresa ha richiesto l'assegnazione urgente dei seguenti materiali sottoposti a controllo.
- Carburante di calcio, per saldatura autogena quintali 2
bambole n°2
Ossigeno, per saldatura
- 3°) La richiesta dell'Impresa è giustificata e si prega il favorevole accoglimento e l'assegnazione dei materiali richiesti.

IL CAPO DEL SERVIZIO

Voligno

5584

Stab. Tip. Foto - Roma - Ord. N. 3542 XX - 170.325 N. 1

MINISTRY OF COMMUNICATION
WORK AND CONSTRUCTION SERVICE.

Rome, 21st November 1944

To the Transportation Sub Commission
Major Role

Contractor RECH
Supply of fuel.

R o m e

1. The firm RECH (see attached contract) has to carry out important rehabilitation works of bridges along the line Terni - Rieti.
2. It is also necessary to remove the fallen girder from the Velino river, at Km 213+701.
3. The firm has to carry out urgently said works; and needs therefore for the transport of workmen and technical staff, as well as for the material, the circulating permits for the following motor-vehicles, and for the provinces of Rome - Rieti - Terni and Aquila.

Motorvehicle Fiat 500 - Target ROME 74622
Truck OM. 665 - " " 27713

4. The firm need for the execution of the works, for the time being, 600 litres petrol and 15 litres lubricating oil, necessary for trips from Rome to the place of work at Velino river. The definitive request of fuel for carrying out all the works, will be transmitted later on.
5. As the request of the firm is justified, will ^{you} please take ^{it} into consideration and assign the requested fuel.

Please return the alleged contract.

s/s De Signe

5583



MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE
(D) SERVIZIO LAVORI E COSTRUZIONI
UFFICIO IV°

OGGETTO: Impresa RECH
Assegnazione carburanti

Roma 21 Novembre 1944 .A

N. L. 4/27516/2

Al N. del

H.Q. COMMISSION ALLIED TRANSPORTATION
SUB COMMISSION RAILS
Sig. Maggiore MOLE

- R O M A -
=====

- 1°) Come risulta dalla Convenzione di Cottimo in corso di compilazione, che si trasmette in ischema con preghiera di restituzione l'Impresa RECH leonida di Roma deve eseguire importanti lavori di ripristino e restauro di opere d'arte lungo la linea Rieti - Terni.
- 2°) Fra i lavori appaltati, è pure compresa la rimozione del fiume Valino al Km. 213+701, della travata caduta in seguito ad azioni belliche e che ostacola il regolare deflusso delle acque di quel fiume.
- 3°) L'Impresa predetta dovendo provvedere ad eseguire d'urgenza tali lavori e per il trasporto degli operai e tecnici e dei materiali occorrenti per l'impianto del cantiere ha intanto richiesto che *le* sia concesso il permesso di circolazione per i seguenti automezzi valido per le provincie di Roma - Rieti - Terni e Aquila.
- | | | |
|-------------|----------------|--------------|
| Autovettura | Piat 500 Targa | Roma 74682 |
| Autocarro | OM. 665 | " Roma 27713 |
- 4°) L'Impresa predetta ha pure richiesto, per l'esecuzione dei lavori di cui trattasi la concessione della carta carburanti e l'assegnazione per intanto di litri 600 di benzina e litri 15 di olio lubrificante occor-

5382

1 1 8 3

rente per i viaggi dei predetti automezzi da Roma al cantiere di lavoro al fiume Velino. Si fa riserva di trasmettere la definitiva richiesta di carburanti per l'esecuzione di tutti i lavori previsti dalla citata convenzione di cottimo.

- 5°) Essendo la richiesta della Ditta giustificata si prega il favorevole accoglimento della domanda della Ditta e l'assegnazione dei carburanti richiesti.

Allegati n°3

IL CAPO DEL SERVIZIO

Voligno

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UFFICIO REGIONALE
DELLO STATO
REGIONE LIGURIA



11 OTT. 1944

11 OTT. 1944

UFFICIO REGIONALE

UFFICIO REGIONALE
DELLO STATO
REGIONE LIGURIA

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Account to Delta Corp. dated 12/10/64, amounting to \$1,000.00, for 11 months' subscription to Delta Corp. magazine, "Delta News".

[illegible]

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

- 4) Yoon 2.12 - (L'acquisto di 100.000.000 di lire per la costruzione di una casa di abitazione a 100.000.000 di lire) 75,00
- 5) Yoon 2.13 - (L'acquisto di 100.000.000 di lire per la costruzione di una casa di abitazione a 100.000.000 di lire) 253,00
- 6) Yoon 2.14 - (L'acquisto di 100.000.000 di lire per la costruzione di una casa di abitazione a 100.000.000 di lire) 40,00
- 7) Yoon 2.15 - (L'acquisto di 100.000.000 di lire per la costruzione di una casa di abitazione a 100.000.000 di lire) 562,00
- 8) Yoon 2.16 - (L'acquisto di 100.000.000 di lire per la costruzione di una casa di abitazione a 100.000.000 di lire) 325,00

Yoon 2.17
Yoon 2.18

562,00

- 9) Yoon 2.19 - (L'acquisto di 100.000.000 di lire per la costruzione di una casa di abitazione a 100.000.000 di lire) 50,00

12) voce n. 153 - (contocorrenti) -
a) a destra: voce e tutte le sue parti, compreso il
contocorrente 14,00
b) a sinistra: voce e tutte le sue parti, compreso il
contocorrente 32,00
c) a destra: voce e tutte le sue parti, compreso il
contocorrente 70,00
d) a sinistra: voce e tutte le sue parti, compreso il
contocorrente 147,00

9) voce n. 205 - (contocorrenti) -
a) a destra: voce e tutte le sue parti, compreso il
contocorrente 10,50
b) a sinistra: voce e tutte le sue parti, compreso il
contocorrente 12,50

10) voce n. 215 - (contocorrenti) -
a) a destra: voce e tutte le sue parti, compreso il
contocorrente 52,00
b) a sinistra: voce e tutte le sue parti, compreso il
contocorrente 1.354,00
c) a destra: voce e tutte le sue parti, compreso il
contocorrente 2.390,00

11) voce n. 225 - (contocorrenti) -
a) a destra: voce e tutte le sue parti, compreso il
contocorrente 537,00
b) a sinistra: voce e tutte le sue parti, compreso il
contocorrente 1.146,00
c) a destra: voce e tutte le sue parti, compreso il
contocorrente 1.146,00

12) voce n. 235 - (contocorrenti) -
a) a destra: voce e tutte le sue parti, compreso il
contocorrente 49,00
b) a sinistra: voce e tutte le sue parti, compreso il
contocorrente 86,00

13) voce n. 245 - (contocorrenti) -
a) a destra: voce e tutte le sue parti, compreso il
contocorrente 1.146,00
b) a sinistra: voce e tutte le sue parti, compreso il
contocorrente 1.146,00

3) voce n. 202 - ...
Vista delle scodelle murature di mattoni, connessa da ...

- 10) Voce n. 203 - ...
a) con mattoni di n. 122-130 (mattoni muratura) ... 11,50
b) con mattoni di n. 131-140 (mattoni muratura) ... 12,50
- 11) Voce n. 204 - ...
a) con mattoni di n. 141-150 (mattoni muratura) ... 13,50
b) con mattoni di n. 151-160 (mattoni muratura) ... 14,50
- 12) Voce n. 205 - ...
a) con mattoni di n. 161-170 (mattoni muratura) ... 15,50
b) con mattoni di n. 171-180 (mattoni muratura) ... 16,50
- 13) Voce n. 206 - ...
a) con mattoni di n. 181-190 (mattoni muratura) ... 17,50
b) con mattoni di n. 191-200 (mattoni muratura) ... 18,50
- 14) Voce n. 207 - ...
a) con mattoni di n. 201-210 (mattoni muratura) ... 19,50
b) con mattoni di n. 211-220 (mattoni muratura) ... 20,50
- 15) Voce n. 208 - ...
a) con mattoni di n. 221-230 (mattoni muratura) ... 21,50
b) con mattoni di n. 231-240 (mattoni muratura) ... 22,50

100

del quale si riteneva che fosse la causa della morte. L'amministrazione
 si era occupata di tutto il resto e aveva fatto tutto il possibile per
 assicurare che la morte fosse la causa della morte.

La causa

La causa della morte era la causa della morte. La causa della morte
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Conclusioni

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La causa della morte era la causa della morte.

La causa

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BEST COPY POSSIBLE

Subject: Supply of Oxygen, acetylene
and carbide.

Military Railway Service.
C.M.F.

Tele. Firebox 12
Outside Line 843071

To: Major Melo, A.C.C. (Blag).

Ref. Tn.A.4/60.
18th Nov. '44.

The following request has been made by the I.S.R.
reference their letter 1/43 = 14251 for cutting girders
etc. on the line Terni - Rieti.

Demolition of joists Km. 226+790 = 213+700 = 193+017
191+696 and at Km. 164+637

Oxygen	4500 cu. metres.
Acetylene dissolved	2250 cu. metres.
Carbide	1000 Kilos.

H.M. Puddy. Mgr. R.E.

(H.M. Puddy)
Major R.E.
for Brig.

Director, Military Railway Service.

*Acting Lt. Col.
29/11/44*

5575

HEADQUARTERS

ALLIED COMMISSION

Transportation Sub Commission
APO 394

REF. : November 16th 1944

TO : Lt. Col. C.H. Lindberg,
Tptn. S.C., A.C. (Rails).

SUBJECT : Reconnaissance of line 277
Terni - Rieti Section.

This section of line is single track for steam or diesel operation, laid with 36 Kilogram per metre rails. The amount of damage to the main line permanent way and station layouts is very small except over the demolished structures. All necessary repairs to the permanent way can be carried out by the local gangs and no new material will be required for this work.

The following structures have been damaged. All repairs suggested are of a temporary nature as at present it is impossible to obtain the necessary steelwork for permanent structure.

1. At 191.696 kilometres (just north of Rieti). A standard I.S.B. wrought iron lattice girder bridge of 40 metres span over the river Volino.

Damage - The superstructure has been blown roughly in 3 equal parts. The two end portions are suspended from the abutments and the middle third is in the stream blocking same and causing considerable eddy currents which are scouring the river banks badly. Abutments are not badly damaged and only need minor repairs.

Reconstruction - The damaged superstructure will have to be cut up and removed. (It may be possible given lifting tackle of sufficient capacity to salvage sections for repairs to other similar structures). Drive timber piles into bed of river to form the independent timber trestles. Super

This section of line is single track for steam or diesel operation, laid with 36 Kilogram per metre rails. The amount of damage to the main line permanent way and station layouts is very small except over the demolished structures. All necessary repairs to the permanent way can be carried out by the local gang and no new material will be required for this work.

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5372

Reconstruction - The damaged superstructure will have to be cut up and removed. (It may be possible given lifting tackle of sufficient capacity to salvage sections for repairs to other similar structures). Drive timber piles into bed of river to form two independent timber trestles. Span from abutments to timber trestles with a fairly heavy section R.S.J's and span between timber trestles with heavy section R.S.J's. Relay track on top of the R.S.J's and clip sleepers to the R.S.J's with holding down bolts.

Note - It is possible to bring all materials and equipment to the site by road or alternatively by rail from Rieti station.

2. At 193.017 Km. A standard I.S.R. wrought iron lattice bridge of 30 metre span over the river Velino.

Damage - The superstructure has been blown at approx. 19'.6" at the south (Rieti) end and 13'.4" from the North end

- 2 -

leaving an intermediate portion of approx. 78'.0", laying partly in the river and with the south end resting on the tow path. The intermediate portion appears to be in good condition. Abutments are little damaged and need only minor repairs.

Reconstruction - Two schemes are possible :

- (a) - Jack up intermediate portion of bridge on temporary supports and build on new ends. Material from the bridge at 191.636 Km. could be used for this purpose.
- (b) - Jack up intermediate portion on temporary supports. Build on one new end and roll repaired end of span onto the north abutment. Provide a timber trestle support on tow path to carry lattice girders and span gap between trestle and south abutment with light section R.S.J's.

Note - Material and equipment could be taken to the site by road.

3. At 206.430 Km. A standard I.S.B. wrought iron lattice girder bridge of 40 metres span over the river Velino.

Damage - This structure has suffered very little damage, and is in situ. The flat diagonal lattice bars and the vertical t irons of both girders are torn at approximately the centre of the span by either machine gun bullets or shrapnel. The top flange of main girder (right hand side when facing Rietl) is badly torn and requires new angles and flange plates on a length of 6 feet. A deck plate at approximately mid span is holed and one cross girder has one top flange buckled and fractured along longitudinal centre line.

Repairs - Replace and patch damaged members. Material can all be obtained from salvaged material from similar structure on this line. Material can be taken by rail trolley to site from Piedilago station.

4. At 213.701 Km. A standard I.S.B. wrought iron lattice girder bridge of 40 metres span over the river Velino.

Damage - The superstructure is badly damaged and little can be seen as it is submerged. Very considerable scouring has taken place as the result of the block in the stream. The south side abutment wing walls have been undermined and some collapsed into the water. Much filling behind abutment slowing slipping

Considerable area of the adjacent field has been

- (b) - Jack up intermediate portion on temporary supports. Build on one new end and roll repaired end of span onto the north abutment. Provide a timber trestle support on tow path to carry lattice girders and span gap between trestle and south abutment with light section R.S.J's.

Note - Material and equipment could be taken to the site by road.

3. At 208.430 Km. A standard I.S.R. wrought iron lattice girder ridge of 40 metres span over the Rive Velino.

Damage - This structure has suffered very little damage, and is in situ. The flat diagonal lattice bars and the vertical T irons of both girders are torn at approximately the centre of the span by either machine gun bullets or shrapnel. The top flange of main girder (right hand side when facing Rive) is badly torn and requires new angles and flange plates on a length of 6 feet. A deck plate at approximately mid span, is holed and one cross girder has one top flange buckled and fractured along longitudinal centre line.

Repairs - Replate and patch damaged members. Material can all be obtained from salvaged material from similar structure on this line. Material can be taken by rail trolley to site from Piediluco station.

4. At 213.701 Km. A standard I.S.R. wrought iron lattice girder bridge of 40 metres span over the River Velino.

Damage - The superstructure is badly damaged and little can be seen as it is submerged. Very considerable scouring has taken place as the result of the block in the stream. The south side abutment wing walls have been undermined and have collapsed into the water. Much filling behind abutment showing slipping into the water. Considerable area of the adjacent field has been washed away. Very little damage is apparently to the abutments.

Reconstruction - This work has already been started. Alleged to have been done by the Germans. First the demolished structure will have to be cut up to prevent further scouring taking place. The wing wall of the abutment south side will have to be rebuilt and much filling placed behind same.

The existing timber trestle and R.S.J. wagwans erected by the Germans can be used. A similar type of trestle will have to be driven into the stream bed near the north bank. The spans between the two timber trestles and the new trestle and north abutment to be bridged with R.S.J.'s relay track and clip sleeper.

- 3 -

to R.S.J's with holding down bolts.

5. At 216.739 Km. The Sant'Angelo tunnel, brick lined.

Damage - The structure is completely demolished for the first 65 feet. The road which formerly passed over this demolished section has been diverted.

Reconstruction - Clear debris and rebuild brick arch and walls for a length of say 10 ft.

6. At approximately 226 Km. A small culvert is damaged. Abutments are brick and the floor is reinforced concrete slabs.

Reconstruction - Rebuild part of the abutments and replace concrete slabs which are unamaged.

7. At 228+790 Km. A standard I.S.B. wrought iron lattice girder bridge of 15 metres span over the river Volino.

Damage - The superstructure is blown at mid span.

Both sections are resting against the abutments and in the river partly submerged. From what is visible the girders appear to be badly damaged. The abutments are very slightly damaged and only require minor repairs.

Reconstruction - The damaged girders will have to be cut up to clear the river and thus prevent any scour taking place. Drive timber piles into the bed of the stream to form two independent timber trestles. Span from the abutments to the timber trestles with a fairly heavy section R.S.J's and between the two trestles with heavy section S.S.J's. Lay track on top flanges of R.S.J's and clip sleepers to R.S.J's with bolting down bolts.

SUMMARY

All the above reconstruction work could be carried out by reliable firms of contractors and could be completed in 10 to 12 weeks.

Material for the work could all be supplied from local resources with the exception of the cement and the steel sections.

The question of the exact tonnage of steel required is being investigated.

Water supply for locomotives exists at Rieti, Piediluco and Stroncone.

It is suggested by the I.S.B. engineer that mines exist

1202

6. At approximately 226 Km. A small culvert is damaged. Abutments are brick and the floor is reinforced concrete slabs.

Reconstruction - Remove part of the abutments and replace concrete slabs which are undamaged.

7. At 228+790 Km. A standard I.S.B. wrought iron lattice girder bridge of 15 metres span over the river Velino.

Damage - The superstructure is blown at mid span.

Both sections are resting against the abutments and in the river partly submerged. From what is visible the girders appear to be badly damaged. The abutments are very slightly damaged and only require minor repairs.

Reconstruction - The damaged girders will have to be cut up to clear the river and thus prevent any occur taking place. Drive timber piles into the bed of the stream to form two independent timber trestles. Span from the abutments to the timber trestles with a fairly heavy section I.S.B.'s and between the two trestles with heavy section R.S.J's. Lay track on top flanges of I.S.B's and clip sleepers to I.S.B's with holding down bolts.

SUMMARY

All the above reconstruction work could be carried out by reliable firms of contractors and could be completed in 10 to 12 weeks.

Material for the work could all be supplied from local resources with the exception of the cement and the steel sections.

The question of the exact tonnage of steel required is being investigated.

Water supply for locomotives exists at Kieti, Pindiluo and Streptone.

It is suggested by the I.S.R. engineer that mines exist at the south end of the Sant'Angelo tunnel. Before any work at this section is commenced it would be advisable for a thorough examination to be made.

5503

B.J. MOLE, Major, C.E.,
Tptn.S.C., A.C. (Rile).

EJH/em

HEADQUARTERS
ALLIED COMMISSION
Transportation Sub Commission
APC 334

November 16th 1944

REF. :
TO : Lt. Col. O.H. Lindberg,
Tptn. S.C., A.C. (Rail),
SUBJECT : Reconnaissance of line 277
Terni - Rieti Section.

This section of line is single track for steam or diesel operation, laid with 36 Kilogram per metre rails. The amount of damage to the main line permanent way and station layouts is very small except over the demolished structures. All necessary repairs to the permanent way can be carried out by the local gangs and no new material will be required for this work.

The following structures have been damaged. All repairs suggested are of a temporary nature as at present it is impossible to obtain the necessary steelwork for permanent structure.

1. At 121.696 kilometres (just north of Rieti), a standard I.S.R. wrought iron lattice girder bridge of 40 metres span over the river Velino.

Damage - The superstructure has been blown roughly in 3 equal parts. The two end portions are suspended from the abutments and the middle third is in the stream blocking same and causing considerable eddy currents which are scouring the river banks badly. Abutments are not badly damaged and only need minor repairs.

Reconstruction - The damaged superstructure will have to be cut up and removed. (It may be possible given lifting tackle of sufficient capacity to salvage sections for repairs to other similar structures). Drive timber piles into bed of river to form two independent timber trestles. Span from abutments to timber trestles with a fairly heavy section of steel beam between timber trestles with heavy section

537

Rieti - Rieti Section.

This section of line is single track for steam or diesel operation, laid with 36 Kilogram per metre rails. The amount of damage to the main line permanent way and station layouts is very small except over the demolished structures. All necessary repairs to the permanent way can be carried out by the local gangs and no new material will be required for this work.

The following structures have been damaged. All repairs suggested are of a temporary nature as at present it is impossible to obtain the necessary steelwork for permanent structure.

1. At 131.626 kilometres (just north of Rieti). A standard I.S.R. wrought iron lattice girder bridge of 40 metres span over the river Velino.

Damage - The superstructure has been blown roughly in 3 equal parts. The two end portions are suspended from the abutments and the middle third is in the stream blocking same and causing considerable eddy currents which are scouring the river banks badly. Abutments are not badly damaged and only need minor repairs.

5571

Reconstruction - The damaged superstructure will have to be cut up and removed. (It may be possible given lifting tackle of sufficient capacity to salvaged sections for repairs to other similar structures). Drive timber piles into bed of river to form two independent timber trestles. Span from abutments to timber trestles with a fairly heavy section R.S.J's and span between timber trestles with heavy section R.S.J's. Relay track on top of the R.S.J's and clip sleepers to the R.S.J's with holding down bolts.

Note - It is possible to bring all materials and equipment to the site by road or alternatively by rail from Rieti station.

2. At 193.017 Km. A standard I.S.R. wrought iron lattice bridge of 30 metre span over the river Velino.

Damage - The superstructure has been blown at approx. 19'.6" at the south (Rieti) end and 13'.0" from the North end

- 2 -

leaving an intermediate portion of approx. 78'.0", laying partly in the river and with the south end resting on the tow path. The intermediate portion appears to be in good condition. Abutments are little damaged and need only minor repairs.

Reconstruction - Two schemes are possible :

- (a) - Jack up intermediate portion of bridge on temporary supports and build on new ends. Material from the bridge at 191.626 Km. could be used for this purpose.
- (b) - Jack up intermediate portion on temporary supports. Build on one new end and roll repaired end of span onto the north abutment. Provide a timber trestle support on tow path to carry lattice girders and span gap between trestle and south abutment with light section R.S.J's.

Note - Material and equipment could be taken to the site by road.

3. At 208.430 Km. A standard I.S.R. wrought iron lattice girder bridge of 40 metres span over the river Velino.

Damage - This structure has suffered very little damage and is in situ. The flat diagonal lattice bars and the vertical W irons of both girders are bored at approximately the centre of the span by either machine gun bullets or shrapnel. The top flange of main girder (right hand side when facing Rieti) is badly torn and requires new angled and flange plates on a length of 6 feet. A deck plate at approximately mid span is holed and one cross girder has one top flange buckled and fractured along longitudinal centre line.

Repairs - Replate and patch damaged members. Material can all be obtained from salvaged material from similar structure on this line. Material can be taken by rail trolley to site from Piediluco station.

4. At 212.731 Km. A standard I.S.R. wrought iron lattice girder bridge of 40 metres span over the river Velino.

Damage - The superstructure is badly damaged and little can be seen as it is submerged. Very considerable scouring has taken place as the result of the block in the stream. The south side abutment wing walls have been undermined and some collapsed into the water. Much filling behind abutment slowing clipping into the water. Considerable area of the adjacent field has been

onto the north abutment. Provide a timber trestle support on low path to carry lattice girders and span gap between trestle and south abutment with light section R.S.J's.

Notes - Material and equipment could be taken to the site by road.

3. At 208.430 Km. A standard I.S.B. wrought iron lattice girder bridge of 40 metres span over the river Volino.

Damage - This structure has suffered very little damage, and is in situ. The flat diagonal lattice bars and the vertical I-irons of both girders are torn at approximately the centre of the span by either machine gun bullets or shrapnel. The top flange of main girder (right hand side when facing Aist) is badly torn and requires new angles and flange plates on a length of 6 feet. A deck plate of approximately mid span is holed and one cross girder has one top flange buckled and fractured along longitudinal centre line.

Repairs - Replate and patch damaged members. Material can all be obtained from salvaged material from similar structures on this line. Material can be taken by rail trolley to site from Mediluco station.

4. At 213.701 Km. A standard I.S.B. wrought iron lattice girder bridge of 40 metres span over the river Volino.

Damage - The superstructure is badly damaged and little can be seen as it is submerged. Very considerable scouring has taken place as the result of the block in the stream. The south side abutment wing walls have been undermined and some collapsed into the water. Much filling behind abutment showing slipping into the water. Considerable area of the adjacent field has been washed away. Very little damage is apparently to the abutments.

Reconstruction - This work has already been started alleged to have been done by the Germans. First the demolished structure will have to be put up to prevent further scouring taking place. The wing wall of the abutment south side will have to be rebuilt and much filling placed behind same.

The existing timber trestle and R.S.J. wagwans erected by the Germans can be used. A similar type of trestle will have to be driven into the stream bed near the north bank. The span between the two timber trestles and the new trestle and north abutment to be bridged with R.S.J.'s relay track and clip sleep

to R.S.J's with holding down bolts.

5. At 216.739 Km. The Sant'Angelo tunnel, brick lined. Damage - The structure is completely demolished for the first 65 feet. The road which formerly passed over this demolished section has been diverted.

Reconstruction - Clear debris and rebuild brick arch and walls for a length of say 30 ft.

6. At approximately 226 Km. A small culvert is damaged. Abutments are brick and the floor is reinforced concrete slabs.

Reconstruction - Rebuild part of the abutments and replace concrete slabs which are undamaged.

7. At 228+790 Km. A standard I.S.R. wrought iron lattice girder bridge of 35 metres span over the river Valino.

Damage - The superstructure is blown at mid span. Both sections are resting against the abutments and in the river partly submerged. From what is visible the girders appear to be badly damaged. The abutments are very slightly damaged and only require minor repairs.

Reconstruction - The damaged girders will have to be cut up to clear the river and thus prevent any scour taking place. Drive timber piles into the bed of the stream to form two independent timber trestles. Span from the abutments to the timber trestles with a fairly heavy section R.S.J's and between the two trestles with heavy section R.S.J's. Lay track on top flanges of trestles with heavy section R.S.J's with holding down bolts. R.S.J's and clip sleepers to R.S.J's with holding down bolts.

5369

SUMMARY

All the above reconstruction work could be carried out by reliable firms of contractors and could be completed in 10 to 12 weeks.

Material for the work could all be supplied from local resources with the exception of the cement and the steel sections. The question of the exact tonnage of steel required is being investigated.

Water supply for locomotives exists at Kieti, Piediluco and Stroncone.

It is suggested by the I.S.R. engineer that mines exist at the south end of the Sant'Angelo tunnel. Before any work at the south end of the tunnel should be advisable for a thorough

Abutments are brick and the floor is reinforced concrete class. Reconstruction - Rebuild part of the abutments and replace concrete slabs which are undamaged.

7. At 228+790 Km. A standard I.S.R. wrought iron lattice girder bridge of 15 metres span over the river Velino.

DAMAGE - The superstructure is blown at mid span. Both sections are resting against the abutments and in the river partly submerged. From what is visible the girders appear to be badly damaged. The abutments are very slightly damaged and only require minor repairs.

Reconstruction - The damaged girders will have to be cut up to clear the river and thus prevent any occur taking place. Drive timber piles into the bed of the stream to form two independent timber trestles. Span from the abutments to the timber trestles with a fairly heavy section R.S.J's and between the two trestles with heavy section R.S.J's. Lay track on top flanges of R.S.J's and clip sleepers to R.S.J's with holding down bolts.

5300

SUMMARY

All the above reconstruction work could be carried out by reliable firms of contractors and could be completed in 10 to 12 weeks.

Material for the work could all be supplied from local resources with the exception of the cement and the steel sections.

The question of the exact tonnage of steel required is being investigated.

Water supply for locomotives exists at Rieti, Piediluco and Stroncone.

It is suggested by the I.S.R. engineer that mines exist at the south end of the Sant'Angelo tunnel. Before any work at this section is commenced it would be advisable for a thorough examination to be made.

R.J. MOLE, Major, C.E.,
Tptn.S.C.; A.C. (Rails).



= ALLEGATO NC-2 Mod. L-16 (esterno)

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO

20
Compartimento di ROMA

SEZIONE LAVORI
di
ROMA

Linea L'Aquila-Termini

Proposta per il ripristino provvisorio delle opere d'arte
danneggiate e distrutte fra le stazioni di Rieti e Termini.

PERIZIA DELLA SPESA

57/622 - "Spese per riparare danni di guerra dipenden-
ti da azioni belliche"

Lavori in conto

INDICAZIONI	Unità di misura	QUANTITÀ	PREZZO	IMPORTO	
				Parziale	Totale
- CAPITOLO 1° -					
Lavori e forniture in ap- palto a licitazione pri- vata.					
(per memoria)					
- CAPITOLO 2° -					
Lavori e forniture in appal- to concorso.					5588
(per memoria)					

Mod. L-15

N. di ordine	INDICAZIONI	QUANTITÀ	PREZZO	IMPORTO	
				Parziale	Totale
	- <u>CAPITOLO 3°</u> -				
	Lavori e forniture in appalto a trattativa privata.				
	(per memoria)				
	- <u>CAPITOLO 4°</u> -				
	Lavori e forniture a cottimo d'importo superiore a L.90.000-.				
A	Opere metalliche:				
1	Taglio alla fiamma ossidrica delle travate distrutte, giacenti sul greto del fiume: VELINO al km-191+696; TURANO " " 193+017; VELINO " " 213+700 e TERA " " 228+790, compreso il recupero dei materiali costituenti le travate, il loro trasporto ed accatastamento in luoghi che verranno indicati dalla Direzione, escluso ossigeno e carburante	T. 480-	2200-	1.056.000	
2	Costruzione di stilate in legno per l'appoggio delle travate provvisorie in laminati a doppio T,				

da riportare

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1.056.000-

Mod. L-16 (Interno)

N.° ordine	INDICAZIONI	Unità di misura	QUANTITÀ	PREZZO	IMPORTO	
					Parziale	Totale
	Riparto				1.056.000-	
	compresa la costruzione e posa in opera delle ne- cessarie ferramenta	mc.	170-	1500-	255.000-	
3	Posa in opera di travate provvisorie costituite da travi a doppio T	Kg.	126.000	3-	378.000	
4	Ripristino della travata al ponte sul VELINO al km-208+430 consistente nella riparazione e costi- tuzione delle membrature danneggiate, compresa la schiodatura accurata, la rimozione dei ferri, la loro eventuale raddrizza- tura, il trasporto e la riposizione in opera me- diante richiedatura o sal- datura elettrica; compresa la costruzione dei chiodi, la lavorazione e posa in opera del nuovo materiale occorrente fornito dalla Amministrazione unitamen- te al ferro per i nuovi chiodi; compresa la ri- presa saltuaria della ver- niciatura con una mano di minie ed una con vernice di biacca e colore forniti pure dall'Amministrazione					5567
		corpo			150.000-	
					1.839.000	
	per imprevisti il 10% circa				191.000	
	Per le opere metalliche sommano	£.				2.030.000-
	da riportare	£.				2.030.000-

Mod. L-15 (interne)

Numero originale	INDICAZIONI	Unità di misura	QUANTITÀ	PREZZO	IMPORTO	
					Parziale	Totale
	Riparto					2.030.000
B	Opere murarie					
5	Ricostruzione dei ponticelli ai km-197+350 di luce metri 2,00 - km-229+850 di luce m.0,60 e del sottopassaggio al km-208+317 di luce m.3,00	a corpo			400.000	
6	Riparazione alla galleria S. Angelo presso la stazione di Sarsura	a corpo			800.000	
7	Restauro ed adattamento delle spalle del ponte in ferro	a corpo			800.000	
					2.000.000	
	per imprevisti il 10% circa £.				200.000	
	Per le opere murarie sommano £.					2.200.000
	Totale Capitolo 4° £.					4.230.000-
	- CAPITOLO 5° -					
	Lavori in economia in amministrazione.					
A	Opere metalliche					
8	Prestazioni di personale della Squadra Ponti in ferro ed opere sussidiarie					

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Mod. L-16 (interne)

INDICAZIONI	UNITA'	QUANTITA'	PREZZO	IMPORTO	
				Parziale	Totale
C diverse	G/t	600-	300-	180.000	
Totale Capitolo 5°					180.000-

- CAPITOLO 6° -					
Materiali metallici di ar-					
mamento somministrati dal					
Magazzino -					
(per memoria)					

- CAPITOLO 7° -					
Materie e materiali diversi					
somministrati dai Magas-					
zini.					

Fornitura di materiali					
bloccati.					

A Opere metalliche					
9	Le name per ponteggi in				
	squadrati e tondoni per				
	n°-8 stilate e per i tave-				
	lati e parapetto delle tra-				
	vate provvisorie	no. 200-	6000-	1.200.000	
10	Travi a doppio T per ponti provvisori e lasi-				
	nati di ogni specie per le ripara-				
	sioni alle travate e per la				
	da riportare	£.			1.200.000-

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				Mod. L-18 (interne)	
INDICAZIONI	UNITA' DI MISURA	QUANTITA'	PREZZO	IMPORTO	
				Partiale	Totale
Riporto	£.			1.200.000	
costruzione di piastre, staffe e chiodi da ribadire	kg.	95.000	25-	2.375.000	
11 Benzina per l'azionamento dei motori dei battipali, gruppi elettrogeni per saldature e per gli automezzi per i trasporti dei materiali	lt.	10.000	13-	130.000	
12 Olio lubrificante per detti	lt.	1.000	20-	20.000	
13 Carbon fossile per le forgie	kg.	1.000	1-	1.000	
14 Carburante per fiamma ossiacetilenica	"	4.000	15-	60.000	
15 Ossigeno o.s.	mc.	5.000	15-	75.000	
16 Olio di lino cotto	kg.	150-	25-	3.750	
17 Minio in polvere	"	150-	15-	2.250	
18 Biacca di zinco in polvere	"	100-	20-	2.000	
				3.869.000	
Imprevisti il 2% circa £.				98.000	
Per le opere metalliche sommano £.					3.967.000
da riportare	£.				3.967.000

Mod. L-16 (inter)

N. progr.	INDICAZIONI	Unità di misura	QUANTITÀ	PREZZO	IMPORTO	
					Partiale	Totale
	Riporto					3.967.000-
B	Opere murarie					
	Cemento	q.	1000-	500-	500.000	
	Benzina	lt.	3000-	13-	39.000	
	Olio lubrificante	"	150-	20-	3.000	
					542.000	
	Per imprevisti il 2% circa				11.000	
						553.000
	Per le opere murarie sommano £.					4.520.000
	Totale Capitolo 7° £.					=====
	- CAPITOLO 8° -					
	- Trasporti -					
	Noleggio automobile per la Dirigenza per la sorveglianza lavori	Km.	12.000	5,5066.000-		
					66.000	
	Imprevisti il 5% circa £.				1.000	
						70.000-
	Totale Capitolo 8° £.					=====

Mod. L-16 (interna)

INDICAZIONI	UNITA' DI MISURA	QUANTITA'	PREZZO	IMPORTO	
				Parziale	Totale
Riepilogo					
Importo Capitolo 1°	L.		-		-
" " 2°	"		-		-
" " 3°	"		-		-
" " 4°	"	A) 2.030.000 B) 2.200.000			4.230.000
" " 5°	"	A) 180.000			180.000
" " 6°	"	-	-		
" " 7°	"	A) 3.967.000 B) 553.000			4.520.000-
" " 8°	"		70.000		70.000
Ammontare della perizia	L.				9.000.000-
ROMA, li.....					

MINISTRY OF COMMUNICATIONS
RAILWAYS
The Director General

Rome,
1945.10.11.22.57

To The Allied Commission
Reconstruction and Commission

Subject:
Provisional reconstruction
of the stretch of line Rieti -
Terni.

20.1.4

1. Due to war actions on the stretch of line Rieti - Terni, line Rieti - Terni, the following bridges were damaged and partly destroyed: 1. 4 bridges, destroyed girder, span from 30 m to 40 m
2. 1 bridge, steel girder, 40 m span, seriously damaged, especially the truss (chairs) of the main beam
3. 4 gangways in masonry, inferior span 5 m, almost demolished and destroyed.
4. 1 tunnel near the station of Marmore, which entrance, Marmore side, is collapsed.

The Allied Command ordered to rehabilitate the working of the railway on the stretch of line Rieti - Terni, in connection with the line Anagnino in working order since the 6th August.

Due to the rainy season it is foreseen to start immediately with the clearance of the river bed near the crossing, (see para 1) cutting and removing the parts of the collapsed steel bridges, and to go on with temporary bridges. As it results from the attached drawings, the work is consisting in structures, which can be dismantled with 5 beams, lying at the end of the masonry of the abutments, and on intermediate points of support.

The steel girder (para 2) has suffered damages, which can be repaired, reconstructing partially the existing conformed frames, using partly new material.

For the reconstruction of the masonry bridges (para 3 and 4) the same materials will be used, as for the existing ones.

It is very urgent to clear the steel girders from the river bed, and to recover the numerous existing rolling stock in the station of Anagnino, connecting Rome with the agricultural centres. The firm Rech Leonida have been awarded the contract to carry out the works by job work. The Railway Administration can only supply the material for the walling (excluded the cement) and the beam, which height is 1 m for the trusses, 30 m span for the crossing of the river Neris, at 226+790 km and Vallino 191 + 696 km.

It is necessary to supply the steel materials for the formation of cover

1. Multi-span bridge, the following bridges were damaged and partly destroyed: 1. 4 bridges, steel girder, span from 30 m to 40 m.
2. 1 bridge, steel girder, 40 m span, seriously damaged, especially the main truss of the main span.
3. 4 gangways in masonry, inferior span 5 m, almost demolished and destroyed.
4. 1 tunnel near the station of Martore, which entrance, 40 m side, is collapsed.

The Allied Command ordered to rehabilitate the working of the railway on the stretch of line Rieti - Terni, in connection with the line Anagnino in working order since the 6th August.

Due to the rainy season it is foreseen to start immediately with the clearance of the river bed near the crossing, (see Para 1) cutting and removing the parts of the collapsed steel bridges, and to go on with the work to work on the walls of the damaged abutments, establishing temporary bridges. As it results from the attached drawings, the work is consisting in structures, which can be dismantled with 3 beams, lying at the end of the masonry of the abutments, and on intermediate points of support.

The steel girder (para 2) has suffered damage, which can be repaired, reconstructing partially the existing contorted frames, using partly new material.

For the reconstruction of the masonry bridges (para 3 and 4) the same materials will be used, as for the existing ones.

It is very urgent to clear the steel girders from the river bed, and to recover the numerous existing rolling stock in the station of Anagnino, connecting Rome with the agricultural centres. The firm Rech Leonida have been awarded the contract to carry out the works by job work. The Railway Administration can only supply the material for the walling (excluded the cement) and the beam, which height is 1 m for the trusses, 20 m span for the crossing of the river Nera, at 228+790 km and Valino 191 + 696 km.

It is necessary to supply the steel materials for the formation of cover plates, which have been carried away by the Germans from the Roma Tuscolana shed.

For the other materials mentioned on the attached list, it will be necessary, that the Allied Command releases the steel materials, and assigns steel girders for temporary bridges, fuel, lubricating and varnishes. It is foreseen that the works will be completed within 60 days and the cost 19.000.000 lire. *and other lire*

Materials and Labour.

Following materials are necessary to carry out the works:

a) timber for scaffolding square and round cm 200

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3) J beams & rolled iron for iron work:

1) 17500 kg.	17500 kg.
2) 14000 "	14000 "
3) 18000 "	18000 "
	<u>69,500 "</u>

4) Intermediate functions and bolts 7500 kg.

5) Cover plates and connections for the beams which height is 1 meter 3000 "

6) Rolled iron for repairs and constructions, rivets 8000 "

7) Iron for doors, plates and bows for the supports 5000 "

95,000 kg

8) petrol for the working of the machines and motor vehicles	13,000 litres
9) Lubricating oil for the same	1,150 "
10) Mineral carbon	1000 kg.
11) Lime carbide	1000 "
12) Oxygen	5000 cm
13) Linseed oil for varnishes	150 kg
14) Red lead in powder	150 "
15) white lead in powder	100 "
16) Cement for masonry works	1000 ql

n) The labour will be furnished by the contractor and partly on the site.

Rome, 11th November 1944

THE CHIEF OF THE WORK SERVICE

s/s Io Cigno

-Alleg. N° 2-

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
DIREZIONE GENERALE
SERVIZIO LAVORI E COSTRUZIONI
- Ufficio 6° -

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LINEA L'AQUILA-TERNI-
Tratte Rieti - Terni.

Ripristino provvisorio delle opere d'arte danneggiate e distrutte fra le Stazioni di Rieti e di Terni.-

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PROPOSTA SOMMARIA

A seguito di azioni belliche nel tratto Rieti-Terni della linea L'Aquila-Terni sono rimaste danneggiate ed in gran parte distrutte le seguenti opere d'arte:

- 1) N° 4 ponti a travata metallica di luce da m.30 a m.40, completamente distrutti;
- 2) " 1 ponte a travata metallica di luce m.40 notevolmente danneggiata per avarie subite, specialmente nelle briglie della trave principale a monte;
- 3) " 4 ponticelli in muratura di luce inferiore a m.5 per la quasi totalità demoliti e distrutti;
- 4) " 1 Galleria presso la stazione delle Marmore il cui imbocco lato Marmore è stato fatto crollare.

Dovendosi per disposizione del Comando Alleato ripristinare l'esercizio sul tratto Rieti-Terni in collegamento col tratto Antrodocolo-Rieti già in esercizio fin dal 6 Agosto scorso, si è allestita la presente proposta che prevede la sistemazione, in parte definitiva ed in parte provvisoria, delle suaccennate opere d'arte.

delle pianure della cattiva stagione, per evitare i pericoli si è previsto di dare subito inizio ai lavori di sgombrare dell'alveo in corrispondenza degli attraversamenti di cui al punto I) provvedendo al taglio ed alla rimozione delle murature delle opere metalliche crollate e di far segul-

Ripristino provvisorio delle opere d'arte danneggiate e distrutte fra le Stazioni di Rieti e di Terni.-

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PROPOSTA SOMMARIA

A seguito di azioni belliche nel tratto Rieti-Terni della linea L'Aquila-Terni sono rimaste danneggiate ed in gran parte distrutte le seguenti opere d'arte:

- 1) N°-4 ponti a travata metallica di luce da m.30 a m.40, completamente distrutti;
- 2) " 1 ponte a travata metallica di luce m.40 notevolmente danneggiata per avarie subite, specialmente nelle briglie della trave principale a monte;
- 3) " 4 ponticelli in muratura di luce inferiore a m.5 per la quasi totalità demoliti e distrutti;
- 4) " 1 galleria presso la stazione delle Marmere il cui imbecce lato Marmere è stato fatto crollare.

Devendosi per disposizione del Comando Alleato ripristinare l'esercizio sul tratto Rieti-Terni in collegamento col tratto Antrodoco-Rieti già in esercizio fin dal 6 Agosto scorso, si è allestita la presente proposta che prevede la sistemazione, in parte definitiva ed in parte provvisoria, delle suaccennate opere d'arte.

Il piano della cattiva stagione, per evitare i pericoli si è previsto di dare subito inizio ai lavori di sgombrare dell'alveo in corrispondenza degli attraversamenti di cui al punto I) provvedendo al taglio ed alla rimozione delle membrature delle opere metalliche crollate e di far seguito coi lavori di ripresa delle murature delle spalle danneggiate e con l'impianto dei ponti provvisori.

Come risulta dagli allegati disegni le opere provvisorie previste per detti manufatti consistono in strutture smentabili a travi laminare a doppie T poggiate agli estremi sulle murature delle spalle e nei punti intermedi su

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= 2° Foglio =

apposite stilate in legname.

La travata metallica di cui al punto 2) ha riportato danni, che, per quanto gravi, si ritengono riparabili ripristinando in parte le vecchie membrature contorte ed in parte provvedendo con materiali nuovi.

Per la ricostruzione delle opere in muratura dei punti 3) e 4), si è previsto di adottare in linea di massima modalità analoghe, a quelle preesistenti.

Data l'urgenza di sgombrare gli alvei dalle travi metalliche abbattute ed altresì di recuperare il numeroso materiale rotabile esistente nella stazione di Antròdoco e di collegare Roma con i centri agricoli della zona, il giorno 8 settembre scorso, nella previsione che si addivenisse al ripristino del tratto Rieti-Verni, la Sezione Lavori di Roma ha indetto una gara interna per eseguire a cottimo i lavori compresi nella presente proposta, lavori dei quali è rimasta assuntrice l'Impresa RECH LEONIDA con la quale è in corso di stipulazione apposita convenzione di cottimo.

Per quanto riguarda i materiali occorrenti l'Amministrazione Ferroviaria potrà provvedere soltanto ai materiali per le opere murarie (escluso il cemento) ed alla fornitura delle travi alte m. 1 per le campate di luce m. 20 degli attraversamenti dei fiumi Nera al km-228+790 e Velino al km-191+690. Relativamente a queste travi occorrerà però provvedere alla provvista dei materiali metallici per la formazione delle piastre di coprighiunto che furono asportate dai tedeschi nel Deposito di Roma Tuscolana.

Alla fornitura degli altri materiali, di cui la distinta che segue, sarà necessario che da parte del Comando Alleato sia provveduto allo sblocco dei materiali metallici alla assegnazione delle altre travi di ferro per ponti provvisori, dei carburanti, dei lubrificanti e delle vernici.

Per l'esecuzione dei lavori sono stati previsti giorni 60.

L'importo dei lavori è previsto di L. 9.000.000.-

MATERIALI E MANO D'OPERA

Per eseguire i lavori occorrono i seguenti materiali:

Data l'urgenza di sgombrare gli alvei dalle travi metalliche abbattute ed altri di recuperare in numero materiale rotabile esistente stazione di Antrodo e di collegare Roma con i centri agricoli della zona, il giorno 8 settembre scorso, nella previsione che si addivenisse al ripristino del tratto Rieti-Roma, la Sezione Lavori di Roma ha indetto una gara interna per eseguire a cottimo i lavori compresi nella presente proposta, lavori dei quali è rimasta assuntrice l'Impresa RECH LEONIDA con la quale è in corso di stipulazione apposita convenzione di cottimo.

Per quanto riguarda i materiali occorrenti l'Amministrazione Ferroviaria potrà provvedere soltanto ai materiali per le opere murarie (escluso il cemento) ed alla fornitura delle travi alte m. 1 per le campate di luce m. 20 degli attraversamenti del fiume Nera al km-228+790 e Velino al km-191+696. Relativamente a queste travi occorrerà però provvedere alla provvista dei materiali metallici per la formazione delle piastre di coprighiunto che furono asportate dai tedeschi nel Deposito di Roma Tuscolana.

Alla fornitura degli altri materiali, di cui la distinta che segue, sarà necessario che da parte del Comando Alleato sia provveduto allo sblocco dei materiali metallici alla assegnazione delle altre travi di ferro per ponti provvisori, dei carburanti, dei lubrificanti e delle vernici.

Per l'esecuzione dei lavori sono stati previsti giorni

60.

L'importo dei lavori è previsto di L. 9.000.000.-

MATERIALI E LAVORI D'OPERA

Per eseguire i lavori occorrono i seguenti materiali:

a) Legname per ponteggi in squadri e tondoni.....mc.	200
b) Travi a doppio T e laminati per opere in ferro:	
1) Travi da cm. 70 di altezza e m. 19 di lung. kg.	17.500
2) " " 50 " " 12 " "	34.000
3) " " 45 " " 9,6 " "	18.000
	69500
4) Collegamenti intermedi e chiavarde p.d.	7500
5) Coprigiunti e colleg. per le travi alte m. 1	5000
6) Laminati per riparazione e costruz. chiodi	8000
7) Ferro per punte piastre staffe ecc. per le stil.	5000
	95000

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= 3° Foglio =

e) Benzina per l'azionamento delle macchine e automezzi	l.	13000
d) Olio lubrificante per dette	"	1150
e) Carbone fossile	kg.	1000
f) Carburante di calcio per impianti ossiacetilgenici	"	4000
g) Ossigeno c.s.	mc.	5000
h) Olio di lino cotto per vernici	kg.	150
i) Minio in polvere	"	150
l) Biacca di zinco in polvere	"	100
m) Cemento per le opere murarie	q.	1000
n) La mano d'opera verrà fornita dalla Ditta assuntrice		
- ed in gran parte prelevata sul posto.		

Roma, 11-11 novembre 1944-

IL CAPO DEL SERVIZIO

Volp

" 100
q. 1000

- i) Minio in polvere
- l) Biacca di zinco in polvere
- m) Cemento per le opere murarie
- n) La mano d'opera verrà fornita dalla Ditta assuntrice
- ed in gran parte prelevata sul posto.

Roma, li-11 novembre 1944-

IL CAPO DEL SERVIZIO

Dezigue

5501

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO

Roma, 11

N°-L.C.b/16/23557-

- Il Direttore Generale -

= OGGETTO =

Ripristino provvisorio del
tratto Rieti - Terni.

COMMISSIONE ALLEATA DI CONTROLLO

Sotto commissione Trasporti
(Ferrovie)

S E D E
++++++

1) E' stato compilato e si trasmette all'esame di codesta Commissione l'unito progetto di massima per la riattivazione del tratto Rieti-Terni della linea L'Aquila - Terni.

2) La riattivazione riveste grande interesse poichè essendo detto tratto in collegamento con quello di Rieti-Antròdoco consentirebbe di recuperare numeroso materiale rotabile esistente nella stazione di Antròdoco e di collegare Roma con i centri agricoli della zona. Si ritiene pertanto che l'opportunità di tali lavori sia condivisa da codesta Commissione.

3) Per eseguire i lavori però rendersi necessario l'intervento di codesta Commissione giacchè dovrebbero ottenersi i seguenti materiali:

a) legname per ponteggi in squadri etondoni mc. 200

b) travi a doppio T e laminati per opere in ferro:

1) travi da em. 70 di altezza, m. 19 di lung.	kg. 17500
2) " " 50 " " 12 " "	34000
3) " " 45 " " 9,6 " "	18000

kg. 69500

4) Colleg. intermedi e chiodi per dette

" 7500

5) Coprighiunti e colleg. per le travi alt. m. 1

" 5000

6) Laminati per ripar. travata e chiodi

" 8000

7) Ferro per puntazze, piastre, staffe ecc. per

" 5000

- le stilate

kg. 95000

c) Benzina per l'azionamento macchine ed automezzi

l. 13000

d) Olio lubrificante per dette

l. 1150

e) Carbon fossile

kg. 1000

f) Carburante di calcio per impianti csaacetilene

" 4000

g) Ossigeno c.s.

mc. 5000

h) Olio di lino cotto per vernici

kg. 150

i) Minio in polvere

" 150

l) Biacca di zinco in polvere

" 100

m) Cemento per opere murarie

q.li 1000

4) L'importo dei lavori ammonta a L. 9.000.000 - circa.

1) E' stato compilato e si trasmette all'esame di codesta Commissione l'unito progetto di massima per la riattivazione del tratto Rieti-Terzi della linea L'Aquila - Terni.

2) La riattivazione riveste grande interesse poichè essendo detto tratto in collegamento con quello di Rieti-Antròdoco consentirebbe di recuperare numeroso materiale rotabile esistente nella stazione di Antròdoco e di collegare Roma con i centri agricoli della zona. Si ritiene pertanto che l'opportunità di tali lavori sia condivisa da codesta Commissione.

3) Per eseguire i lavori però rendesi necessario l'intervento di codesta Commissione giacchè dovrebbero ottenersi i seguenti materiali:

a) legname per ponteggi in squadri etondoni	no. 200
b) travi a doppio T e laminati per opere in ferro:	
1) travi da cm. 70 di altezza, m. 19 di lung.	kg. 17500
2) " " 50 " " 12 " "	" 34000
3) " " 45 " " 9,6 " "	" 18000
4) Colleg. intermedi e chiavard per dette	kg. 69500
5) Coprighiunti e colleg. per le travi alt. m. 4	" 7500
6) Laminati per ripar. travata e chiodi	" 5000
7) Ferro per puntazze, piastre, staffe ecc. per	" 8000
- le stilate	" 5000

e) Benzina per l'azionamento macchine ed automezzi	kg. 95000
a) Olio lubrificante per dette	l. 13000
e) Carbon fossile	l. 1150
f) Carburato di calcio per impianti ossiacetilenuci	kg. 1000
g) Ossigeno c.s.	" 4000
h) Olio di lino cotto per vernici	mc. 5000
i) Minio in polvere	kg. 150
l) Biacca di zinco in polvere	" 150
m) Cemento per opere murarie	" 100
	q.li 1000

- 4) L'importo dei lavori ammonta a L. 9.000.000- circa.
- 5) Data l'urgenza di recuperare il materiale esistente nella stazione di Antròdoco e nella previsione di addvenire al ripristino del tratto Rieti-Terzi la Sezione Lavori di Roma ha indetto una gara interna della quale è rimasta aggiudicata la Ditta RECH LEONIDA.
- 6) La durata dei lavori si presume in giorni 60.
- Si prega di voler esaminare il progetto con benevolenza e favore cortese risposta.

IL DIRETTORE GENERALE

U. di Raimondo

1231

1000