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Declassified E.O. 12356 Section 3.3/NND No. 785021

ACC AC 100/30/A 10000/148/1853 P1017B1
100V. 19

148/1853

P15113100 - CAMPIGLIA

NOV. 1944 - APR 1945

100/202

Allied Force
MILITARY RAILWAY SERVICE - ITALY
Office of Director

A.P.O. 512
7 April 1945

SUBJECT: Italian State Railways Operation, Rome Terminal, Lines 50 and 65.

TO: Director General, Italian State Railways.
DD Tn Rlys., Attn: Tn 3 (0).
Capo Compartimento - Rome.
Capo Compartimento - Florence.
Commanding Officer, 701st Railway Grand Division.
Commanding Officer, 719th Railway Operating Battalion.

1. Effective 0001 hours, 15 April 1945, the Italian State Railways will assume responsibility for the operation of the railway lines lying within the Rome Terminal Area, which includes Smistamento Yard, and also assume responsibility for the operation of Line 50 between Rome and Grosseto (exclusive) and Line 65 between Rome and Arezzo.

2. The Italian State Railways will carry out the operation of this portion of the railway without supervision on the part of the Military Railway Service. Existing telephone lines and equipment now used by the Military Railway Service for operational purposes will be made available to the Italian State Railways.

3. In order that proper liaison may be carried out between the Italian State Railways and the Military Railway Service, a JOINT CONTROL BOARD will be established in the Rome Terminal Station. This Board will be composed of representatives of the Movement Section of the Italian State Railways, representatives of the Military Railway Service and representatives of Movements.

4. ORGANIZATION:

a. The official name given this Headquarters shall be JOINT CONTROL BOARD - ROME.

b. The personnel of the Joint Control Board - Rome shall consist of the following personnel:

(1) From Military Railway Service - two (2) Officers and four (4) enlisted men (to be made up of one (1) American Officer and two (2) American enlisted men, and one (1) British Officer and two (2) British enlisted men).

(2) From Movements - one (1) Officer and two (2) enlisted men.

(3) From Italian State Railways - two (2) officials, six (6) employees from the Movement Section and three (3) interpreters.

(4) The senior Military Railway Service Officer shall be in charge of the Joint Control Board - Rome.

c. The purpose of establishing the Joint Control Board - Rome is to turn over to the Italian State Railways the responsibility for the operation of the railways mentioned above. The Joint Control Board - Rome to function as liaison with the Italian State Railways, receiving orders and demands for traffic from Headquarters, Military Railway Service or direct from Movements.

4. ORGANIZATION: (Cont.)

d. It shall be the function of the Joint Control Board - Rome to coordinate all movements and demands for movement of traffic on the above mentioned lines. Matters pertaining to railway operation will be handled with the Italian State Railways through the representative of the Military Railway Service. Traffic and movement demands (British) will be made by Movements to the Italian State Railways through the Military Railway Service representative. Traffic and movement matters pertaining to American traffic will be handled through the Military Railway Service representative of the Joint Control Board - Rome, who will coordinate with the representatives of Movements and the Italian State Railways.

5. Personnel of the Military Railway Service, both American and British, will be withdrawn from the Rome Terminal Area and from Lines 65 and 50. The Italian State Railways will carry out the operation of these lines under their own rules and regulations and it must be understood by all Military Railway Service personnel that there must be no interference on the part of the Military Railway Service in the operation of such lines under the jurisdiction of the Italian State Railways. Any complaints from any sources must be handled through the Joint Control Board - Rome.

6. SUBMISSION OF REPORTS:

Reports will be submitted by the Italian State Railways to the Joint Control Board - Rome for forwarding to Headquarters, Military Railway Service. Effective at once, the proper procedure for collecting and submitting these reports will be worked out.

7. To iron out any difficulties which may arise concerning the Joint Control Board - Rome, or to effect a more efficient operation, a weekly meeting will be held at 1500 hours each Thursday with representatives on the Joint Control Board - Rome, together with representative from the Allied Commission, under the Chairmanship of Major Oliver, Movements, West Italy.

FOR THE DIRECTOR:

R. P. Moss

R. P. MOSS
Lt. Col., TC
Deputy Director-Operations

cc-Commanding General, PBS

G-4, AFHQ

Chief of Transportation, MTOUSA

Commanding Officer, 715th Ry Opn Bn

Rail Division, Tn Sub-Commission, Allied Commission.

Movements Division, Tn Sub-Commission, Allied Commission.

Asst. to Deputy Director, MRSI, AFHQ.

ADD-Engineering

ADD-Equipment

ADD-Provost Marshall

Supt. Trans. - 774th Ry Grand Div

RTO-Rome.

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HEADQUARTERS ALLIED COMMISSION
AIO 394
TRANSPORTATION SUB-COMMISSION
RAILS

100/50A

Ref.A.C./Tn/55/S

Nov. 29th 1944

SUBJECT : Solvay Plant.

TO : Eng. Lo Cigno
Capo Servizio Lavori I.S.R.

1. Ref. letter L 5/13/27139 of 21st November.
2. Please put the repairs of the railway Piombino-Campiglia in hand at once at an estimated cost of 3.400.000 lire.
3. The Solvay Plant will assist with labour if required.
4. Materials required such as bricks, cement, petrol and lubricating oil can be obtained through the Industry Sub Commission representative Dr. Opatocoski, Ministero Corporazioni, who should be contacted.
5. Please hasten the completion of this work as much as possible.


O.H. LINDBERG, LT. COL., R.E.
TRANSPORTATION SUB COMMISSION
RAILS.

Copy to: Economic Section
Industry Sub Commission
in reply to letter AC/5605/IND
of 25th Nov.

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tele : 478701

29 November 1944

Our ref.: AC/100/50A/Tn

TO : Industry Sub-Commission
(Coal Division)
Transportation Sub-Commission
(Ports & Warehousing)
Movements for information

SUBJECT : Piombino Port

1. Please say the importance of Piombino as a port, and if you would recommend any priority to the reconstruction of the rail line Campiglia-Piombino.

D.S. ADAMS
Colonel, C.E.,
Director, Tn. S/C.

Copy to: Priority & Mov. Div.
Economic Section

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AHS/ef 100/508

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB -COMMISSION
RAILS

Ref. AC/Tn/55/S

Nov. 29th 1944

SUBJECT : Solvay Plant.

TO : Director Transportation
Subcommission.

1. A request has been received from the Industry Sub-Commission for the repair of the line Piombino-Campiglia.
2. This line is required for the handling of 9.500 tons of coal monthly from the Port of Piombino to Rosignano for the Solvay Plant.
3. The cost of the work will be 9.400.000 lire and will take two months.
4. Materials required will be bricks, cement, Petrol and oil. No steelwork necessary.
5. May this work be put in hand at once.
6. This request should be read in conjunction with my letter ACC/Tn/55/S of 15th Nov.

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A.H. Street
A.H. STREET, Major
TRANSPORTATION SUB COMMISSION
RAILS.

*I have
written him*

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Declassified E.O. 12356 Section 3.3/NND No.

785021

Translation

/nf

Ministry of Communications
General Direction I.S.R.

Rome Nov. 21st 1944

100/50A

Ref. L.5/10/27139

To: AC.HQ.
Tn. S/COMMISSION - Rail Sect.

Subject: Rehabilitation of the line Campiglia M. - Piombino.

1 It is this Direction's opinion that on account of the reasons wherof attached report, the re-habilitation of the line Campiglia-Piombino, length about 12.5 km., be soonest possible operated.

2 The estimate expenditure amounts to Lire 9.400.000.

3 Is is necessary that following materials be allocated by that S/Commission: 350.000 bricks, 1200 quintals cement, 4200 liters petrol; 210 Kgs lubricants.

4 Please grant the authorization to start working.

The General Director

sgd DI RAIMONDO

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MINISTERO DELLE COMUNICAZIONI
Ferrovie dello Stato
Direzione Generale

Roma

N° L. 5/13/27139

OGGETTO:

Riattivazione Linea:
Campiglia-Piombino

ALLA COMMISSIONE ALLEATA

Sottocommissione Trasporti (Ferrovie)

All. I

R O M A

- 1°) Per le ragioni esposte nell'unita relazione, è opportuno provvedere al più presto alla riattivazione della linea Campiglia-Piombino della lunghezza di Km. 12,500 circa.
- 2°) La spesa occorrente per i lavori è prevista in L. 9.400.000.
- 4°) E' necessario che codesta Commissione disponga per l'assegnazione dei seguenti materiali 350.000 mattoni, 1200 quintali di cemento, 4200 litri di benzina e 210 Kg. di lubrificante.
- 5°) Si prega concedere l'autorizzazione per l'inizio dei lavori.

IL DIRETTORE GENERALE

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Ministry of Communications
General Direction I.S.R.
Works & Constructions Dept.

PROPOSALS CONCERNING THE RE-HABILITATION OF I.S.R. LINE CAMPIGLIA M.
PIOMBINO.

Premise.

The line Campiglia M.-Piombino, length about 12.5 km., links up the important industrial centre of Piombino with the coastal line Rome-Pisa and consequently with I.S.R. system.

Above line is presently in non-operating conditions on account of the damages caused by the war, but it is necessary and urgent to re-habilitate said line, especially at the benefit of I.S.R. administration, as it will thus be possible to withdraw important quantities of new rails still lying in ILVA's steelworks and to partially re-operate said steelworks whose production should include only materials for the permanent way and heavy beams. The re-habilitation of about mentioned line will moreover facilitate the employment of the harbour of Piombino also for Sardinian coal. In order that ILVA's steelworks at Piombino may operate again, it is necessary that the railway line be re-habilitated because the monthly requirement of raw-materials (about 13.000 tons of lignite, cast iron, scrap iron, iron ore, soda, fire bricks etc.) can be conveyed only by rail.

Damages.

Following works have been completely demolished along the line Campiglia-Piombino.

1 masonry bridge - 2mt span	
1 " " - 3 " "	
3 concrete " - 4 " "	
1 underbridge in reinforced concrete; 2 spans totalling 14mt.	
1 station building	
1 warder's house	
1 warehrouse	
2 other buldings	
1 Water tower	
1 water column	

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 1 masonry bridge - 2mt span
 1 " " - 3 " "
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 1 underbridge in reinforced concrete; 2 spans totalling 14mt.
 1 station building
 1 warder's house
 1 warehouse
 2 other buildings
 1 water tower
 1 water column
 Following works have been more or less seriously damaged
 10 warder's houses.
 2 warehouses
 2 station buildings
 2 lodging buildings
 1 loco depot
 1 building
 1 loading ramp

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The damages at the P.W. can be summed up as follows:
 2575 mt. track (both running way and station sidings included) and 25 switches destroyed or damaged.

- 2 -

Rehabilitation works To re-operate the line following works have been scheduled: repair of the works, of the permanent way (running way plus the indispensable minimum of sidings) of the less damaged and most necessary buildings; other repairs on water & telephone equipments and warehousing installations. For the works following repairs have been scheduled: a new masonry arch for both 2mt. and 3mt. masonry bridges; new masonry abutments spanned by bundles of rails for the 4mt. concrete bridges; reconstruction with masonry abutments & understructures and steel girders mt. 0.45 high, for 14mt underbridge, 2-spans.

Materials required: To carry out above program of works following materials must be supplied or allocated by the Allied: 350000 bricks, 1200 quint. cement; 4200 lts petrol; 210 kgs lubricants to re-habilitate the P.W. the material will be either taken from other, non-operating lines, or supplied by ILVA factory.

Estimate expenditure: The total expenditure has been estimated at Lire 9.400.000, wherof Lire 1.300.000 for the works, Lire 7.200.000 for the P.W. and ballast; Lire 400.000 for the buildings; Lire 500.000 other installations & equipments.

Time required: It is expected to carry out above works within two-months' time, unless difficulties arouse on account of either bad weather or delayed supply of the materials.

Rome Nov. 21st 1944

The Chief of the Dept.

sgd LO CIGNO

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MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
DIREZIONE GENERALE
Servizio Lavori e Costruzioni

PROPOSTA DI MASSIMA PER LA RIATTIVAZIONE DELLA LINEA
CAMPIGLIA-PIOMBINO -

R E L A Z I O N E

PREMESSA

La linea Campiglia-Piombino è lunga circa Km.12.500 e collega l'importante centro industriale di Piombino con la linea Roma-Pisa e quindi con l'intera Rete ferroviaria italiana.

Tale linea è ora fuori esercizio per i danni subiti in dipendenza della guerra ma la sua riattivazione si presenta necessaria ed urgente soprattutto nell'interesse di questa Amministrazione Ferroviaria poichè darà modo di ritirare da Piombino un buon numero di rotaie nuove tuttora giacenti nello Stabilimento della Società "ILVA" e di rimettere in attività, anche se parzialmente, il citato Stabilimento la cui produzione comprenderà esclusivamente materiale per armamento ferroviario e grossi profilati.

Inoltre la riattivazione della Campiglia-Piombino permetterà l'utilizzazione del porto di Piombino anche per il carbone della Sardegna.

Come si è detto, affinchè lo Stabilimento "ILVA" di Piombino

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PREMESSA

La linea Campiglia-Piombino è lunga circa Km.12.500 e collega l'importante centro industriale di Piombino con la linea Roma-Pisa e quindi con l'intera Rete ferroviaria italiana.

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Inoltre la riattivazione della Campiglia-Piombino permetterà l'utilizzazione del porto di Piombino anche per il carbone della Sardegna.

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Come si è detto, affinchè lo Stabilimento "ILVA" di Piombino possa parzialmente funzionare è indispensabile rimettere in efficienza la linea ferroviaria fino a Piombino poichè ad esso dovranno giungere via terra ogni mese circa 13.000 Tonn. di materie (litiche, ghisa, rottami di acciaio, minerali di ferro, soda, refrattari ecc...) che è possibile trasportare soltanto a mezzo ferrovia.

DANNI

Lungo la linea Campiglia-Piombino le principali distruzioni complete possono così riassumersi: - 1 ponticello in muratura

= 2 =

della luce di m.2; 1 ponticello in muratura della luce di m.3; 3 ponticelli in cemento armato della luce di m.4; 1 sottovia a 2 luci in cemento armato della luce complessiva di m.14; 1 fabbricato viaggiatori; 1 casa cantoniera; 1 magazzino merci; 2 fabbricati accessori; 1 rifornitore d'acqua ed una colonna idraulica.

Risultano invece danneggiati più o meno gravemente 10 case cantoniere; 2 magazzini merci; 2 fabbricati viaggiatori; 2 fabbricati alloggi; 1 rimessa locomotive; 1 fabbricato accessori ed 1 piano caricatore.

I danni dell'armamento si compendiano in ml.2575 di binario di corsa e di stazione distrutti o danneggiati ed in 25 deviatori pure distrutti o danneggiati.

LAVORI DI RIPRISTINO

Per la riattivazione della linea si prevede, per ora, il ripristino delle opere d'arte, dell'armamento del binario di corsa ed il minimo indispensabile dei binari di stazione; la riparazione dei fabbricati meno danneggiati e più indispensabili e lavori vari per gli impianti merci, telefonici e d'acqua.

Per le opere d'arte si prevede di riparare con volto in muratura sia il ponticello di luce m.2 che quello di luce m.3; di ripristinare i 3 ponticelli in cemento armato della luce m. 4 mediante nuove spalle in muratura e fasci di rotaie e di ricostruire il sottovia a due luci per complessivi ml. 14 con

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bricati alloggi; 1 rimessa locomotive; 1 fabbricato accessori ed 1 piano caricatore.

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Per le opere d'arte si prevede di riparare con volto in muratura sia il ponticello di luce m. 2 che quello di luce m. 3; di ripristinare i 3 ponticelli in cemento armato della luce m. 4 mediante nuove spalle in muratura e fasci di rotaie e di ricostruire il sottovia a due luci per complessivi ml. 14 con sottostrutture murarie e con travi di acciaio a parete piena dell'altezza di m. 0,45.-

MATERIALI OCCORRENTI

Per l'esecuzione dei lavori è necessario che da parte degli Alleati venga fatta l'assegnazione di 350.000 mattoni, 1200 Q.li di cemento, 4200 litri di benzina e 210 kg. di lubrificanti.

Al ripristino dell'armamento si prevede di poter provvedere prelevando il materiale da altri impianti non in esercizio o da Piombino.

./.

SPESA OCCORRENTE

La spesa occorrente per i lavori sopradescritti ammonta complessivamente a £.3.400.000= delle quali £.1.300.000= riguardano le opere d'arte; £.7.200.000= l'armamento e massicciata; £.400.000 i fabbricati e £.500.000 impianti e lavori vari.

TEMPO OCCORRENTE PER L'ESECUZIONE DEI LAVORI

Si presume che la durata dei lavori, qualora non interven-
gano speciali cause di perditempo per condizioni atmosferiche
avverse o per difficoltà di approvvigionamento dei materiali,
possa essere preventivata in mesi due.

Roma li 21 - 11 - 1944

IL CAPO DEL SERVIZIO
LAVORI E COSTRUZIONI

DeLuca

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