

ACC AC100/22 10000/148/1859

SECTIONS OF
AUG. 1944 - APP

9 SECTIONS OF LINES: AVEZZANO - ROME - TSA
AUG. 1944 - APR. 1945

150/88 E

Tel : 478704
442/3/Tn.3

INTER-OFFICE MEMORANDUM

23 April 1945

SUBJECT: Rail Construction Priorities.

TO : Col. M.J.Sieff,
Chief, Movements Division.

1. This matter has been discussed with Rail Division and the following are our agreed recommendations for amendments to list published under reference 430/20/Tn 1 dated 18 April 45.

<u>Line</u>	<u>Section</u>	<u>Existing Priority</u>	<u>Recommended Priority</u>	<u>Remarks</u>
279	Termoli-Campobasso	1	3	Reconstruction of rail lay-out reported complete ISR now agreed in clearance of rubble etc.
219	Pisa-Empoli-Florence	1	3	Complete and open for traffic. Permanent repairs continuing. Should not be higher than priority 3 unless MRS ask for adjustment, at Construction Sub-Committee, on basis of permanent repairs to bridges.
246	Giulianova-Teramo	1	3	Neither Major Ping nor I have any knowledge of any demand for repairs to this line. It is possible it may have been confused with line 242-Albacina to Civitanova Marche - not shown on above quoted list, but which, having regard to the importance

219	Pisa-Empoli-Florence	1	3	Complete and open for traffic. Permanent repairs continuing. Should not be higher than priority 3 unless MRS ask for adjustment, at Construction Sub-Committee, on basis of permanent repairs to bridges.
246	Giulianova-Teramo	1	3	Neither Major Ping nor I have any knowledge of any demand for repairs to this line. It is possible it may have been confused with line 242-Albacina to Civitanova Marche-not shown on above quoted list, but which, having regard to the importance of the Macerata wheat Area, should be priority.
257	Rome-Viterbo	2	3	Will be opened by end of month. No priority needed
281	Avellino-Benevento	2	733 ³⁴ ₃₄ as	Neither are as important
294	Avellino-Rocchetta	2	3	lines 80 or 277.
80	Roma-Avezzano	3	2	Should be on a par with Pescara-Chieti (2) and will ultimately provide a valuable lateral route.
-	Biferno Bridge	2	3	Permanent reconstruction and should have same priority as line 277 Termoli-Campobasso.

277	Terni-Rieti	3	1	Will ultimately provide access to Aquila, and unless we can reach the Provincial Capital by rail before next winter, difficulty in providing Road Transport in foreseen.
277	Antrodoto-Aquila	D	1	Shown as Pr.Rly when it is, in fact, continuation of line 277. See remarks in preceding para.
266	Rome-Ciampino-Albano	3	D	Not line 246 as shown. No hurry for this job and we are not interested. Being repaired by GRIVOFER (Volunteer Organisation of Railway employees.)
pr.Rly.	Lauria Viaduct	3	1	Obviously Priority 1 to provide access to Castelluccio Lignite Mine.
pr.Rly	Terni-Todi-Perugia	3	1	Will provide access to Brick works and lignite mines are ties in very closely with line 244 Bastia-Ellera.
244	Bastia-Ellera	D	1	There are arguments regarding cost of repairs to line Ellera-Pietrafitta. Fuel situation next winter will be serious and even though reconstruction of the mineral line may be delayed. Perugia Province is considered of sufficient importance to warrant Priority 1 for line 244.

J.W. BAKER, Lt.Col.

Nine.

pr.Rly	Terni-Rodi-Perugia	3	1	Will provide access to Brick works and lignite mines are ties in very closely with line 244 Bastia-Ellera.
244	Bastia-Ellera	D	1	There are arguments regarding cost of repairs to line Ellera-Pietrafitta. Fuel situation next winter will be serious and even though reconstruction of the mineral line may be delayed. Perugia Province is considered of sufficient importance to warrant Priority 1 for line 244.

J.W. BAKER, Lt. Col.

Copy to:- Rail Division (Tn 4) (Attn. Major Ping).

7393

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Ref.: 233/3/Tn.2

16 April 1945

Subject: Estimate of expenditure on rehabilitation of Italian State Railways.

To : Finance Sub-Commission.

1. Authority is hereby granted for the repair and rehabilitation of the following sections of the Italian State Railways in Liberated Italy.

2. Approved work bearing no military priority but of vital civil necessity or for the release of bridging steel has been authorized. Work of rehabilitation to commence immediately.

<u>Line</u>	<u>Section</u>	<u>Estimated Cost in Lire.</u>
294	Cancello-Torre Annunziata	20,800,000
-	Rome, S. Sebastiano-Yard	8,200,000
220	Chiusi-Sinalunga-Papoli	157,000,000
-	Civitavecchia Central Station, I.S.R.	20,000,000
88	Pescara-Glietti	1,000,000
246	Giulianova-Torere	10,000,000
-	Rome, S. Lorenzo, (Round House)	8,514,000
-	Biferno Bridge	6,010,000

3. These items constitute debits against the Special appropriation Financial Year 1944/5 Capitolo No 46.

H.B. THOMAS, Colonel,
D. Director, Tns. Sub-Commission.

Copy to:- 1. Rail Division Tn.4 Acknowledge your AC/Tn/36/7/C.E. 11 April 45

HEADQUARTERS ALLIED COMMISSION

APO 394

TRANSPORTATION SUB COMMISSION

Ref.: 233/c/TH.2

6 April 1945

TO : His Excellency Cerabone,
Minister, of Communications,
Piazza della Croce Rossa,
Rome.

SUBJECT : Reconstruction of the Italian State Railways.

Dear Mr. Minister,

Authorization is granted for repair and reconstruction on the undermentioned sections of the Italian State Railways.

Line	Section	Estimated Cost in Lire.
291	Casocello-Terre Annunziata	20,000,000
-	Rome, S. Stefano Yard	8,800,000
220	+ Giulini-Sinalunga-Bepoli	157,000,000
-	Civitavecchia Central Station, I.S.N.	20,000,000
68	Pescare-Chieti	1,000,000
246	Giulianova-Torano	10,000,000
-	Rome, S. Lorenzo, (Round House)	8,514,000
-	Biferne Bridge	8,910,000
+ This Section is to be repaired on a two phase basis.		

1. Clearance of permanent way, station buildings bridges and building up piers to springing level.
2. Completion of line when materials are available.

This expenditure should be charged against Capitolo No. 48 "Spese per riparare danni di guerra dipendenti da azioni belliche" in the Budget of the Ministero delle Comunicazioni (Ferrovie dello Stato) for financial year 1944-45.

Yours very truly

Section

Line

291	Caselle-Ferro Annunziata	20,000,000
-	Rais, Salgremonte Yard	8,800,000
220	+ Calusi-Sinalunga-Reggeli	157,000,000
-	Givitatecochia Central Station, I.S.R.	20,000,000
68	Pescara-Thiet	1,000,000
246	Giulianova-Teramo	10,000,000
-	Rome, S. Lorenzo, (Round House)	8,514,000
-	Biferme Bridge	8,010,000

- + This Section is to be repaired on a two phase basis.
 1. Clearance of permanent V-Y, station buildings bridges and building up piers to springing level.
 2. Completion of line when materials are available.

This expenditure should be charged against Capitolo No 48 "Spese per riparare danni di guerra dipendenti da azioni belliche" in the Budget of the Ministero delle Comunicazioni (Ferrovie dello Stato) for financial year 1944-45.

Yours very truly

M.B. THOMAS, Colonel,
Deputy Director,
Transportation Sub-Commission.

Copy to:- 1. Rail Division, TM.4
2. Rail Division, TM.4
3. Gen. Di Raimondo, Director General, Ferrovie dello Stato, Rome.

AHS/ef

100/88E

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

Tel : 843239
Our ref: AC/Tn/34/2/C.E.

2nd April 1945

TO : Rail Movement
AC/Tn Sub-Commission
SUBJECT : Line 88. Rome-Avezzano
Reconstruction.

1. The above reconstruction has been completed as far as Arsoli station and is available for traffic.

*Noted
all
increments
addressed
File*

J. D. Steedman
O.H. LINDBERG,
Lieut-Colonel,
Tn-Sub.Comm.A.C.

Copy : Rail Division Operating Branch
M.R.S. Operating Branch.

7391

*Noted
Plan*

MABA V MBYW 150 151 IMPORTANT QIM

FROM ~~MAJ~~ MAJOR HOLDE

TO TN INC

INFO MAJOR STREET AC TN

QQX GR 153 .

AC 1 . RESTD . FOR MC MURDO .REFERENCE YOUR 98TNA4 3FEB .

RETURNING EVENING 3FEB . INSPECTION WHOLE LENGTH LINE .

PROGRESS MOST SATISFACTORY . M.T. POSITION 15X3 TONNERS AT ANCONA

. 383 G T COY . AND 10 TANK TRANSPORTERS NOT ARRIVED . OC 383

COY REPORTED TODAY . 2 PLATOONS NOW O WAY PESCARA ESTIMATED ARRIVE

6FEB .READT WORK 8 FEB . FORCED TO STOP FURTHER DELIVERIES P WAY

AT ORTONA .CEMENT DELIVERY VERY BAD . IMPOSSIBLE TO ALLOCATE

ANY CEMENT FOR WORK NORTH OF GIULIANOVA AND ALL WORK THIS SECTION

~~USING CEMENT~~ USING CEMENT WILL STOP AFTER TUESDAY EVENT NO FURTHER

DELIVERIES . COAL FOR BRICKS NOT ARRIVED . BURNT BRICK STOCKS SOUTH

END OF LINE NOW GETTING LOW .ARRIVAL CONTRACTORS PLANT GOOD .

DETAIL STEEL SPANS PREPARED . MY VEHICLE OFF ROAD BROKEN BRACKETS

ON STEERING TRACK RODS . TEMPORARY REPAIRS IN HAND ITALIAN GARAGE

. JEEP NEEDED IMMEDIATELY . WILL ~~PROCEED~~ PROCEED ROME COMPLETION

REPAIRS MY VEHICLE . REPAIRS NOT COMPLETD TWO DAYS ~~WILL~~ WILL ARRIVE

BY LEAVE TRAIN .ADVISE DETAILS LATER

BT 041822A

RPTN 150 151 IMPORTANT MAJOR HOLE TN INC MAJOR STREET AC TN

153 Qet . MC MURDO 98TNA4 3 3 MT 15X 3 ANCONA 383 GT COY 10

OC 383 2 PLATOONS PESCARA 6 FEB 8 FEB P WAY AT ORTONA GIULIAN

- OVA BT 041822A HP+AR+

0152

PR-12

100/88E

CML/10

TRANSPORTATION SUB-COMMISSION, AC.
(RAIL SECTION)
C/o Transportation Increment
C.M.P.

Tel. 843191-11
Our Ref. AC/Mat/2/5/Th 4

2 February 1945

TO : Director General ISR Bldg.

SUBJECT : Release of timber for Rome-Avenzano Line.

1. Reference L. 5/17/3503 dated 27 January 45. furnishing detailed list of timber required for the rehabilitation of Rome-Avenzano Line.
2. This headquarters has been unable to secure the release of any timber for reconstruction work. Your Chief of Works Section has been advised that the contractors must furnish all timber required.

Cml
O.H. LINDBERG
Lt. Col. R.E.,
Chief of Rail Section.

1. Reference L. 5/17/3503 dated 27 January 45. furnishing detailed list of timber required for the rehabilitation of Rome-Avezzano Line.

2. This headquarters has been unable to secure the release of any timber for reconstruction work. Your Chief of Works Section has been advised that the contractors must furnish all timber required.

Encl

O.H. LINDBERG

Lt. Col. R.E.,

Chief of Rail Section.

7389

Ministry of Transporations
ISR General Direction
Works Dept.

27 Jan. 1945.

L.5/T7/3503

To: Tn S/Commission AC

Subject: Release of timber for Roma Avezzano Line.

- 1) Reference is made to your letter CML/REB of 12-12-1944, para 2.
- 2) The fir-wood required for re-habilitation works on above line, and for which release and allocation have been requested should be supplied in following, sizes.

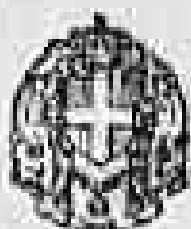
Beams:	cm.	25 x 30)	cu.mt	20
	"	20 x 25)		
	"	15 x 19)	" "	30
	"	13 x 16)		
Joints	cm.	8 x 8	" "	20
planks	"	3	" "	20
"	"	5	" "	30

		Tot.		100

Eventual deficiencies in some size to be balanced with corresponding excesses in other size, to that the local amount, i.e. 100 cu.mt. remains unchanged.

- 3) Above sizes, of course, are not obligatory, different sizes of timber could be useful as well, with slight alterations in their employment.

sgd. G. di Raimondo
Director General ISR



MINISTERO
DEI TRASPORTI
FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO LAVORI

Roma 27 GEN. 1945

N. L.5/17/3503

Al N. del

OGGETTO

Sblocco di legnami per
la linea Roma-Avezzano.

ALLA COMMISSIONE ALLEATA

SOTTOCOMMISSIONE TRASPORTI

ALLEGATI N.

A P C 694

- 1 - Si fa riferimento alla vostra lettera prot. C.M.L/R.E.B. del 12 Dicembre 1944, paragrafo 2.
- 2 - I legnami di abete occorrenti per il ripristino della linea Roma-Avezzano e di cui si è chiesto lo sblocco e l'assegnazione, dovrebbero avere il seguente assortimento:

Travi	da	cm.	25 x 30	}	mc. 20
"	"	"	20 x 25		
"	"	"	16 x 19	}	" 30
"	"	"	13 x 16		
Listelli	"	"	8 x 8		
Tavole	"	"	3		" 20
Tavoloni	"	"	5		" 30

Totale mc.100

=====

Eventuali deficienze in qualche tipo dovrebbero essere compensate da maggiori assegnazioni in altri tipi, in modo da avere sempre un'assegnazione complessiva di mc. 100.

- 3 - Le dimensioni indicate non sono, naturalmente, tassative: si potrebbero anche usare legnami di dimensioni differenti ponendoli in opera a distanze diverse da quelle previste.

IL DIRETTORE GENERALE

Indi Raimondo

100/88
CML/lc

TRANSPORTATION SUB-COMMISSION, AC.
(RAIL SECTION)
C/o Transportation Increment
C.M.F.

Tel: Firebox Ext. 11
Our Reference: AC/100/88/Tn

30 December 44.

TO : Fuel Ration Office, 137 Via Tomacelli
Attn: Capt. Caron

SUBJECT : Fuel for ISR Contractors

1. The Chief of the Works Section Italian State Railways advises that due to the reduction in fuel released to the Contracting firms of Scalera Co. and Società Laziale for November and December 1944, there resulted a slowing down of the work in progress and some urgent repair work could not be started.

2. It is requested that the amount of fuel recommended for release to the ISR Contractors be allocated to them, if at all possible, so there will be no let up in the work.

Confing Capt. TC.
O.H. LINDBERG
Lt. Col. R.E.,
Chief, Rail Section

7386

TRANSLATION

Ministry of Transports
General Direction ISR
Works & Construction Dept.

To Tn Sub Commission AC
Rail Section
Dec. 15th 44.

Ref. L 4/29811/2

Allocation of liquid fuels, Railway Line Rome-Avezzano.

Following contractors: Soc. Costruzioni Lavori Pubblici SCALERA ,
and Società Laziale Costruzioni Generali, who were entrusted
with the re-habilitation works of the 2nd, respectively 3rd
section of above mentioned line, point out with enclosed letters
that only a very small quantity of fuel was actually delivered
against the amounts allocated for november & december

<u>SCALERA Company</u>		Petrol	Diesel Oil
Allocated for	November	lt. 3900	lt. 1400
"	" december	" 4600	" 1900
Released	" november	none	none
"	" december	" 1900	" 1200
 <u>Soc. Laziale</u>			
Allocated for	november	" 1200	----
"	" december	" 1700	----
Released	" november	" 390	----
"	" december	" 390	----

The failed delivery of the whole quantities allocated bears
a slowing down of the works which cannot be carried out with
the required promptness. On account of above reason it has not
been possible, yet, to start repair works on the piles of the
viaduct km. 78+860, while, on the contrary, these works are
very urgent.

Please arrange, if possible, that Capt. Caron, Via Tomacelli
137, who issues the release orders, for fuels, be instructed
to deliver, at least partially, all the quantities allocated.

The Chief of the Department
sgd: Lo Cigno

TRANSLATION

Soc. Italiana Costruzioni e Lavori Pubblici "Scalera"

Ref: N. 391/FN/CE

To General Division
Works Dept.

Dec. 7th 1944

We beg to inform you that only following quantities of fuel have been actually delivered against the quantities allocated to us through Allied Authorities for the re-construction works on the II section (km 72+921 to km 78+100) of the line Rome-Avezzano .

month of november	:	no fuel has been delivered		
" " december	:	petrol	diesel oil	lubr.oil
allocated	lt.	4600	1900	160
released	"	1900	1200	none

Yours faithfully
the Commissioner

TRANSLATION

Società Laziale Costruzioni Generali

Rome 13/12/44

Ref: NDB/dp-01099

To I.S.R. : Works Dept.

With reference to your order n. 6 dated dec. 5th 1944, we beg to inform you that we have up to-day received following quantities of petrol.

Month of November	lt. 390
" " December	" 390

The quantities which had been allocated by Maj. Mole were following:

Month of November	lt. 1200
" " December	" 1700

The whole quantities were not released by Capt. Caron - Ufficio Trasporti, for lack of fuel.

We cannot reckon that in January we will receive the quantities we did not receive in november and december; as for the small quantities we received, they have already been consumed for prearranging the working yards at Avezzano and for purchasing materials.

As for circulating permits, we have two, namely :

- 1) circulating permit for a truck type BL - plate Rome 2152
- 2) " " " " van " 1100 " " 76398

that

We are awaiting the circulating permit N.2 be replaced by another permit valid for a small truck Balilla which has been bought in these days, as we can no longer dispose of the truck 1100 which is at AC's disposal.

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
DIREZIONE GENERALE
SERVIZIO LAVORI E COSTRUZIONI
UFFICIO IV°

Roma, 14 15 Dicembre 1944
L.4/29311/2

OGGETTO:
Linea Roma - Avezzano
Assegnazione carburanti

H.Q. ALLIED COMMISSION TRANSPORTATION
SUB COMMISSION RAILS

R O M A
=====

Allegati n°2
=====

Le Ditte Società Costruzioni Lavori Pubblici SCALERA e Società Iaziiale Costruzioni Generali alle quali come è noto sono state rispettivamente affidati i lavori del 2° Lotto e 3° Lotto per il ripristino della Linea Roma - Avezzano infermano con le lettere che si allegano che sui quantitativi di carburanti assegnati da Codesta Commissione per il mese di Novembre e di Dicembre hanno potuto avere i buoni e ritirare soltanto un quantitativo molto minore; e precisamente:

SOC. COSTRUZIONI LAVORI PUBBLICI "SCALERA"

	Benzina	Nafta
Carburanti assegnati per il mese di Novembre	lt. 3.900	lt. 1.400
" " " " Dicembre	" 4.600	" 1.900
Buoni prelievo carburante per novembre	nulla	nulla
" " " " Dicembre	lt. 1.900	lt. 1.200

SOC. LAZIALE COSTRUZIONI GENERALI

Carburanti assegnati per il mese di novembre	lt. 1200
" " " " dicembre	" 1700
Buoni prelievo carburante per novembre	lt. 390
" " " " dicembre	" 390

La mancata consegna dei carburanti nella misura assegnata;

porta di conseguenza un rallentamento nei lavori stessi che non potranno procedere con l'urgenza voluta, e per il motivo stesso non è stato finora possibile iniziare i lavori di riparazione delle pile del viadotto al Km. 78+360, lavori che invece rivestono carattere di massima urgenza.

Si fa presente la cosa con preghiera di voler provvedere, ove sia possibile, perché il Capitano CARON - Via Tomacelli 137, preposto al rilascio dei buoni per il ritiro dei carburanti che vengono assegnati, li soddisfi ~~invece~~ *almeno* *parzialmente*.

IL CAPO DEL SERVIZIO

te:

SOC. COSTRUZIONI LAVORI PUBBLICI "SCALERA"

	Benzina	Nafta
Carburanti assegnati per il mese di Novembre	lt. 3.900	lt. 1.400
" " " " Dicembre	" 4.600	" 1.900
Buoni prelievo carburante per novembre	nulla	nulla
" " " " Dicembre	lt. 1.900	lt. 1.200

SOC. LAZIALE COSTRUZIONI GENERALI

Carburanti assegnati per il mese di novembre	lt. 1200
" " " " dicembre	" 1700
Buoni prelievo carburante per novembre	lt. 390
" " " " dicembre	" 390

La mancata consegna dei carburanti nella misura assegnata, porta di conseguenza un rallentamento nei lavori stessi che non potranno procedere con l'urgenza voluta, é per il motivo stesso non é stato finora possibile iniziare i lavori di riparazione delle pile del viadotto al Km. 73+860, lavori che invece rivestono carattere di massima urgenza.

Si fa presente la cosa con preghiera di voler provvedere, ove sia possibile, perché il Capitano CARON - Via Temacelli 137, preposto al rilascio dei buoni per il ritiro dei carburanti che vengono assegnati, li soddisfi ~~marcato~~ *almeno* *parzialmente*.

IL CAPO DEL SERVIZIO

Volgus

7922

S. I. C. E. L. P.
Società Italiana Costruzioni e Lavori Pubblici

DEI FRATELLI SCALERA
SOCIETÀ IN NOME COLLETTIVO

SEDE IN ROMA VIA FORNOVO, 2 - TELEF. 361076 - 361839

COSTRUZIONI EDILIZIE, FERROVIARIE, IDRAULICHE
COSTRUZIONE E MANUTENZIONE DELLE STRADE
COSTRUZIONI IN CEMENTO ARMATO
LAVORI PORTUARI

Prot. N° 391

FN/OE

Roma, li 7 Dicembre 1944

TELEGRAMMI: SICELP
C. P. E. ROMA N. 2667

016731 9 DIC 1944

Spett.le Dir.Gen. FERROVIE DELLO STATO
Sezione Lavori

R O M A

Ci preghiamo informarvi che, circa le assegnazioni di carburanti e lubrificanti fatteci a mezzo del Comando Alleato per i lavori che abbiamo in corso di esecuzione sul tronco di ferrovia Tivoli - Avezzano - 2 lotto - tra i Km. 72+921 e 78+100, quella per il mese di novembre non ci è stata consegnata affatto e di quella per il mese di dicembre, in confronto di lt. 4.600 benzina, lt. 1.900 nafta e lt. 100 olio, ci sono stati rilasciati buoni di prelevamento soltanto per lt. 1.900 benzina e lt. 1.200 nafta.

Distintamente Vi salutiamo.

SOC. IT. COSTRUZIONI E LAVORI PUBBLICI
IL COMMISSARIO

Melegon

Ent

Normale - anz 3906 7331 n

Decreto 8/12/44 4.000 1900 n

A Protocols
in Est

SOCIETA' LAZIALE COSTRUZIONI GENERALI

SOCIETA' A RESPONSABILITA' LIMITATA - CAPITALE L. 850.000
ROMA

ALL'ALM/NE DELLE
FERROVIE DELLO STATO
SEZIONE LAVORI

R O M A

ROMA - VIA XXIII MARZO N. 20
TELEGRAMMI: SOLACOGEM - ROMA
TELEFONI: 487.551 - 487.552 - 487.553
487.554 - 487.555
U. P. C. - ROMA 124008

SIGLA: N
Dir. Tec. NDB/ap 01093

DATA
Roma, li 13 dicembre 1944

Riferendoci al Vs/ Ordine di Servizio N° 6 del 5/12/44
vi notificiamo di aver avuto a tutt'oggi i seguenti quantitativi ben-
zina:

meze di novembre	lt. 390
" dicembre	lt. 390

Le assegnazioni riconosciuteci invece dal Magg. MOLE
della Commissione Alleata erano:

meze di novembre	lt. 1200
" dicembre	lt. 1700

La mancata assegnazione da parte dell'Ufficio Trasporti
(Captan Caron) è dovuta a insufficiente disponibilità di carburante.
Aggiungiamo che non è possibile contare in gennaio in
una eventuale reintegrazione di quanto dato in meno nei mesi di novem-
bre e dicembre. I modesti quantitativi ricevuti sono stati da noi già
consumati sia nei viaggi già eseguiti per Avezzano per l'organizzazione
del Cantiere e per l'approvvigionamento di materiali.

In quanto ai permessi di circolazione noi siamo in
possesso dei seguenti permessi:

- 1) permesso per un B.L. - targa 2152 roma permesso n° 60578
- 2) " furgoncino 1100 - targa 76398 Roma

7380

Roma, li 13 dicembre 1944

Riferendoci al Vs/ Ordine di Servizio N° 6 del 5/12/44 vi notificiamo di aver avuto a tutt'oggi i seguenti quantitativi benzina:

meze di novembre	lt. 390
" dicembre	lt. 390

Le assegnazioni riconosciuteci invece dal Magg. MOLE della Commissione Alleata erano:

meze di novembre	lt. 1200
" dicembre	lt. 1700

(Captan Caron) è dovuta a insufficiente disponibilità di carburante. Aggiungiamo che non è possibile contare in gennaio in una eventuale reintegrazione di quanto dato in meno nei mesi di novembre e dicembre. I modesti quantitativi ricevuti sono stati da noi già consumati sia nei viaggi già eseguiti per Avezzano per l'organizzazione del Centiere e per l'approvvigionamento di materiali.

In quanto ai permessi di circolazione noi siamo in possesso dei seguenti permessi:

- 1) permesso per un B.L. - targa 2152 Roma permesso n° 60578
- 2) " furgoncino 1100 - targa 76398 Roma

E' in corso la sostituzione del permesso di cui al n°2 con altro per l'automezzo Balilla camioncino di cui abbiamo già fatto acquisto in questi giorni, in quanto sul furgoncino 1100 non è più possibile fare assegnamento perchè a disposizione dell'A.C. - E' per questo motivo che questa Società si è sobbarcata il notevole onere di acquistare un nuovo automezzo per poter iniziare i lavori di Avezzano. Sifuri dell'interessamento di Cod.Amm/ne per ottenere tutta la benzina necessaria, inviamo distinti saluti.

Con ossequio

CAV. LAZIO COSTRUZIONI GENERALI

1° Amministratore Delegato

[Signature]

[Handwritten notes in margin]

ACE/nl

100/88/14

HEADQUARTERS ALLIED COMMISSION
APO 324
Transportation Sub-CommissionTel: 478701
Our Ref: AC/86/Tn

29 November 1944

TO : Regional Commissioner
Lazio-UmbriaSUBJECT: Mines on Railways, Rome-Avezzano

1. It is understood that you have invited tenders from contractors for mine removal at Civitavecchia.

2. This Sub-Commission is also actively interested in the reconstruction of the rail line Rome-Avezzano and contractors are already at work.

3. Mines on the track are reported at the following points:-

- (a) From 74-926 to 74-938 Km (near Carcoli Station)
- (b) On the Viaduct at 78-860 Km.
- (c) In the Montebove tunnel circa 85-537 Km.

4. May the removal of these mines be given similar priority to those in Civitavecchia please?

D.S. ADAMS
Colonel, C.E.
Director, Tn. Sub. Comm.

7379

ACP/nf

copy to file

100/251

88/13

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel. 478701

15 November 1944

Our ref. AC/TN/86

TO : Major E.J. Mole,
Tn. Sub. Comm.

SUBJECT : Mine clearance.

1 Request is made for location of mines on Rome -
Avezzano line.

2 Please also say what arrangements can be made in
respect of housing and feeding any Italian unit which might
be made available for them.

D.S. ADAMS
Colonel, C.E.
Director, Tn. Sub. Comm.

7378.

WB/wg
CQ1835

HEADQUARTERS
LAZIO-UMBRIA REGION A.M.G.
(Engineering Division)
APO 394

Rome, 24th November 1944.

TO : AC. HQ. Transportation S.C. (Rails)
SUBJECT : Electric Power for Italian State Railways.
FILE N° : R4/ENG/716 (to quote in reply)

In reply to your ACC.Tn/100/88 dated November 14
subject as above.

The request for 3 and 5 kilowatts has been for-
warded to E & M officer N° 3 district for action.



Lt. E.P. WADE-BROWN R.A.
Chief E & M Section.

7377

C O P Y

100/88/11

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Ref. :

16 November 1944

TO : Allied Commission
 Transportation Sub-Commission

SUBJECT: Rome-Avezzano line reconstruction - MINES.

1. It is reported by the I.S.R. engineer that there are mines on the above lines.

Locations: (a) From 74.926 to 74.938 Km. (near Carsoli station)

(b) On the viaduct at 78.860 Km.

(c) In the Montebove tunnel 85.587 to 85.525 Km.

2. It is requested that this report be fully investigated and the mines cleared should they exist as the reported existence is holding up the reconstruction of this line.

sgd: E.C.MOLE, Major

For O.H.LINDBERG, Lt.Col., R.E.,
Tr.Sub.Comm. AC. (Rails)

7376

C O P Y

MINISTRY OF COMMUNICATIONS
GENERAL DIRECTION STATE RAILWAYS

Ref: 3/21936/8.4

SUBJECT: Recovery of cars on line Rome - Tivoli.

TO : Allied Commission
Transportation Sub-Commission.

In the cars tipped on their side, which recovery is in hand, near the viaduct at 36 Km. of the line Rome-Tivoli there are projectiles and explosives which interfere with the quick carrying out of the works and can cause damages to the workmen on the site.

Will you please provide for recovery of said war material.

GENERAL DIRECTOR
Sd: DI RAIMONDO

7375

100/88
/10

AGP/nf

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel: 478701

18 November 1944

Our ref: AG/T2/86

TO : Army Sub-Commission
HQ. AG.

SUBJECT : Unexploded bombs on Railway - Aversa.

1 Reference is to copies to correspondence
attached.

2 Will you please say if anything can be done
to arrange removal.

D.S. ADAMS
Colonel, C.E.
Director, Tn. Sub. Comm.

Enclosures: Copies of correspondence

7374

COPY

/nf

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR ITALY

A.P.O. 512
15 November 1944

SUBJECT: Unexploded bombs - Anversa.

TO : Director, Tn. Sub-Commission, A.C.

1 Attached report which was received from Capo Compartimento Marin of the Rome Compartment reporting some unexploded bombs in the vicinity of Anversa, which is located near Suloma on line 88 between Rome and Pescara.

2 This line is not under the jurisdiction of the Military Railway service and it is recommended that this report be turned over to the Italian Army to arrange disposition of the unexploded bombs.

For the Director:

R.B/ MOSS
Lt.Col. T.C.
Deputy Director-Operations

Incl-1

7373

Translation

/mf

Station of Anversa

14th October 1944

Report about unexploded bombs

Locations of bombs - Very many charged bombs in the shelters under the two tunnels (Central of Sagittario) several ones hidden near the watchman house at Km. 162, few of them among the debris of the bridge on the Sagittario river.

Peculiarities of the place - The bombs in the tunnel are in the niches, the others are almost dug in the soft ground.

Are the unexploded bombs visible? - They are nearly all visible; only some one, near the watchman house 162, is not visible.

Diameter of the entrance hole - None - All the bombs of last raid exploded -

Was a crater formed? - No.

Have you found any splinters or traces of splinters? Those of the last raid.

Are there any blackening marks? No.

Eventual other particulars - Several bombs are airplane bombs with propeller and some also with fuse. Their removal is easy.

The Station Master
signed.....

Mi;ng14

7372

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO UMBRIA REGION
APO 394

R/5660

15 November 1944

SUBJECT : Rome - Tivoli - Avezzano Railway

TO : Regional Engineer,
Lazio Umbria Region.

1. It is understood that one of the main obstacles in the way of repairing and opening up this line is the fact that it has not been cleared of mines.
2. If this is true, can you think of any way of getting it done? How do priorities on the services of 561 Company stand?
3. I see no possibility of the Italian Government making use of the available and willing talent (e.g. Sec. Cooperativa Aquila). Can we use them by any means?

For the Regional Commissioner:

A. D. Boehm-Carter
A. D. BOEHM-CARTER
Lt. Colonel
Executive Officer (Provinces)

Copy : HQ Allied Commission, Transportation Sub-Commission
C.A. Section (Major Reakes)

7371

EJM/em

100/88/8

HEADQUARTERS
ALLIED COMMISSION
Transportation Sub Commission
APO 394

REF. : ACC.TM/100/88 November 14th 1944

TO : Regional Engineer
Lazio Umbria Region

For attention B. and M. Section

SUBJECT : Electric power for Italian State Railways.

1. The work of reconstructions on the Rome - Avezzano line is at present being carried out.
2. For working the signalling apparatus, which are electrically driven, it is necessary to have a small supply of power.
3. It is therefore requested that an immediate supply of 3 Kilowatts be allocated at Mandela and 5 Kilowatts at Castel Madama.

E. G. N. de Nays

for Lt. Col. O. H. LINDBERG, R.E.,
Tptn. S.C., A.C. (Rails).

SUBJECT : Electric power for Italian State Railways.

1. The work of reconstructions on the Rome - Avezzano line is at present being carried out.
2. For working the signalling apparatus, which are electrically driven, it is necessary to have a small supply of power.
3. It is therefore requested that an immediate supply of 3 Kilowatts be allocated at Benevento and 5 Kilowatts at Castel Madama.

Eg Note Dayer.

for Lt. Col. O.H. LINDBERG, R.E.,
Tptn. S.C., A.C. (Rails).

HEADQUARTERS
ALLIED COMMISSION
Transportation Sub Commission
A.P.O. 394

EJM/14

ACG/TN/100/88

To
Ing Le Cigno,
Ministero delle Comunicazioni.
Subject Line No 88 Rome-Livorno.

- 1) By a letter, reference ACG/TN/100/88/257, dated 28th October, 44, addressed to the Minister of Communications, authority has been granted for the reconstruction of the above line.
- 2) All work is to be carried out in accordance with the approved drawings.
- 3) Competative tenders should be invited for these works only from firms whose record of previous good work is known to you and of whom it is now known that they are in a position with regard to plant and labour following to satisfactory and speedily complete the work. All tenders must clearly state the time required to complete the work.
- 4) The repairs should be divided into three sections, awarding a contract for each section to a different firm.
- 5) Before any contract is awarded the priced bill of quantities of the recommended firm must be submitted for approval together with a brief summary of what facilities the firm has as tregard to plant and workshops.

- 1) By a letter, reference ACC/TN/100/88/297, dated 28th October, 44, addressed to the Minister of Communications, authority has been granted for the reconstruction of the above line.
- 2) All work is to be carried out in accordance with the approved drawings.
- 3) Competitive tenders should be invited for these works only from firms whose record of previous good work is known to you and of whom it is now known that they are in a position with regard to plant and labour following to satisfactory and speedily complete the work. All tenders must clearly state the time required to complete the work.
- 4) The repairs should be divided into three sections, awarding a contract for each section to a different firm.
- 5) Before any contract is awarded the priced bill of quantities of the recommended firm must be submitted for approval together with a brief summary of what facilities the firm has as regard to plant and workshops.

7309



L. E. Vining, Lt. Col.,
Trans. Sub Comm.,
Rdls.

C O P Y

E X T R A C T

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub Commission

Tel: 478701
Our Ref: ACC/Tn100/88/257

28 October 1944

Dear Gerabona,

.....
.....
Authority is therefore given for the State Railway to proceed with the reconstruction work necessary, at a cost of 65,000.000 (65 million) lire for the Rome-Avezzano line, and 12,000.000 (12 million) lire for the Rome-Viterbo line; - the expenditure to be charged against Cap.No.48 "Spese per riparare danni di guerra dipendenti da azioni belliche" in the budget of the Ministero delle Comunicazioni (Ferrovie dello Stato).

Very sincerely,

sgd: D.S. ADAMS,
Colonel, C.E.
Director, Tn Sub Commission

Copy to: Major Mole through Lt Col Vumie
Economic Section
Finance Sub-Commission

7368

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tel: 478701

Our Ref: ACC.Mn/100/88/257

28 October 1944

Dear Ceralona,

Careful consideration has been given to the urgent need for reconstructing State Railway Lines 88 (Rome - Avezzano) and 257 (Rome - Viterbo).

The Military Railway Service has indicated that it has no interest in these particular lines, but ACC agrees that it is vital that rail connections should be established between Rome and the important production areas to the North and East.

This Sub-Commission's responsible Engineer has carefully examined the tracks in conjunction with State Railway Engineers, and it is understood that firms of contractors are available with sufficient labour to commence work at once.

Authority is therefore given for the State Railway to proceed with the reconstruction work necessary, at a cost of 65,000,000 (65 million) lire for the Rome - Avezzano line, and 12,000,000 (12 million) lire for the Rome - Viterbo line; - the expenditure to be charged against Cap.No.48 "Spese per riparare danni di guerra dipendenti da azioni belliche" in the budget of the Ministero delle Comunicazioni (Ferrovie dello Stato).

File

100/88/4

The Military Railway Service has indicated that it has no interest in these particular lines, but ACC agrees that it is vital that rail connections should be established between Rome and the important production areas to the North and East.

This Sub-Commission's responsible Engineer has carefully examined the tracks in conjunction with State Railway Engineers, and it is understood that firms of contractors are available with sufficient labour to commence work at once.

Authority is therefore given for the State Railway to proceed with the reconstruction work necessary, at a cost of 65,000,000 (65 million) lire for the Rome - Avezzano line, and 12,000,000 (12 million) lire for the Rome - Viterbo line; the expenditure to be charged against Cap.No.48 "spese per riparare danni di guerra dipendenti da azioni belliche" in the budget of the Ministero delle Comunicazioni (Ferrovie dello Stato).

Yours sincerely,

7367

Sd D Adams.

D.S. ADAMS
Colonel, C.B.
Director, In.Sab.Comm.

Copy to : Major Mole through Lt Col Vining
Economic Section
Finance Sub-Commission

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

546
Tel: 316

CWA/ram

ES/44/A

26 October 1944

SUBJECT: I. S. R. Standard Gauge Line N. 88 Rome-Avezzano
I. S. R. Rail Line 257 - Reconstruction Rome Viterbo

TO : Transportation Sub-Commission ✓

1. Reference your ACC/TN/58 dated 6 October and
ACC/TN/100/257 dated 6 October.

2. The sections of lines concerned are part of the
Italian State Railways.

3. The action required to be taken by you is to
write, under signature of the Director of the Sub-Commission,
to the Ministero delle Comunicazioni, Direzione Generale
Ferrovie dello Stato, requesting that the projected works
should be done, at the same time forwarding any necessary data
that I. S. R. may require in order to implement the request.

4. The Direzione Generale Ferrovie dello Stato
should be notified to charge the expenditure for this project
against Cap. N. 48, "spese per riparare danni di guerra dipend-
enti da azioni belliche" in the budget of the Ministero delle
Comunicazioni (Ferrovie dello Stato), for which an appropri-
ation of 600,000,000 lire has been approved.

Your reports are returned herewith.

L. D. Denmore

L. D. DENSMORE
Col., FA, CSO
Economic Section

Enclosures (3)

Rpt on ISR Rome-Avezzano Line #88

Rpt on ISR Rome-Viterbo Line #257

Spar cpy Tpn Ltr ACC/TN/58, dtd 6 Oct.

cc: Finance S/C.

7366

0183

100/88

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub Commission
A.P.C.394

EJM/ld

ACC/Tn/58/8

27 October 1944

To

Ing. Lo Cigno,
Ministero delle Comunicazioni.

Subject

Line 88. Reconstruction Rome to Tivoli Section

- 1) Reference inspection of the 24th Inst., at which you were present.
- 2) It was obvious that the reconstruction of the two bridges was being very considerably retarded due to
 - (A) Insufficient men employed,
 - (B) Lack of plant and equipment.

3) The contractor for this work was recommended by your Works Section and it was considered that any recommendation made would be that of a firm whose record of good service on previous work was known to you. This appears not to be the case and in consequence the work is adversely affected.

4) It is essential that on all future works, before any contract is let, any firm recommended is fully investigated to see whether they have all the necessary plant and facilities for the satisfactory and speedy execution of the work within the contract time.

5) In my letter, Ref. ACC/Tn/58/4 29th Sept, this section of line was to be ready for operation 6 weeks from the 29th Sept. This, you will appreciate, includes at least two weeks for the concrete and

gMack

2) It was obvious that the reconstruction of the two bridges was being very considerably retarded due to

- (A) Insufficient men employed,
- (B) Lack of plant and equipment.

3) The contractor for this work was recommended by your Works Section and it was considered that any recommendation made would be that of a firm whose record of good service on previous work was known to you. This appears not to be the case and in consequence the work is adversely affected.

4) It is essential that on all future works, before any contract is let, any firm recommended is fully investigated to see whether they have all the necessary plant and facilities for the satisfactory and speedy execution of the work within the contract time.

5) In my letter, Ref. ACC/Tn/56/4 29th Sept, this section of line was to be ready for operation 6 weeks from the 29th Sept. This, you will appreciate, includes at least two weeks for the concrete and mortar to cure so as to be fit to take the stress induced by the passage of a moving load.

L. E. Vining
7305

L. E. Vining, Lt. Col.,
Trans. Sub Comm.,
Rails.

0185

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

ACP/hl

pare
100/88

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tel.
478701

6 October 1944

ACC/TH/58

TO : Economic Section, HQ. ACC

SUBJECT: I.S.R. Standard Gauge Line No. 88
Rome - Avezzano

1. This line, which runs directly through Tivoli to Avezzano and serving the fertile area of Lake Fucino, has suffered 21 major incidents at set out in Engineer's report attached.
2. The line is a priority in as much as the produce is essential to Rome and the past summer has been vast potato traffic passing over mountainous country by trucks which could well be employed on distribution service rather than on long hauls of this kind.
3. It has become necessary to repair two damaged arches between Rome and Tivoli, in order to move electrical transformers by rail to Orte, for Military electrification of the line Orte - Ancona.
4. It is recommended that the line be repaired for the whole distance Rome - Avezzano, for steam operation.
5. Estimated cost of the repairs is 65,000,000 (65 million) Lire. Labour under civilian contract is available.



D.S. ADAMS
Colonel, C.E.
Director, Transportation Sub-Comm.

BJH/em

58/7

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub Commission
APO 394

ACC.Tn/58/5

29 September 1944

TO : Col. D.S. ADAMS C.E.
Director, Tntr. S.O.
H.Q. A.C.C.

SUBJECT : Rome - Avezzano Line 88 - Reconstruction.

1. Reference letter ACC.Tn/58/4 dated 27 Sept.
2. It is noted that authority is given for the reconstruction of the two damaged bridges between Rome and Fivoli. Instructions have been issued for this work to proceed immediately.
3. The estimated cost for the reconstruction of the line from Rome to Avezzano is 65,000,000 Lire (sixty five million Lire).

E.J. Mole

E.J. MOLE
Major R.E.
Engineer, Southern Section

7363

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

27 September 1944

ACC.Tn/58/6

TO : Major E.J.Mole
c/o D.G.M.R.S.

SUBJECT: Rome - Avezzano Line 88- Reconstruction

1. Reference is to your report on damage to this line.
2. In order to assist military in removal of transformers from Tivoli, authority is given for reconstruction of two bridges necessary between Rome and Tivoli.
3. To enable satisfactory consideration to be given to the question of repairing the remainder of line 88 from Tivoli to Sulmona via Avezzano, an estimate of cost is necessary.
4. Please liaise with I.C.R. in ascertaining cost of repairs, based on full use of any existing material and help which can be given by M.R.S.

ad

B.S. ADAMS
Colonel, C.E.
Director, Tn.Sub.Comm.

RJM/em

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub Commission
APO 394

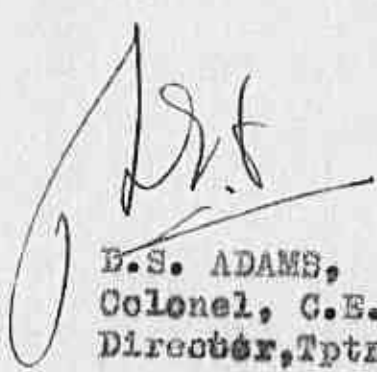
ACC.Fn/58/4

29 September 1944

TO : General Di Raimondo
Director General Italian State Railways
Minister of Communications

SUBJECT : Rome - Avezzano Line No. 88.

1. The question of the reconstruction of this line is being investigated.
2. In order to assist military operations on the reconstruction of the Orte - Falconara Line 87 it is essential to remove certain electrical equipment from the Tivoli area.
3. It is therefore requested that the repairs of the two damaged bridges between Rome and Tivoli be recommenced immediately.
4. This work must be considered as very urgent and every effort be made so that the line can be open for traffic within 6 weeks.


B.S. ADAMS,
Colonel, C.E.,
Director, Tptn. S.C.

7361

CG/mb

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele: 478701

8 September 1944.

ACC Tn/58/3

SUBJECT: I.S.R. Standard Gauge - Rome - Avezzano - Line 88.

TO : Director General Military Railway Services,
Min. of Communications Bldg.
Rome.

Attached copy report on above line is forwarded
for your information.

L.E. Vining
L.E. VINING
Lieut Colonel
Tn. Sub. Comm. (Rail)

7360

EJM/lr

REPORT ON I.S.R. STANDARD GUAGE LINE ROME-AVEZZANO. LINE NO 38.

The Rome-Avezzano line is part of the link to the junction at Sulmona. It is single track with runnings loops in stations and the length is 107 kilometres. There are twenty five stations between Rome Termini and Avezzano, six of which have been badly damaged and four slightly. The line serves a rich agriculture area, supplying foodstuffs and charcoal to Rome.

Survey of Conditions of Line.

It should be noted that all distances quoted are measured from Rome.

(1) For the first 28.8 Km. the line is undamaged.

(2) At 28.8 Km. Underbridge single span, stone abutments and wing walls, concrete arch.

Arch completely demolished, abutments good, wings partially damaged. Restoration, reface wing walls, turn brick arch and build stone spandrels and parapet walls. As a temporary measure steel waybeams could be placed spanning the abutments, until such time as permanent repairs are completed.

(3) At 37.14 Km. A 10 span, 10 metre brick arch and stone viaduct. No 2 arches completely demolished at West end, remainder of structure in good condition. To restore, debris requires clearing, 2 brick arches, stone spandrels and parapets to be rebuilt. Track for 5 lengths requires relaying.

(4) At 54.78 Km. A 3 span, 10 metre brick arch and stone viaduct. No 2 arches are completely demolished, No 2 piers partially so, abutments good.

Restoration, rebuild No 3 brick arches, No 2 stone piers, spandrels, and parapet walls. Track over entire structure to be relaid.

(5) At 65.7 Km. Stone lined Tunnel.

Entrance to tunnel blasted for approximately 15 ft. Entrance completely blocked. To restore, debris to be cleared away tunnel lining and portal to be rebuilt to form parapet to road passing immediately over tunnel entrance.

(6) At 66.3 Km. A 4 span

(3) At 57.04 km. A 10 span, 10 metre brick arch and stone viaduct. No 2 arches completely demolished at West end, remainder of structure in good condition. To restore, debris requires clearing, 2 brick arches, stone spandrels and parapets to be rebuilt. Track for 5 lengths requires relaying.

(4) At 64.78 Km. A 3 span, 10 metre brick arch and stone viaduct. No 3 arches are completely demolished. No 2 piers partially so, abutments good.

Restoration, rebuild No 3 brick arches, No 3 stone piers, spandrels, and parapet walls. Track over entire structure to be relaid.

(5) At 65.7 Km. Stone lined. Tunnel.

Entrance to tunnel blasted for approximately 15 ft. Entrance completely blocked. To restore, debris to be cleared away tunnel lining and portal to be rebuilt to form parapet to road passing immediately over tunnel entrance.

(6) At 66.3 Km. A 4 span 5 metre brick arch and stone viaduct. No 2 arches completely demolished, one stone pier demolished to approximately footing level. West abutment wall badly shattered. For reconstruction, No 2 brick arches, one stone pier and part of stone abutment to be rebuilt also stone spandrels and parapet walls, over the two arches. Track over structure ^{73.3} relaid for four lengths.

(7) At 66.6 Km. Single span brick arch and stone structure. The wing walls partially demolished preparatory for blasting. Remains, wing walls to be refaced.

(8) At 72.8 Km. A 3 span 10 metre brick arch and stone underbridge. No 3 arches completely demolished also 2 piers down to footing level, abutments good.

Reconstruction. Brick arches, stone piers, spandrels and parapet walls to be rebuilt. Track over entire length of structure to be relaid.

(9) At 75.01 Km. Steel lattice girder, steel deck, and stone abutment underbridge. Practically the entire structure demolished. New abutments and steel girders deck required. Line could be opened by temporary repairs, timber cribs used to form abutments, spinned by 50 ft. long R.S.F. waybeams with central timber support.

(10) At 75.45 Km. A 6 span 8 metre brick arch and stone viaduct. One arch completely demolished and abutment damaged. Repairs necessary. Arch to be rebuilt and abutment refaced. Repairs lengths to be relaid.

(11) At 77.30 Km. A 4 span 10 metre brick arch and stone viaduct. No 4 arches and 3 stone piers completely demolished. Reconstruction necessary. Clear debris and rebuild 3 piers and 4 arches. 6 lengths of track to be relaid over structure.

(12) At 77.844 Km. Stone parapet wall over stone viaduct demolished for a length of 20 ft. ready for blasting. Rebuild in stone.

(13) At 77.85 Km. Under bridge over road, steel span. Wing walls cut out ready for blasting.
Repairs Reface wing walls.

On viaduct stone parapet walls demolished ready for blasting for a length of 25 ft. Repairs, parapet to be rebuilt in stone.

(14) At 85.50 Km. Tunnel, stone lined. Entrance at East end blasted for approximately 70 ft. and completely filled with debris. Can be repaired by clearing debris, cutting back tunnel for 70 ft. No portal required at present but should be restored at a late date.

(15) At 89.92 Km. Large culvert. Longitudinal length approx. 16 ft. Completely demolished. It is suggested that structure be reconstructed with abutment walls and reinforced concrete deck slab using surplus old rails as reinforcement.

(16) At 88.05 Km. Culvert. Long. length 12 ft. Completely demolished. Suggested repairs as for No 14.

(17) At 93.1 Km. Culvert over small stream. Longitudinal length 25 ft. Completely demolished. Suggested repairs as for No 14.

Wing walls cut out ready for blasting.

Repairs Reface wing walls.

On viaduct stone parapet walls demolished ready for blasting for a length of 25 ft. Repairs, parapet to be rebuilt in stone.

(14) At 85.50 Km. Tunnel, stone lined. Entrance on East end blasted for approximately 70 ft. and completely filled with debris. Can be repaired by clearing debris, cutting back tunnel for 70 ft. No portal required at present but should be restored at a later date.

(15) At 89.02 Km. Large culvert. Longitudinal length approx. 16 ft. Completely demolished. It is suggested that structure be reconstructed with abutment walls and reinforced concrete floor also using surplus old rails as reinforcement.

(16) At 88.05 Km. Culvert. Longt. length 12 ft. Completely demolished. Suggested repairs as for No 14.

(17) At 92.1 Km. Culvert over small stream. Longitudinal length 25 ft. Completely demolished. Suggested repairs as for No 14.

(18) At 97.4 Km. Culvert. Longitudinal length 10 ft. Completely demolished. Suggested repairs as for No 14.

(19) At 101.3 Km. Culvert Longt. length 12 ft. Completely demolished. Suggested repairs as for No 14.

(20) At 105.8 Km. Culvert Longt. length 7 ft. Completely demolished. Suggested repairs as for No 14.

(21) At 106.54 Km. Culvert Longt. length 8 ft. Completely demolished. Suggested repairs as for No 14.

In addition to the above items from approximately 85 Km. to 107 Km. (Avezzano Station) 16 Km. of single rail has been destroyed by blasting the center of each length, and the P and C work at Tagliacozzo, Scurcola, Cappelletto and Avezzano stations has been

damaged. Signalling, which is of the manual type has been damaged but presents no great difficulty in restoring.

The overhead electric system has suffered about 60% destruction and 3 transformer Substation have been completely destroyed thus at the present stage prohibiting any idea of immediate restoration of the electric service.

Materials and Labour.

Bricks It is estimated that a total of 1,500,000 bricks would be required for the reconstruction of this section. Bricks are produced in several localities and it is suggested that adequate supplies exist at Civitella Roveta, or Monterotondo, or Oricola pereto.

Stone Pozzolana stone to the estimated total of 2,500 tons. This can be supplied from the Salone quarries.

Cement or lime The estimated requirement for the complete reconstruction is 1,000 tons and this could be supplied from either Guidonia, Segni, or Civitavecchia.

Rails By using existing surplus tracks etc. no additional rails will be required.

Labour The question of labour presents no difficulties, and could be obtained locally. Several firms have already offered their services for carrying out the work and have stated that labour tools and plant are available.

The reconstruction of this line presents no difficult engineering problems as all the work involved is straight forward reconstruction not under 'traffic conditions'. It is estimated that the total section in question could be open to steam traffic within 5 months.

E. J. Mole Major R.E.

Stone Pozzolans stone to the estimated total of 2,500 tons. This can be supplied from the Salone quarries.

Cement or lime The estimated requirement for the complete reconstruction is 1,000 tons and this could be supplied from either Guadiana, Segni, or Civitavecchia.

Rails By using siding surplus tracks etc. no additional rails will be required.

Labour The question of labour presents no difficulties, and could be obtained locally. Several firms have already offered their services for carrying out the work and have stated that labour tools and plant are available.

The reconstruction of this line presents no difficult engineering problems as all the work involved is straight forward reconstruction not under traffic conditions. It is estimated that the total section in question could be open to steam traffic within 5 months.

E. Q. Nide Major R.E.

737

0190

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 384

AGP/re

Tel.: 478701

Our reference : ACC Tn/53/1
Date : 15 Aug. 1944.

TO : Major E.J. MOSE, ACC, Regional Engineer (South).

SUBJECT: Rail Line - Avezzano - Rome - I.S.R.

1. It is understood that this Section of the line is not likely to be developed by the D.G.M.R.S.
2. Avezzano is situated in an area offering great produce for the city of Rome and you are asked to investigate the line with a view to submitting recommendations thereon.

Edward J. Mose
D.S. ADAMS
Colonel, G.R.
Tn. Sub-Comm.

Copy To : D.G.M.R.S. Ministry of Communications Bldg., Rome.

copy handed Major Mose
all

73-6

207