

ACC AG 100/244 10000/148/1871 TEPERANT

0340

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

10000/148/1871 TERRASTOLA

Tel. 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

FPR/rb

Ref. 15/TH 2

February '45

SUBJECT: Estimate of Expenditure on Rehabilitation of Italian State Railways.

TO : Finance Sub-Commission.

1. Authorization is hereby granted for the repair and reconstruction on the following sections of the Italian State Railways in Liberated Italy.

2. Approved work of no military priority but of vital civil necessity has been authorized. Work of rehabilitation to commence immediately.

<u>Line</u>	<u>Section</u>	<u>Estimate Cost in Lire</u>
294	AVELLINO-ROCCETTA	16,000,000
244	BASTIA-ELLERA	15,000,000
260	ROME-CLAMPINO-ALBANO LAZIALE	4,900,000

These items constitute debits against the special appropriation Financial Year 1944 - 45, Capitolo N.48.

Signed: Merritt H. Taylor
Director,
Tn Sub-Comm.

DISTRIBUTION:

1. Transportation Sub-Commission
(Att. Lt.Col. O.H.LINDBERG)
Kindly advise Minister of Transport accordingly
2. DMRS Ministry of Transport
(Att.Lt.Col. L.C.Parnell)
3. Ministero dei Trasporti
(Att. Capo Ragioneria Ferrovie dello Stato,
Ministry of Transport).

7490

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

Ext:513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

FPR/1d

Ref:233/8/Tn.2

14 May 1945

Subject : Completion of construction of section of
Railway Line Ellera - Tavernelle.

To : Finance Sub Commission.

1. With reference to conversation Major Timmons-Major Richardson, attached hereto is copy of letter and estimated costs from the Italian Ministry of Public Works to the Ministry of the Treasury, requesting for an appropriation of 18,000,000 lire (eighteen million lire) for completion of construction of section of line Ellera Station and Pietrafitta Mines to enable lignite to be withdrawn and dispatched to Rome.

2. As agreed, will you kindly forward the above correspondence to the Ministry of Treasury with a strong recommendation that a decree be passed within the next fifteen days.

This project is of the greatest importance in view of the fact that unless work starts immediately, the civil population of Italy will suffer considerably through lack of fuel, as coal imports have been cut to a minimum.

3. The Ministry of Public Works representative at Perugia has six million lire (6,000,000 lire) to commence work today and for essential purchases and salaries. This sum will last approximately fifteen days. Once started, this work must not be interrupted through lack of funds and I urgently request that this be pointed out to the Ministry of Treasury,

- 2 -

so that they will make available the above sum immediately the decree is passed.

4. Needless to say this project has the approval of the B.M.R.S., Transportation and Public Works & Utilities Sub Commissions.

F.P. Richardson May.
F.P. RICHARDSON, Major,
Planning Staff,
Transportation Sub Commission.

Copy to:- TN.4 - Major A.H. Street, D.S.O. (C.E. Branch)
✓ " Major A.C. Ping, (Operations Branch)
Public Works & Utilities Sub Commission
(attn. Lt. Col. V.S. Thompson)

7488

ACE/af

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION
(RAIL DIVISION)

Tel.: 843238

30 April 1945

Ref.: 45/100/244 E/Tn.4

SUBJECT: Bastia-Allera-Line

TO : H.E. Garabona
Minister of Transports.

1. Dear Mr. Minister,
As you know, we are most interested in the reconstruction of line 244, to connect Allera with Bastia, and thus enable the lignite of the Pietrafitta Mine to be conveyed by rail to such points as are urgently needing the fuel.
2. On 2nd April last, a request was sent forward by our Stores Officer to the Ministry of Communications, with Form Mat 10, requesting the release of 45 tons of steel for this work, to which we have given a number 1 priority.
3. We were informed on 5th April that the form and application had been duly received and passed to the Ministry of Industry and Commerce, but have now been advised that the application was received too late for submission at the April Meeting. This means that the application will not now be considered until the meeting on 16th May for June delivery.
4. This delay over two months in securing the release of steel for a priority job is regrettable, and it is hoped you can take some special action to speed up the release, so that repairs to the track can continue in the hope that the contract date for completion will not be exceeded. Your help in the matter will be greatly appreciated.

Yours truly
M. H. J.
M. H. J.,
Colonel,
Deputy Director.

7487

AHS/ef

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

Tel : 846239
Our ref: AC/In/14/79/C.I.
28th April 1945

TO : Chief of Rail
Division.
SUBJECT : Difficulty in obtaining
release of materials.
Bastia-Allera line.

1. On 23th March a request for release of steel from Terni works was sent to the Stores Officer.
2. On 2nd April this request was sent to Ministry of Communications with form Mat IO for transmission to Ministry of Industry and Commerce in accordance with directive AC/550C Commerce. A high priority was asked for.
3. On 5th April acknowledgment of above was received stating this had been forwarded to Ministry of Industry and Commerce.
4. We are now informed that this application was too late for submission at the April meeting.
5. This application will now be put up at the meeting to be held on May 16 for June delivery.
6. It will be seen from the foregoing that it has taken over 2 months to obtain the release of 45 tons of steel for a priority I job.
7. I regret it will not be possible to complete

Take up with

Cherry.

Des. for Priorities

SUBJECT

: Difficulty in obtaining
release of materials.
Bastie-Eltera line.

1. On 23rd March a request for release of steel from Ferni works was sent to the Stores Officer.
2. On 2nd April this request was sent to Ministry of Communications with form Mat 10 for transmission to Ministry of Industry and Commerce in accordance with directive AC/5300 Commerce. A high priority was asked for.
3. On 5th April acknowledgment of above was received stating this had been forwarded to Ministry of Industry and Commerce.
4. We are now informed that this application was too late for submission at the April meeting.
5. This application will now be put up at the meeting to be held on May 13 for June delivery.
6. It will be seen from the foregoing that it has taken over 2 months to obtain the release of 45 tons of steel for a priority I job.
7. I regret it will not be possible to complete this line by the target date. (25th June)

7486

A.H. Street
A.H. STREET, Major.

Take up with

Cherry.

Des. for finished

0347

7-51

150/244 E

OFFICE OF THE SECRETARY

Ref: 478704
442/3/En.3

13 April 1945

SUBJECT: Rail Construction Priorities.

TO: * Col. M.J. Rieff,
Chief, Government Division.

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

<u>Item</u>	<u>Location</u>	<u>Existing Recommended Priority</u>	<u>Priority</u>	<u>Remarks</u>
279	Wendell-Campobasso	1	1	Reconstruction of rail lay-out reported complete but not agreed to clearance of rubble etc.
245	Plaschkeville-Flonville	1	3	Complete and open for traffic. Permanent repairs continuing. Should not be hindered more priority 3 unless RRS ask for adjustment, at construction sub-committee, on basis of permanent repairs to bridges.
246	Calistoga-Forego	1	3	Neither Major Ring nor I have any knowledge of any demand for repairs to this line. It is possible it may have been confused with line 244-although to CIVILIAN'S knowledge.

shown as above quoted list, but which having

279 1. Reconstruction of rail-
lay-out reported complete
in 1950. Signal in clearance-
not of whole etc.

282 3. Complete and open for
traffic. Permanent repairs
continuing. Should not be
higher than priority 3
unless ask for adju-
ment, at reconstruction
sub-committee, on basis
of permanent repairs to
be fixed.

285 3. Further delay. This may
have any knowledge of any
demand for repairs to this
line. It is possible it
may have been confused
with line 242-Albion to
Civitanova Marche-part
about as above quoted
list, but which, having
regarding the importance
of the line, should be
prior, should be priority.

287 3. Will be opened by end of
month. No priority needed

288 3. Neither are an important
for
3. Lines 242 or 277.

296 2. Should be on a par with
Pescara-Orist. (2) and
will ultimately provide
a valuable business route.

298 3. Permanent reconstruction
and should have high prio-
rity as line 277 connects
Naples.

299 2. Riferio Bridge

7485

277	Torini-Bisio	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 forenoon.
277	Antrodona-Aquila	3	1	Shown as Fe. 8ly when it is, in fact, continuation of line 277. See remarks in preceding para.
266	Ross-Timpino-Albano	3	3	Not line 246 as shown. No hurry for this job and we are not interested. Being repaired by CARPENA (Volunteer organization of Railway employees.)
pr. 8ly.	Leuca Viaduct	3	1	Obviously Priority 1 to provide access to Castelluccio Lignite mine.
pr. 8ly	Torini-Todi-Perugia	3	1	Will provide access to Brick works and lignite mines are tied in very closely with line 244 Bastia-Allora.
244	Bastia-Allora	3	1	There are arguments regarding cost of service to line Milano-Piedimonte. 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.H. HARRIS, Lt. Col.

Priority 1 to provide
access to Castelluccio Lignite
mine.

Will provide access to brick
works and lignite mines are tied
in very closely with line 244
Bastia-Allora.

There are arguments regarding
cost of repairs to line 244--
Pietrallata. Fuel situation next
winter will be serious and even
though reconstruction of the
mineral line may be delayed,
Favignone Province is considered a
sufficiently important to warrant
Priority 1 for line 244.

J.M.H.H.S., Lt. Col.

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Copy 101- Reil Division (On 4) (Attn. Major Ping).

ACP/ic

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

Tel. 843238

Ref. AC/244/Tn 4

6 April 1945

TO : Deputy Director
Tn Sub-Commission HQ AC

SUBJECT : Financial clearance of construction work.

1. Attached hereto is a copy of a letter received from ISR in respect of additional finance required to meet repairs to the railway Bstia-Eljera-Pietrafitta. The question of the extra money is being dealt with, but the phrase is noted which suggests the application is only made because the work undertaken lies within AMG territory.

2. This suggests that in the area of free Italy where a greater measure of control has been conceded to the Italy Government, it may not be the intention of the ISR to submit to AC any reconstruction project, either from a financial angle or for authority for reconstruction.

3. If such is the case, considerable difficulties are likely to arise. In the first place, the financial records of sums expended kept by Major Richardson of the Planning Division are liable to be incomplete. This might mean that when a major project is planned, funds would not be immediately available to meet the demand. More seriously, projects may be undertaken in the southern territory without AC knowledge which may use materials and labour more urgently needed elsewhere.

4. It is felt that ISR should be informed that the national rather than local character of the railway lines will require that AC be consulted on all intended expenditure, in order

1. Attached hereto is a copy of a letter received from ICA in respect of additional finance required to meet repairs to the railway Bastia-Ellera-Pietrafitta. The question of the extra money is being dealt with, but the phrase is noted which suggests the application is only made because the work undertaken lies within AMG territory.
2. This suggests that in the area of free Italy where a greater measure of control has been conceded to the Italy Government, it may not be the intention of the ISR to submit to AC any reconstruction project, either from a financial angle or for authority for reconstruction.
3. If such is the case, considerable difficulties are likely to arise. In the first place, the financial records of sums expended kept by Major Richardson of the Planning Division are liable to be incomplete. This might mean that when a major project is planned, funds would not be immediately available to meet the demand. More seriously, projects may be undertaken in the southern territory without AC knowledge which may use materials and labour more urgently needed elsewhere.
4. It is felt that ISR should be informed that the national rather than local character of the railway lines will require that AC be consulted on all intended expenditure, in order that no confusion be created.

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AL
O.H. LINDBERG
Lieut. Col. R.E.,
Chief, Rail Division.

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785021

ADP/av

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

13 March 1945

Tel: 843238 ✓
Ref: 100/244 E/Tn 4

TO : Industry Sub-Commission
HQ. Allied Commission

SUBJECT : Reconstruction of Rail Line 244 Bastia-Elvera.

1. The reconstruction of this line has been authorized, and contract for the metal bridge work let by I.S.R. to the firm Franchi.
2. It is understood this firm has a workshop situated closed to the river Ghinaccio at Bastia, which is required for the reconditioning of metal spans.
3. It appears that the workshop is at the moment occupied by 7 or 8 drivers and 10 to 15 trucks of 494 RASO, Headquarters Perugia.
4. In view of the urgent necessity of speeding up the reconstruction of this line in order that the lignite mine at Pietrafitta can be fully exploited, it is desired to have the workshop derequisitioned. May action be taken on the matter please?

Reading may
O.H. LINDBERG
Lt. Col. R.E.
Chief, Rail Division

TO : Industry Sub-Commission
HQ. Allied Commission

SUBJECT : Reconstruction of Rail Line 244 Bastia-Elleira.

1. The reconstruction of this line has been authorized, and contract for the metal bridge work let by I.S.R. to the firm Tranchal.
2. It is understood this firm has a workshop situated close to the river Chiascio at Bastia, which is required for the reconditioning of metal spans.
3. It appears that the workshop is at the moment occupied by 7 or 8 drivers and 10 to 15 trucks of 494 RASC, Headquarters Perugia.
4. In view of the urgent necessity of speeding up the reconstruction of this line in order that the light mine at Pietrafitta can be fully exploited, it is desired to have the workshop derequisitioned. May action be taken on the matter please?

Waiting my
O.H. LINDBERG
Lt. Col. R.E.
Chief, Rail Division

Copy to: Provincial Commissioner, Perugia.

7482

AHS/ef

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

U R G E N T
=====

Tel : 843239
Our reference: AC/Tn/23/8/C.E.

10th March 1945

TO : Chief Rail Section
Tn. Sub Commission
SUBJECT : Reconstruction
Bastia-Ellera Line 244.

1. The reconstruction of the above line has been authorized and the contract for the reconstruction of the metal bridges has been let to the firm Franchi.
2. This firm has a workshop situated close to the river Chiascio at Bastia.
3. The use of this workshop is required for reconditioning the metal spans.
4. At present this workshop is occupied by 7 or 8 drivers and 10 to 15 lorries of 494 R.A.S.C. Headquarters Perugia.
5. As the completion of this line is urgently required, may the evacuation of this workshop be arranged please.

7481
A.H. Street
A.H. STREET,
Major,
Tn-Sub.Comm.A.C.

AC 100/244/Tn

20 Jan. 1945

Rehabilitation of IRR line (Foligno) Bastia-Terontola.

Estimate of cost : 35 Millions lire
" " time 3 to 4 months

Details on the damages

23 works plus 3 tunnels to be reconstructed
total length of bridges & viaducts demolished 218 meters

7480

TV/elo

TRANSLATION

SCIENTIA, MINISTRIA DEL TRAMONTO
ARONIA PER AZIONE
Director General

Director General - Rome
Viale Giulio Cesare 14
Tele : 52304

MD/or

19 Jan '45

Kine Director
Pietrafitta, Perugia

Allied Commission
Transportation Sub-Commission
Rome

SUBJECT: PERUGIA - PIETRAFITTA RAIL SIDING

1. Referring to instructions received by you, we present a report of Ing. L. Granignani of Perugia, technical manager of G. Zanotti, contractor's firm of construction, charged by the Ministry of Public Works for the building of the above-mentioned siding.
2. The time necessary for the completion of the work, we call your attention that Sig. Granignani (sub-para d) omitted to consider the possibilities of working three daily shifts which would produce the following result:
Daily production of flint stone c.m. 360.
Time for the production of c.m. 28000 flint stone $28000:360 = 77$ days work.
With the utmost of production, not ignoring other conditions, remaining on 25 days work monthly in order to utilise one day weekly to overhaul the machinery of the mine. The necessary time for finishing the siding, would be reduced to about 3 months, all other work requiring less time, and being effected within the formation of the ballasting.
3. If we consider that the only necessity of the mine is to haste the passing of the trains on the siding, neglecting any other work not indispensable to this purpose, we call your attention that, also according the affirmation of the Ministry of the Public Works the siding should be usable for trains even before the absolute accomplishment of the ballasting, i.e. as soon as the second bed of flint stone is set. The fitting of the third and last bed, the reinforcing and settlement of the rails could be effected even during the passage of the few daily trains, which should only limit their speed at unfinished points till the ballasting is fully set.
4. Regarding the supply of electrical power, we call your attention that after the 13 Jan. of the report compiled by Ing. Granignani, the power has been granted to the mine by the Allied Command of Perugia in sufficient quantity, but only with a view to produce flint.

construction, charged by the Ministry of Public Works, to the mentioned siding.

2. The time necessary for the completion of the work, we call your attention that Sig. Gramignani (sub-para d) omitted to consider the possibility of working three daily shifts which would produce the following result:-

Daily production of flint stone c.m. 360,
Time for the production of c.m. 28000 flint stone $28000:360 = 77$ days work.

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4. Regarding the supply of electrical power, we call your attention that after the 13 Jan. of the report compiled by Ing. Gramignani, the power has been granted to the mine by the Allied Command of Perugia in sufficient quantity, but only with the scope to produce flint stone necessary for upkeep of the provincial roads. We therefore insist (in the event of our taking up of the work of the rail siding) to give precise instructions to the Authorities of Perugia, that the quantity of flintstone necessary for the work of the siding should not be taken away.

5. Regarding the necessary repairs to a locomotive existing in Ellera, as mentioned in our report to the Transportation Sub-Commission, we call your attention that distribution of flint stone could take place on the line by means of animal traction, also during the time of repairs to the locomotive.

7473

Societa' Mineraria del Trasimeno

TRANSLATIONSOCIETA MINERARIA DEL TRASIMENOREPORT

On necessary work for the accomplishment of the Railway line Elera - Pietrafitta and on the time yet necessary for the completion of the work.

It is premised :

(a) that the work is at present suspended owing to damage caused by strafing to the locomotive of the I.S.R. in June last year, the lack of electric power necessary for operating the grinding mill and materials necessary for the completion of the work.

(b) that the reactivation of the quarry for the production of the flint stone can take place within a short time by the care of the Allied Command whose intention it is to take the Quarry itself and the ballast to be used for the repair of roads.

(c) that for the accomplishment of the work, it is necessary to proceed to the execution of the following works :

1. Supply and fitting of about 28,000 cubic metres of ballast.
2. Ballasting of the line in Pietrafitta and for a stretch of 600 metres at the crossing of the Caina Torrent.
3. Various work of exchanging sleepers and rail along the line on the stretches damaged by bombing.
4. Reconstruction of a small bridge of 2.50 metres near the Caina Torrent.
5. Closing and work ? at level crossings, small protecting walls corresponding to the trenches.

(d) that the quarry can furnish the following quantities of flint stone to be used for the railway.

(c) that for the accomplishment of the following works :-
necessary to proceed to the execution of the following works :-

1. Supply and fitting of about 28,000 cubic metres of ballast.
2. Ballasting of the line in Pietrafitta and for a stretch of 600 metres at the crossing of the Caina Torrent.
3. Various work of exchanging sleepers and rail along the line on the stretches damaged by bombing.
4. Reconstruction of a small bridge of 2.50 metres near the Caina Torrent.
5. Closing and work ? at level crossings, small protecting walls corresponding to the trenches.

(d) that the quarry can furnish the following quantities of flint stone to be used for the railway.

1. With one single shift, 120 cubic metres daily, and foreseeing 25 working days during the months of January and February = 3000 cubic metres.
2. With two working shifts, starting not before 1st March next, 240 cubic metres daily and with 25 working days every month, 6000 cubic metres monthly. As the total quantity required is 28,000 cubic metres, with two shifts approximately another 105 working days will be needed for the supply of 28,000 cubic metres, making a total of 28,000 cubic metres.

(1)

3. That it should furnished by the Administration of the I.S.R. all material still necessary (ballasting material and accessories, sleepers etc.) besides a few thousand bricks, 10 tons cement and 50 tons lime.

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JHE/ole

100/244E

HEADQUARTERS ALLIED COMMISSION

APC 394

Transportation Sub-Commission  
(Movements Division - Rail)

18 January 1945

Tel : 478703

354/2/Tn. 3

SUBJECT : Marsciano Tile Works and  
Central Umbria Railway

TO : HQ. AMG.  
Lazio Umbria Region

1. Reference your R/6060 dated 15 Jan '45.

2. The reconstruction of Line 244, from Bastia to Perugia and Ellera, is already programmed in connection with the development of Pietrafitta Lignite Mines. Completion is expected to be approximately end of April 1945.

3. A survey of the Central Umbria railway, from Todi to Perugia, reveals the following damage :-

km 29.994 Brick culvert of 6.00 metres completely destroyed

" 23.223 " " " 2.00 " damaged

" 38.981 " " " 3.00 " destroyed

" 50.854 Viaduct of 4 arches of 15.00 metres, of which 3 are badly damaged.

Marsciano substation badly damaged 7470  
km 59.117 steel bridge 2 Spans of 20.00 metres

badly damaged

" 60.567 steel bridge 2 Spans of 50.00 metres

very badly damaged

" 61.459 Maddalena Tunnel, the entrance at Todi end very badly damaged.

1. Reference your R/6000 dated 15 Jan '45.

2. The reconstruction of Line 244, from Bastia to Perugia and Ellera, is already programmed in connection with the development of Pietrafitta Lignite Mines. Completion is expected to be approximately end of April 1945.

3. A survey of the Central Umbria railway, from Todi to Perugia, reveals the following damage :-

km 29.994 Brick culvert of 6.00 metres completely destroyed

|          |                                                                    |   |        |   |           |
|----------|--------------------------------------------------------------------|---|--------|---|-----------|
| " 33.223 | "                                                                  | " | " 2.00 | " | damaged   |
| " 36.981 | "                                                                  | " | " 3.00 | " | destroyed |
| " 50.854 | Viaduct of 4 arches of 15.00 metres, of which 3 are badly damaged. |   |        |   |           |

Marsciano substation badly damaged

km 59.117 steel bridge 2 spans of 20.00 metres  
badly damaged

" 60.567 steel bridge 2 spans of 50.00 metres  
very badly damaged

" 61.459 Maddalena Tunnel, the entrance at Todi  
end very badly damaged.

4. It will be seen that the reconstruction of the Central Umbria railway would be a lengthy and expensive matter.

5. In order that the problem of movement of tiles &c from Marsciano to Terni may be fully considered, will you please give detailed information of traffic and daily tonnages involved.

By Command of Rear Admiral STONE

*M. H. Thomas*

MERRITT H. TAYLOR  
Director, Transportation Sub-Commission

Copy to : Tn. Sub-Comm.  
Rail Division  
(for information)  
File 334/Tn 3

0364

AMS/ef

100/244

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

Tel/ Our reference :  
TO : Movement Section  
Transportation Sub-  
Commission.  
SUBJECT : Repair of railway  
Terni-Perugia.  
Date, 23 Dec. 1944

1. Appended are brief details of the damage caused on the following lines :

- a) Private line from Terni to Perugia
- b) State Railway Foligno-Perugia, route 244.

2. The Central Umbria railway is operating from Terni to Todi, a distance of 89 Kilometres.

From Todi to Perugia a distance of 37 Kilometres the following is the damage suffered to the larger bridges etc.

- Km 23.994 Brick culvert of 6.00 Mts completely destroyed
- Km 23.223 Brick culvert of 2.00 Metres damaged.
- Km 38.981 Brick culvert of 3.00 Metres destroyed.
- Km 30.854 Viaduct of 4 arches of 15.00 Mts, 3 of which are badly damaged.
- Marsciano substation badly damaged.
- Km 53.117 Steel bridge 2 spans of 30.00 Metres badly damaged
- Km 60.567 Steel bridge two spans of 50.00 Metres very badly damaged
- Km 61.439 Maddalena tunnel, the entrance at Todi

7/2/5

1. Appended are brief details of the damage caused on the following lines:

- a) Private line from Terni to Perugia
- b) State Railway Foligno-Perugia, route 244.

2. The Central Umbria railway is operating from Terni to Todi, a distance of 89 kilometres.

From Todi to Perugia a distance of 37 kilometres the following is the damage suffered to the larger bridges etc.

Km 29.934 Brick culvert of 6.00 Mts

completely destroyed

Km 32.229 Brick culvert of 2.00 Metres damaged.

Km 35.921 Brick culvert of 3.00 Metres destroyed.

Km 30.834 Viaduct of 4 arches of 15.10

Mts, 3 of which are badly damaged. 7/4/5

Marsciano substation badly damaged.

Km 53.117 Steel bridge 2 spans of 30.00 Metres badly damaged

Km 60.507 Steel bridge two spans of 50.00 Metres very badly damaged

Km 61.438 Maderlens tunnel, the entrance at Todi and very badly damaged.

An inspection of the damaged works has not been made but a rough estimate of the time for the repair would be between 90 and 100 days if the damage to the steel bridges is not too serious.

No record of damage to electrical installation is available.

3. The junction with the railway to the mine is at Ullera station, between Perugia and Terontola.

This station can be reached on route 244 either by repairing northward from Bastia or southward from Terontola.

4. The following is the damage on the two sections of the line:

a) Bastia to Ullera, 30 Kilometres

Km 19.507 Steel bridge 3 spans of 16.04 Metres to be rebuilt

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- 2 -

|           |                                                                   |
|-----------|-------------------------------------------------------------------|
| Km 27.304 | Viaduct 3 arches of 10.00 metres to be rebuilt                    |
| Km 27.406 | Viaduct 3 arches of 6.80 metres to be repaired                    |
| Km 32.815 | Culvert of 3.00 metres to be repaired                             |
| Km 35.199 | Viaduct 5 arches of 10.50 metres 2 arches & 2 piers to be rebuilt |
| Km 43.511 | Brick arch of 7.00 metres.                                        |

Estimated cost of above work 15,000,000 approximately and will take 90 to 100 days to complete.

b) Ellera-Perontola 32 Kilometres

|           |                                                              |
|-----------|--------------------------------------------------------------|
| Km 53.536 | Steel bridge 4.00 metre spans to be rebuilt                  |
| Km 56.416 | Steel bridge 15.5 metres to be rebuilt                       |
| Km 60.240 | Brick arch 5.00 metres to be repaired                        |
| Km 61.602 | Maggiore tunnel repairs to entrances and in centre of tunnel |
| Km 63.606 | Rail bridge 2.50 metres to be rebuilt.                       |
| Km 63.689 | Steel bridge 1.00 Metres to be rebuilt                       |
| Km 69.491 | Passignano tunnel rebuilding of entrances                    |
| Km 70.495 | Rail bridge of 3.50 metres to be rebuilt                     |
| Km 70.996 | Rail bridge 2.50 metres to be rebuilt                        |
| Km 71.653 | Steel bridge 4.00 metres to be rebuilt                       |
| Km 72.214 | Rail bridge of 2.50 metres to be rebuilt                     |
| Km 72.630 | Rail bridge of 2.50 metres to be rebuilt                     |
| Km 73.911 | Rail bridge 2.30 metres to be rebuilt                        |

## b) Milera-Terontola 32 Kilometres

Km 59.526 Steel bridge 4.00 metre spans to be rebuilt  
 Km 59.116 Steel bridge 15.5 metres to be rebuilt  
 Km 60.240 Brick arch 3.00 metres to be repaired  
 Km 61.802 Maggione tunnel repairs to entrances and in centre of tunnel  
 Km 63.606 Rail bridge 2.50 metres to be rebuilt.  
 Km 68.683 Steel bridge 1.00 metres to be rebuilt  
 Km 69.491 Passignano tunnel rebuilding of entrances  
 Km 70.405 Rail bridge of 2.50 metres to be rebuilt  
 Km 70.996 Rail bridge 2.50 metres to be rebuilt  
 Km 71.659 Steel bridge 4.00 metres to be rebuilt  
 Km 72.214 Rail bridge of 2.50 metres to be rebuilt  
 Km 72.630 Rail bridge of 2.50 metres to be rebuilt  
 Km 72.911 Rail bridge 2.30 metres to be rebuilt  
 Km 73.821 Rail bridge 2.50 metres to be rebuilt  
 Km 73.645 Rail bridge of 2.50 metres to be rebuilt  
 Km 73.893 Steel bridge of 4.00 metres to be rebuilt  
 Km 74.258 Steel bridge of 3.00 metres to be rebuilt  
 Km 75.506 Steel bridge of 6.00 metres to be rebuilt  
 Km 76.450 Steel bridge of 2.50 metres to be rebuilt  
 Km 77.257 Gualandro tunnel entrances to be rebuilt.

767 1/2

Estimated cost of this section 45,000,000 Lira and about 100 days will be required to complete the work.

5) It is clear from the above that the easiest way to reach the junction with the main railway at Ellera is to continue the repair of the State Railway from Bastia to Allera.

O.H. LINDBURG,  
Lieut-Colonel  
Deputy Director  
Transportation Sub-Commission  
& Chief of Rail Section

7473

*File 100/244*  
ACF/K6

HEADQUARTERS  
ALLIED CONTROL COMMISSION  
Transportation Sub-Commission  
APO 304

13 October 1944

ACC Tr/218/3

TO : Major Street  
c/o DOERS Room

SUBJECT : Chiust Rail Station-Repair to sidings

1. Attached is copy of letter from Commerce Division Tuscany Region ACC together with programme of works, materials required and plan.
2. Considerable on-loading and off-loading of sulphur, wheat, grain-coal etc. is required at Chiust station and a copy of letter from Commerce Sub.Comm. ACC. (ACC/5573/140 of 5 Oct.) is attached re carbon bisulphide.
3. Will you please give this matter early attention and advise me if the work has been approved and, if so, when it is likely to be completed.

D.S. ADAMS  
Colonel, C.F.,  
Director, In. S/C.

Enclosures : 3  
(1 - letter from Comm.Div.Tuscany Reg.)  
(2 - programme of works)  
(3 - letter from Comm.S/C. ACC.)  
(4 - plan.

7472

C O P Y

HEADQUARTERS REGION VIII (TUSCANY)

Ref:RVIII/78/26/5

Date 29.9.1944

SUBJECT: Railroad siding at Chiusi (Prov: Siena)

TO : Industry Sub-Commission, H.Q. A.C.C.  
Commerce Sub-Commission, H.Q. A.C.C.

1. It would facilitate a great deal our moving the Sulphur from SASSOFERRATO (Prov. Ancona) to TORRENIERI for the firm of Ulisse Crocchi & Figli to make Carbon Bisulphide, if there was a siding at Chiusi to unload from R/R cars.

2. We understand that the siding could be repaired without a great deal of difficulty. The head of the Ferrovie dello Stato, 70 Reparto - Siena has submitted to us a plan for this work which we have requested that he take it up with the Ministry of Railroads in Rome for their approval and for them to take it up with the appropriate Sub-Commission of A.C.C.

For your information you will find enclosed a copy of this program of work dated Siena, 27.9.44 and translation of some and list of materials required and plans of the siding.

3. This siding is needed also for the movement and export of the grain of which we understand this Province has a surplus, and other materials.

sd. STEPHEN A. CRUMP  
LT. COL.  
COMMERCE DIVISION

Copy to: Transport Sub-Commission, H.Q. A.C.C.  
Provincial Commissioner, Siena - H.Q. A.C.C.  
Regional Agriculture Officer, Region VIII (Tuscany)

7471

PROGRAM OF THE WORKS

Siena 27/9/44

To link up the siding and loading railway of the "Consorzio Agrario" of Siena with the main line railway at Chiusi Station.

- 1) The repairs of the siding railway which is damaged in some short lengths, will be done by the Works Section of Siena.
- 2) The tg.12 junction of light type, to join the siding railway with the main railway will be furnished by the Works Section of Siena. (para.d of the attached design)
- 3) Two junctions (a-c and b-c of the attached) must be made between the first and the second railway (actual main railway).

These two junctions are wanted for shunting's reasons, because the work of discarding the trucks for the trains in both directions is difficult and embarrasses the military traffic.

For the a/m communications the Works Section of Sienaccon furnish a junction R.A? tg. 10 ( e of the attached design). For lack of material for the junctions FS 46tg. 10 (a-b-c) it is impossible to proceed with the work.

The lines for all the a/m junctions will be furnished by the Works Section of Siena, but the special timber (sleepers?) is missing.

To do this work it is essential to send to the spot the tools, which we lack completely.

The particularised list of the materials and tools wanted is on the attached N.1

Twelve days are necessary to complete this work.

THE CHIEF OF THE IVTH GROUP WORKS  
SECTION

ra/1 x 6  
29/9/44

7/70

COLLEGAMENTO DEL BINARIO DI CARICO DEL CONSORZIO AGRARIO DI  
SIENA (MAGAZZINO DI CHIUSI) COL BINARIO DI CORSA A MESSO DEL  
RIPRISTINANDO L' BINARIO.

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MATERIALE OCCORRENTE

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|                           |    |    |
|---------------------------|----|----|
| Deviatori F.S 46 tg. 10   | N. | 3  |
| Notaie normali di m. 12   | "  | 4  |
| " corte " " 11.94         | "  | 4  |
| Legnami speciali 3.00x025 |    | 24 |
| " " 3.40x025              |    | 10 |
| " " 3.60x025              |    | 10 |
| " " 3.80x025              |    | 14 |
| " " 4.20x030              |    | 16 |

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ATTREZZI OCCORRENTI

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|                                     |    |    |
|-------------------------------------|----|----|
| Chiavi a T tip F.S.                 | N. | 10 |
| Picconi armamento<br>(con manico)   |    | 10 |
| Verrine di m/m 16                   |    | 5  |
| " " " 18                            |    | 5  |
| Macchina sega rotaie                |    | 1  |
| Lame da sega                        |    | 10 |
| Trapano a manubrio                  |    | 1  |
| Punte da trapano                    |    | 4  |
| Pale da massicciata<br>(con manico) |    | 10 |

Il capo del VII Riparto

HEADQUARTERS  
ALLIED CONTROL COMMISSION  
INDUSTRY SUB COMMISSION  
APO 394  
(Chemicals Division)

WJM/ac

Tel. 328

5 Oct '44

Ref. ACC/5573/IND

SUBJECT : Carbon Bisulphide Plant.

TO : Transportation Sub-Commission.

1. The establishment of Ulisse Crocchi at Torrenieri (Siena) is of extreme importance in the provision of carbon bisulphide for the refining of edible oil oil. There are only two such plants in the whole of liberated Italy. Crocchi can recommence activities on being provided with the necessary raw material, sulphur, which must be transported from Sassoferrato (Ancona) to Torrenieri.
2. Attached is copy of a letter from Toscana Region (with enclosures) on the subject of the proposed repair of the railway siding at Chiusi, which is the unloading point for Torrenieri.
3. It would be appreciated if action could be taken with D.G., M.R.S., HQ AAI (Colonel Campbell in the absence of Gen. Gray) in order to have this work undertaken. Information on steps taken in this respect would be gratefully received by this Sub-Commission.

J.S.E. TODD  
Colonel,  
Acting-Director  
Industry Sub-Commission

Copy to: Toscana Region  
(Att. Commerce Div. Lt.Col. Crump)  
Economic Section

Encl. Copy of letter Toscana Region  
Dated 29.9.44 Ref. RVIII/78/26/5  
with 3 Encl.

7158

0 3 7 4