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

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

10000/248/1874 LOME-VITERBO
SEPT. 1944-MAY 1945

100/257 E
AHS/ef

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

Tel : 843239
Our ref: AC/Tn/19/5/C.E.

3rd May 1945

TO : Chief of Rail
Division.
SUBJECT : Line 257. Rome-Viterbo.

1. The above line is now available for traffic.

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

Copy to : D.M.R.S.
AC.Tn.Mov. Rail.

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INTER-OFFICE MEMORANDUM

Rel. 478794
442/3/En.3

23 APRIL 1945

SUBJECT: Rail Construction Priorities

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

This matter has been discussed with Rail Division and the following are our agreed recommendations for amendments to list published under reference 430/20/En 1 dated 10 April 45.

<u>Line</u>	<u>Section</u>	<u>Existing Priority</u>	<u>Recommended Priority</u>	<u>Remarks</u>
279	Carniola-Campodoglio	1	3	Reconstruction of rail lay out reported complete. For now engaged in clearance of rubble etc.
219	Pisa-Rapoli-Florence	1	3	Complete and open for traffic. Permanent repairs continuing. Should not be higher than priority 3 unless ask for adjustment, at Construction Sub-Committee, on basis of permanent repairs to bridges.
246	Gallincola-Cornigliano	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 247. At present to Civil

100/257E

279	Caroli--Napoli--Florence	1	3	Reconstruction of rail lay out reported complete, for now engaged in clearance of rubble etc.
289	Pisa--Napoli--Florence	1	3	Complete and even for drafting. Permanent repairs continuing. Should not be higher than priority 3 unless ask for adjustment, at Construction Sub-Committee, on basis of permit repairs to bridges.
286	Giulianova--Rome	1	3	Neither Major Ping nor I have any knowledge of any demand for repairs to his line. It is possible it may have been confused with line 242 - Albecina to Civitavecchia - not shown in above quoted list, but which, having regard to the importance of the electric power area, should be priority.
257	Rome Viterbo	2	3	Will be opened by end of month. No priority needed.
281	Avellino--Benevento	2	3	Neither are as important as
294	Avellino--Rocchetta	2	3	Class 83 or 277.
88	Rome--Avellino	3	2	Should be on a par with Pescara--Ortisi (2) and will ultimately provide a valuable internal route

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permanent reconstruction and should have same priority as line 277 Ternoli-Campelasso.

All utilities provide access to Loule, and unless we can reach the Provincial Capital by rail before next winter, difficulty in providing food transport is foreseen.

Shown as fr. fly when it is, in fact, continuation of line 277; see remarks in preceding para.

Not line 244 as shown. No hurry for this job and we are not interested. Being requested by GRIFFIN (Volunteer Organization of Railway employees.)

Obviously priority 1 to provide access to Maculococo lignite line.

Will provide access to Brink works and lignite mines are then in very closely with line 244

There are arguments regarding cost of repairs to line 244 - Picta - state. Fuel situation next winter will be serious and even through reconstruction of the mine line may be delayed. Teranga Province is considered of sufficient importance to warrant priority for line 244.

J.W. SMITH, Lt. Col.

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for this job and we are not
interested. Being represented by
UNITECRA (Volunteer Organization
of Atlanta employees.)

Obviously Priority 1 is provide access to Metallurgical Lignite mines

will provide access to Brick
work and light lines are fine
in very closely with line 244

There are extensive possibilities of access to Llanillo-Pietra-Lite, fuel situation next winter will be serious and even through reconstruction the mineral line may be delayed. Paraguay Province is considered of sufficient importance to warrant Priority 1 for line 244.

J. S. WARD, LONDON.

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Copy to: Royal Institution (No. 4) (Astor, Lenox Tings).

FILING

AC 100/257 Tn

Engineering

12 March 1945

Re-operation for through service of Roma-Viterbo line (ISR)
Capranica viaduct.

Pile completed, centers ready. Masonry arch to be constructed plus
finishing.

^{del}
Estimated ~~time~~ for completion: 20 April 1945

mr/

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

HEADQUARTERS
ALLIED COMMISSION
Transportation Sub Commission
APO 394

EJM/ef

ACC/Tn/100/257

9th November 1944

TO : Ing. Lo Cigno
Ministry of Communications

SUBJECT : Line N° 88 Rome-Arezzo
Reconstruction.

1. Reference your letter N.C.S. 165 dated 4 Nov.
2. Please arrange for contracts to be let in accordance with the respective tenders to the following firms:
Section N° 1 IMPRESA GENERALE APPALTI E COSTRUZIONI
Section N° 2 SOCIETA' ITALIANA COSTRUZIONI E LAVORI PUBBLICI
Section N° 3 SOCIETA' LAZIALE COSTRUZIONI GENERALI
3. Progress reports on each of these contracts must be submitted weekly.
4. With regard to the petrol and circulating permits for the Contractors for Sections N° 2 and N° 3 full details of all vehicles that it is proposed to use must be submitted, Engine N°, Chassis N°, Target N°. In addition an estimate must be provided of the actual Kilometres that each individual lorry will run, together with the average figure of the Kilometres per liter which the vehicle is capable of doing.
5. In order to expediate the issue of petrol, if the contractors agents make an appointment and bring the required data as set out above, this question will receive immediate attention.

E. J. Nole Noy

for

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

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HEADQUARTERS
ALLIED COMMISSION
Transportation Sub Commission
APO 394

EJM/ef

100/257/44

ACC/Tn/100/257

9th November 1944

To : Ing. Lo Cigno
Ministry of Communications
Subject : Line No 257 Rome-Viterbo-Reconstruction.

1. Reference your letter CS 166 dated 4 Nov.
2. Please arrange for the firm CAVATORTA FORTUNATO to carry out the reconstruction works on this line in accordance with their tender.
3. Progress Reports on this work must be submitted weekly.

E. J. Note Nagy

for

O.H. LINDBERG, LT. COL., R.E.
TRANSPORTATION SUBCOMMISSION
RAILS.

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

RJM/Tn.

ACC/Tn/100/257

30 October 1944

To
Ing. Lo Cigno,
Ministero delle Comunicazioni.

Subject
Line No 257 Rome-Viterbo

- 1) By a letter, reference ACC/Tn/100/88/257, dated 28th Oct. 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 records 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 satisfactorily and speedily complete the work. All tenders must clearly state the time required to complete the work.
- 4) 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 regards plant and workshops.

B. J. Mumford

1) By a letter, reference AGO/Tn/100/88/257, dated 28th Oct. 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) Competetive tenders should be invited for these works only from firms whose records 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 satisfactorily and speedily complete the work. All tenders must clearly state the time required to complete the work.

4) 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 regards plant and workshops.



L. E. VINING, Lt. Col.,
Trans. Sub Comm.,
Railw.

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21/12/201

HEADQUARTERS
ARMED FORCES COMMISSION
Transportation Sub-Commission
APO 194

SPC

Tel: 472701
Our Ref: AGO.M/100/29/257

25 October 1944

Dear General,

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

The Military Railway Service has indicated that it has no interest in these particular lines, but AGO 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 expenditures to be charged against Cap.No.48 expense per riparate danni di guerra dipendenti da azioni belliche in the budget of the Ministero delle Comunicazioni (Ferrovie dello Stato).

(Rome - Viterbo) and 257 (Rome - Viterbo).
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Yours sincerely,

Ed. D. Adams

D.S. ADAMS
Colonel, O.B.
Director, M.S.B.C.

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Copy to : Major Mele

Economic Section
Ministry Sub-Commission

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HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
AFC 394

100/257

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Tel : 546

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/TH/58 dated 6 October and ACC/TH/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. 46, "spese per riparare danni di guerra dipendenti da azioni belliche" in the budget of the Ministero delle Comunicazioni (Ferrovie dello Stato), for which an appropriation of 600,000,000 lire has been approved.

Your reports are returned herewith.

L.D. DENSMORE
Col., FA, CSC
Economic Section.Enclosures (3): Rpt on ISR Rome-Avezzano Line N. 88
Rpt on ISR Rome-Viterbo Line N. 257
Spar cpy Tpn Ltr ACC/TH/58, dtd 6 Oct.
cc: Finance S/O.

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ACP/elc

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HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

6 October 1944

Tel. 478701

ACC.TW/100/257

TO : Economic Section
HQ ACC

Subject : I.S.R. Rail Line 257 - Reconstruction Rome
Viterbo

- 1 - Submission is made for the repair of the Rome Viterbo State Railway, which is a single line steam track, 96 Km. in length, serving the production country north of Rome, and capable of bringing produce and charcoal to the City.
- 2 - There are five major incidents, as set out in Engineers report attached, but none of them is a serious engineering difficulty, and it is estimated the work could be completed in about 12 weeks.
- 3 - It is recommended approval be given for the commencement of repair. Material required is all available, and labour with the necessary plant is in readiness.
- 4 - Estimated financial cost of the work is 12,500,000 (twelve million five hundred thousand) lire.

TO : Economic Section
HQ ACC

Subject : I.S.R. Rail Line 257 - Reconstruction Rome
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D.S. ADAMS
Colonel, C.E.
Director, TR. Sub.Comm.

To Col. J. S. C.
Viterbo

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HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub Commission
APO 394

ACC/Tn: 257/3
Tel. 843203

4 October 1944

TO Col. D.S. Adams, C.E.,
Director Tn. Sub Comm.

SUBJECT Rome-Viterbo Line N° 257 Reconstruction.

- 1) Reference letter ACC/Tn/73/2 dated 27th Sept.
- 2) The estimated cost of carrying out all repairs to the above line is Lire 12,500,000 (Twelve Million Five Hundred Thousand Lire)

EJM

E.J. MCLE,
Major, R.E.,
Tn Sub Comm. Rails,
Engineer South.

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HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

27 September 1944

AGC.Tn/²⁵⁷73/2

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

SUBJECT: Rome - Viterbo line No.257

1. Reference is to your report on the Rome-Viterbo I.S.R. line No.257.
2. Please state the estimated cost of repair work, making use of all available materials in order that approval of the work may be given.


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

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Attkin
(not printed)
73/1
EJM/lr
REPORT ON I.S.R. ROME-VITERBO. LINE No 257.

The Rome-Viterbo line is part of the link running north from Rome via Capranica Sutri and Viterbo to the junction on the main Rome-Florence line at Atigliano Bomarzo. It is single track with running loops in stations of which there are 21 between Rome Termini and Viterbo giving a total mileage of 96 Km.

Survey of Conditions of Line. (All distances measured from Rome)

(1) The line is undamaged for the first 37.700 Km.

(2) At 37.700 Km. }
38.900 Km. }
39.400 Km. }
39.700 Km. }
40.190 Km. }
40.300 Km. }
41.400 Km. }
42.020 Km. }
42.350 Km. }
42.600 Km. }

The track and earthworks have been damaged by bombing.

The filling of the craters is already in hand. More filling, re-ballasting and re-laying of the track is still required. Material for this work is available.

Ballast trains could be arranged as required.

(3) At 42.343 Km. a cattle creep underbridge has been destroyed. Restoration of abutments and arch presents no difficulty.

(4) At 49.130 Km. At the bottom of a down grade there is a jumbled pile of 21 steel tank cars, which when they left the road tore up same for some 10 or 12 lengths.

Cars required to be moved and track relaid. It is understood that the D.G.M.R.S. is interested in the salvage of the tank cars as some are in serviceable condition.

(5) Between 49.130 Km. and 63.522 Km. the ^{Track}~~Line~~ is undamaged.

(6) At 63.522 Km. The Cacchiano viaduct, 9 span 14 metre brick arch, stone piers, spandrels and parapet walls. Two arches and one stone pier of this high viaduct (approximately 70 ft. above ground level) are completely demolished.

Reconstruction required. Clear debris, rebuild stone pier, turn two new brick arches, rebuild stone spandrels and parapet walls.

No great saving in time could be anticipated by temporary works, as materials are not to hand immediately. A considerable

41.400 Km. } available.
 42.020 Km. } Ballast trains could be arranged
 42.350 Km. } as required.
 42.600 Km. }

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Reconstruction required. Clear debris, rebuild stone pier, turn two new brick arches, rebuild stone spandrels and parapet walls.

No great saving in time could be anticipated by temporary works, as materials are not to hand immediately. A considerable amount of timber would be required for cribs and the stouting of adjacent arches, also a minimum of 450 ft. run of heavy section R.S.J's to form temporary waybeams.

(7) From the Cacchiano viaduct to Viterbo (Porta Romana) the line is undamaged.

(8) At Viterbo the line enters the Gentile Tunnel which is brick lined 367 metres long. The tunnel has suffered considerable damage approximately 25% being demolished. Reconstruction work by the Province Ing. Civile is already in hand as the main road passes immediately above the crown of the arch.

Material and Labour.

For the reconstruction of the line it is estimated that

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the following materials would be required and the time for the completion of all works would be 12 weeks.

Bricks	130,000
Cement	150 Tons
Stone	1,000 Tons
Sand & Ballast	250 Tons

NOTE: By the use of lime with a guaging of cement the figure for cement could be considerably reduced if the supply of lime, which is not frozen, is available.

It is stated that firms of contractors, with adequate plant and labour to carry out the work have already offered their services for this reconstruction.

E. J. Mole

E. J. MOLE,
Major, R.E.,
Tptn. S.C. (Engineer).

It is stated that the work have already offered their services and labour to carry out the work have already offered their services for this reconstruction.

E. J. Mole

E. J. MOLE,
Major, R.E.,
Tptn. S.C. (Engineer).

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

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