

ACC AC 57/3/TW 4 10000/143/2068 PRIVATE RAILWAYS - S.R.F.
JUL 1944 - MAY 1945

48/2068 PRIVATE RAILWAYS - S.R.F. DEL N O C D - 2074
JUL 1944 - MAY 1945

57/3/102

MINISTRY OF TRANSPORTS
GEN. INSPECTORATE MCTC
SERV. 5°UFF 3° N°5561

Roma, 15 May 1945

TO: Tn.S/Commission A.C.
Rail Division.

SUBJECT: Roma-Fiuggi-Frosinone-Rly.
reoperation of the service.

With reference to para 4 of your letter 20 April ult.
we beg to send hereto attached copy of our to-day's letter
N°4929 giving authority for the reoperation as far as Genazzano
of the above railway.

FOR THE MINISTER
DE CUPIS

4601

MINISTRY OF TRANSPORTS
GEN. INSPECTORATE MCTC
SERV. 5° OFF. 3° N° 4929.

Roma, 9 May 1945

To: The Compartmental Inspect.
M.C.T.C. - R O M A -

SUBJECT: Roma-Fiuggi-Frosinone Rly.
Reoperation of service as far as
Genazzano.

1. Having seen your report 24 April 1945 N° 3466 stating that the Company operating the Roma-Fiuggi-Frosinone rly. has granted an increased allocation of power for operating purposes:

having considered that, as pointed out by that Office, above increased allocation of power is that applied for in order to extend the service as far as Genazzano, with transshipment btw. Cave bridge and cave town;

having seen the letter 26 April 1945 ref. AC/57/3/Tn. 4 from Tn. S/Commission A.C.;

we authorize the reoperation of hte service as far as Genazzano as per schedule already submitted by the Grantee.

That Office shall duly convey present authorization to the concerned Company and report to this nq when the new service will begin.

For the Minister
De Cupis

4000

Ministry of Transports
General Inspectorate MCIC
Serv. 5° Off 3° N°5030

Rome, 3 May 1945

To: Un S/Commission A.C.,
Rail Division

SUBJECT: Roma-Nord Rly.
daily service.

1. We acknowledge receipt, with thanks, of your letter 20 April ult. file AC/57/3/un.4 concerning the authorization for the operation of day-time services over above railway line
2. We have duly noticed your instructions as to the new procedure in respect of reoperation of services over electrified lines, provided the power is available.
3. We beg to send hereto attached, as requested under para 4 of your a/m letter, copy of our letter 30 April ult. N°5000 granting authority for the operation of day-time services over the Roma-Civitacastellana-Viterbo line.

For the Ministry
De Cupis

Roma, 30 April 1945

Ministry of Transports
General Inspectorate MCIC
Serv. 5° Off 3° N°5000

To: Compartmental Inspectorate MCIC
ROMA

SUBJECT: Roma-Nord Rly.
daily service.

Un. Sub-Commission AC has given this Ministry its approval ~~for~~ of the re-operation of day-time services over the Roma-Civitacastellana-Viterbo line, as per operating programme submitted by the Grantee on April 20th ult.

As it results that an agreement has already been reached btw. said grantee and Società Romana di Elettricità in respect of supply of the increased amount of power required to carry out above programme, we authorize the operation of the new service in accordance with a/m programme.

That Office shall duly inform the Grantee of the above and it shall moreover communicate this HQ the date when the new service will become effective.

For the Minister
De Cupis

3993

operation of day-time services over above railway line

2. We have duly noticed your instructions as to the new procedure in respect of reoperation of services over electrified lines, provided the power is available.

3. We beg to send hereto attached, as requested under para 4 of your a/m letter, copy of our letter 30 April ult. N°5000 granting authority for the operation of day-time services over the Roma-Civitacastellana-Viterbo line.

Ministry of Transports
General Inspectorate MCnC
Serv. 5° uff 3° N°5000

For the Ministry
De Cupis

Roma, 30 April 1945

To: Compartmental Inspectorate MCnC
R O M A

SUBJECT: Roma-Rond Rly
daily service.

The Sub-Commission AC has given this Ministry its approval ~~for~~ of the re-operation of day-time services over the Roma-Civitacastellana-Viterbo line, as per operating programme submitted by the Grantee on April 26th ult.

As it results that an agreement has already been reached btw. said Grantee and Società Romana di Eletticità in respect of supply of the increased amount of power required to carry out above programme, we authorize the operation of the new service in accordance with a/m programme.

That Office shall duly inform the Grantee of the above and it shall moreover communicate this to the date when the new service will become effective.

For the Minister
De Cupis

2993

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

Tel.: 843238

Ref.: AC/57/3/Tn.4

28 April 1945

SUBJECT: Società Romana Ferrovie del Nord

TO : Ministry of Transports
Gen. Inspectorate MOTO.

1. Letter from Bord Company is noted.
2. Please let this Sub-Commission know if you agree to the service for our information only.
3. The question of actually granting Authority for operation, subject to availability of power, is one for your Department to decide and advise the Company direct.
4. It is felt that where these electric services are concerned, it would be sufficient for you to send a copy to this Sub-Commission of your final Authority to the Railway concerned.

Director.

3698

57/3/99

Roma, 26 April 1945

MINISTRY OF TRANSPORTS

GEN. INSP. MCTC

SERV. 5° UFF. 3° N° 4887 ONE ENCL.

TO: In S/Commission A.C.,
(Rail Division)

SUBJECT: Società Romana Ferrovie del Nord
Reoperation of service on day-time.

With reference to your yesterday's request over the phone, we beg to send you, hereto attached, a letter from above Company giving both timings and modalities for the reoperation of a service on day-time over the Roma-Viterbo line.

for the Minister

DE CUPIS

Società Romana Ferrovie del Nord

Roma, 26 April 1945

In order to meet, at least partially, the requirements of the public, we suggest following schedule for the Roma-Civitacastellana-Viterbo line.

- a) From Roma to Viterbo : dep. at 0635 = 0840 = 1250 = 1700 = 1800 =
1915 (as far as Civitacastellana)
- b) From Viterbo to Roma : dep. at 0440 = 0558 = 1240 = 1700 = 1625 = 1745 (as far as Civitacastellana)
- 3897

Four round trips would be moreover operated daily btw. Roma and Prima Porta for workers, plus one round trip freight trains daily over the entire line.

The total amount of electric power required to carry out above programme would be abt. 10.000 Kw.hrs. a day, whereof 3.000 for the province of Roma and 7000 for that of Viterbo.

03081

With reference to your yesterday's request over the phone, we beg to send you, hereto attached, a letter from above Company giving both timings and modalities for the reoperation of a service on day-time over the Roma-Viterbo line.

for the Minister

DE CUPIS

Societa Romana Ferrovie del Nord

Roma, 26 April 1945

In order to meet, at least partially, the requirements of the public, we suggest following schedule for the Roma-Civitacastellana-Viterbo line.

- a) From Roma to Viterbo : dep. at 0635 = 0840 = 1250 = 1700 = 1800 =
1915 (as far as Civitacastellana)
- b) From Viterbo to Roma : dep. at 0440 = 0558 = 1240 = 1700 = 1625 = 1699
1745 (as far as Civitacastellana)

Four round trips would be moreover operated daily btw. Roma and Prima Porta for workers, plus one round trip freight trains daily over the entire line.

The total amount of electric power required to carry out above programme would be abt. 10.000 Kw.hrs. a day, whereof 3.000 for the province of Roma and 7000 for that of Viterbo.

We understand that above amounts of power are available.

I.T.E.F.E.R.

SERVICE'S STATEMENT

From Monday 2 00,01 hrs. until Sunday 8 April 24,00 hrs.

Urban line Termini-Centocelle-Grotte Celoni. Gauge 0,95.

WEEKLY STATEMENT

	Passengers	Freight	Mixed
N.of trains scheduled	1.514	-	-
N.of trains run	12514	-	-
Additional trains	-	-	-
N;of passengers carried	350.368	-	-
Tonnage N.of goods conveyed with particulars of most important goods	-	-	-

DAILY STATEMENT

Motive Power	} Information is the same as supplied for week ending 1/4/1945
Rolling Stock	
Repairs	



S.T.E.F.E.R.

SEVICE'S STATEMENT

From Monday 2 00,01 hrs.until Sunday 8 April 24,00 hrs.

Railway line Roma Termini - S.Cesareo. Gauge 0,95.

WEEKLY STATEMENT

	Passengers	Freight	Mixed
N.of trains scheduled	56	-	-
N.of trains run	56	-	-
Additional trains	-	3(I)	-
N.of passengers carried	8.321	-	-
Tonnage of goods conveyed with particulars of most important goods	-	-	-

DAILY STATEMENT

Motive Power	} Information is the same as supplied for week ending I/4/I945
Rolling Stock	
Repairs	



S.F.E.R.

SERVICE'S STATEMENT

From Monday 26 March 00,01 hrs.until Sunday 1 April 1945 24,00 hrs.

--+--+--+--+--+--+--+

Urban line Termini - Centocelle - Grotte Celoni.Gauge 0,95.

WEEKLY STATEMENT

	Passengers	Freight	Mixed
N.of trains Scheduled	1.514	-	-
N.of trains run	1.514	-	-
Additional trains	-	-	-
N.of passengers carried	336.248	-	-
Tonnage of goods conveyed with particulars of most important goods	-	-	-

DAILY STATEMENT

Motive Power	} Information is the same as supplied for week ending 25/3/1945
Rolling Stock	
Repairs	



57/3/94
PGM/av

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

Tel. 843238
Ref: AC/57/3/Tn 4

19 April 1945

SUBJECT : Release of Box wagon Viterbo.

TO : Ferrovie del Nord, Via di Villa Ruffe, 5 - Rome.
I.S.R. Bldg.

1. Box wagon E.C. 1004645 at Viterbo is being used as living quarters by an employee of the Ferrovie del Nord.
2. This is one of the wagons listed to be transferred from the Del Nord to the I.S.R.
3. It has been agreed for the time being not to force occupant to vacate wagon immediately, but a short extension of time has been granted to enable him to find other quarters.

Francesco Moser
204
DIRECTOR

Copy to: M.R.S. - Bldg.

3693

COPY

A.C. TRANSPORTATION OFFICER
ROME DIVISION

67 via Regina Elena
ROMA

Date 11 April 1945
Reference Tsc/RD/A 10

Subject :- Wagon Recovery SFRN

To Il Direttore
Societa Romana per le Ferrovie del Nord
via di Villa Ruffo 5
ROMA

Confirming my visit to you this morning please note that commencing on Monday Night next, 16 April, the Military Railway Service require you to work 10 cars nightly to FABRICA.

Arrangements are being made for an Italian State Railway engine locomotive to be provided at Fabrica to remove the wagons.

Will you please confirm that the necessary instructions have been issued to your Staff to ensure that these wagons are brought to Fabrica each night. It is understood that there are already 10 wagons lying at Fabrica waiting disposal. Please say if this is correct.

The locomotive referred to above will be available at Fabrica to undertake the necessary shunting operations during the daytime.

E.W. DEAN
Captain
AC Transportation Officer



SOCIETA' ROMANA PER LE FERROVIE
DEL NORD

+++++

MONTHLY REPORT

From the 1st of March until the 31st of
March 1945

	Passengers	Freight	Mixed
N. of trains scheduled(daily)	4	2	2
N. of trains run(daily)	4	2	2
Additional trains(during the month)	-	26	-
N. of passengers carried	74.865	-	-
Tonnage of goods conveyed		Tons. 5700	Tons. 1200
with particulars of most		Timber-Cattle	
important goods		Iron-Tiles-	
		Citrus-Water-	
		Wine-Flour etc.	

+++++

In service Spare Light Heavy Non
repairs repairs repairable

Motive Power

Freight.....	3	I	I	-	-
Passengers.....	5	I	I	I	2

Rolling Stock

	Sociali	F.S.				
Freight:						
Box cars	25	(	-	-	-	-
Opens	41	(	-	I	2	I
Flats	17	(	-	I	3	I
Cistern	3	(	-	-	-	-

Passenger coaches	15	2	2	I	-
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STATEMENT SHOWING THE CONDITIONS OF THE LINE AND OF REPAIRS TO
STATION'S BUILDINGS

- General conditions of trackssatisfactory
- Repairs in hand in the buildings of Corchiano & La Fornacchia station
- A plan for the rebuilding of the Viterbo station has been studied

Major Pung

3991



ACP/1c

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission

INTER-OFFICE MINUTE

Ref. AC/57/3/Tn 4

TO : Economic Section HQ.AC.
(Attention Mr Bakken).

SUBJECT : Private Railway Rates.

1. By Decree of last November, all railway rates were increased 100% over July 1943 figures, and by request of the Ministry, Private Railways and extra-urban tramways were included in the Decree.

2. From time to time we have received information that the Nord Railway (Rome-Viterbo) was overcharging, both for passengers and freight, and the attention of the Ministry has been drawn to it. Their explanation is attached.

3. It is felt that because passengers travel at night in uncomfortable circumstances (it is not possible to grant power during the day time) and because the Company cannot maintain a profitable revenue, these cannot be advanced as justifiable reasons for one private railway so to increase its tariff that the passing of a Decree becomes a farce.

4. The railway is in concession from the Government and can be subsidised for operational costs. It is felt this would be preferable than adding further burdens on people who use the trains to go out into the country for food. 399

5. The views of the Price Group hereon would be appreciated.

M. Thomas Colonel
for MERRITT H. TAYLOR
Director.

0316

TO : Economic Section HQ.AC.
(Attention Mr Bakken).

SUBJECT : Private Railway Rates.

1. By Decree of last November, all railway rates were increased 100% over July 1943 figures, and by request of the Ministry, Private Railways and extra-urban tramways were included in the Decree.
2. From time to time we have received information that the Nord Railway (Rome-Viterbo) was overcharging, both for passengers and freight, and the attention of the Ministry has been drawn to it. Their explanation is attached.
3. It is felt that because passengers travel at night in uncomfortable circumstances (it is not possible to grant power during the day time) and because the Company cannot maintain a profitable revenue, these cannot be advanced as justifiable reasons for one private railway so to increase its tariff that the passing of a Decree becomes a farce.
4. The railway is in concession from the Government and can be subsidised for operational costs. It is felt this would be preferable than adding further burdens on people who use the trains to go out into the country for food. 3990
5. The views of the Price Group hereon would be appreciated.

M. J. Thomas Colonel
for MERRITT H. TAYLOR
Director.

Tel. 843238
15 March 1945.

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TRANSLATION

BG /gs

MINISTRY OF TRANSPORT

General Inspectorate of civil motorization
and Transports in Concession

Rome 24 February 1945

Serv. V office 5
Ref : 1654 Ag. 19.1.
Enclosure 1

TO: ALLIED COMMISSION
Transportation Sub-Commission
APO 394

SUBJECT:
Rome-Viterbo Railway-
(North Rome Railways Company) Fares

The North Rome Railways Company, operating the Rome-Civitacastellana Viterbo railway has requested the authorization in derogation to the M.D. 31 October 1944, to continue to apply the present fares on the base of 1 lire per passenger-Km, and of which we attach hereto a copy.

Therefore we point out that:

- 1) the fare valid in normal regim, fixed on the basis of 0,34 lire per Km. and increased, after the reoperation of the service, at 1,50 lire per Km, has been reduced since September 16th 1944 of one third and exactly at 1,00 lire per Km.
- 2) according to the M. Decree, dated October the 31st 1944, which limits to the 100% the increase which must be applied to the fares of railways and extraurban tramways in concession and compelles the grantees to adequate to this increase all the superior fares applied after July the 1st, we asked to the Interministerial Committee for prices if this concerned the Rome+ North Railway.
- 3) the above mentioned Committee, considering all the facts reported by the Company and that the traffic is nearly all operated during the night, has communicated with a letter 6 February 1945 N° 118 the decision to authorize the Company to keep the present fares and to invite it to institute round-trip

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tickets, applying to the ordinary fare the percentage reductions applied before: and this to help the necessities of the population.

4) The conditions with which the Company is at present operating the service are different for those of all the other railways in concession and are really exceptional.

All the expenses of operation are charged to the cost of the limited service, which is operated during the night for six hours (from midnight to six o'clock) with two round trips, and if it will be applied again the normal fares increased of the 100%, the operation will surely provoke an economic loss which will create an embarrassing situation for the Company.

Therefore, if that Commission has nothing on contrary, this Ministry will favourably approve the application of the Company, with the condition of instituting round trip tickets as mentioned in para 3.

We would appreciate very much a reply.

THE MINISTER
(sgd CERABONA)

3988

10/11/52

0319

SOCIETA' ROMANA PER LE FERROVIE del NORD
Rome - Viterbo - Civitavecchia Railway.

Note No 6167/70

Rome 14th September 1944

MODIFICATION of Fares from the 16.9.1944

Starting from 16 September 1944 all passenger and goods fares - reduced of one third will be modified as follows:

<u>A) Passengers:</u>		
a) base of fare per passenger Km. (ordinary fares)	1.00 lire	
Minimum tax	10.00 liras	
b) base of fare per passenger Km. (reduction 1/3)	0.95 lire	
minimum tax	3.50 liras	

Until a new order all travel facilitations (with the exception for those of soldiers and invalids, considered in the reduction of 1/3 of our fares) are abolished.

B) Luggage and Commodities

a) Fare-base to despatch luggage and commodities minimum tax	10.00 £ Ton/Km 35.00 £. at High Speed
Fare base to despatch commodities in parcels at Low Speed. Minimum tax.	5.00 £.Ton/Km 20.00 £.Ton/Km. 3.50 £.Ton/Km.
c) Fare-base to despatch commodities with a complete car at High Speed. (including cattles)	

Minimum taxed distance : 30 Km.
Minimum taxed weight : 10 Tons

d) Fare base to despatch commodities with a complete
car at Low Speed. 2.50 £.Ton/Km.

Minimum taxed distance : 20 Km.
Minimum taxed weight : 10 Tons

C) Complementary taxes :

3987

Complementary taxes are modified as by enclosure No 1.

Accounting instructions.

- a) base of fare per passenger Km. (ordinary fares) 1.00 lire
Minimum tax 10.00 lires
- b) base of fare per passenger Km. (reduction 1/3) 0.95 lire
Minimum tax 3.50 lires

Until a new order all travel facilitations (with the exception for those of soldiers and invalids, considered in the reduction of 1/3 of our fares) are abolished.

B) Luggage and Commodities

- a) Fare-base to despatch luggage and commodities 10.00 £ Ton/Km
Minimum tax at High Speed 35.00 £.
- Fare base to despatch commodities in parrels at Low Speed. Minimum tax. 5.00 £.Ton/Km
20.00 £.Ton/Km.
- c) Fare-base to despatch commodities with a complete car at High Speed. (including cattles) 3.50 £.Ton/Km.

Minimum taxed distance : 30 Km.
Minimum taxed weight : 10 Tons

- d) Fare base to despatch commodities with a complete car at Low Speed. 2.50 £.Ton/Km.

Minimum taxed distance : 20 Km.
Minimum taxed weight : 10 Tons

C) Complementary taxes :

3987

Complementary taxes are modified as by enclosure N° 1.

Accounting instructions.

After the passage of trains 7 from Ponzano to Rome and 5 from Civitacastellana to Viterbo on the 15 September 1944, all the the Stations will register the first number of tickets issued with the new prices for each destination and will calculate separately the amount of tickets the old prices at 6 o' clock of the 15th of this month and at the new prices from 12.00 hrs a.m. of the 15th.

The accounting operations will be shown separately in the forms 13 B. or C. 21 repeating the different registrations according

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to the two prices with the first train of the 16th, all stations will sent to this Direction in a registered list all the elements especially those concerning the distribution of the tickets according to the new fares.

New prices will be printed on tickets:

All Stations will correct old prices on tickets with ink. All persons obeying these dispositions will be punished.

The Director of Operation
(sgd illegible)

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

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Enclosure No 1

Complementary fares for luggage despatched at high and low speed valid from September the 16th 1944.

- 1) Noticies:
 - a) if delivered by hand : 3 Lires
 - b) if delivered by post : reimbursement of expences.
- 2) Hand Luggage depots : : 3 Lires per luggage.
- 3) Taxes for stays :
 - a) parrels : 3 lire per quintal and for each 24 hrs.
 - b) Complete cars : 150 Lires per the first 18 hrs.
285 " per the successive 24 hrs.
570 " per a successive period of 24 hrs.
- c) cattles : 285 lires for despatching and maintenance expences.
Remarks : the taxes for stays for complete cars are charged only after six hours from the arrival if the notice is sent by hand , 8 hrs if the notice is phone and 12 hours if it is sent by post.
- 4) Weighting operations :
 - a) Purcells : 3 lires per quintal and per each 24 hrs.
 - b) Complete car: 35 lires per rail car
- 5) Disinfection :
 - a) Animals in cages = 3 lires per pareel
 - b) complete rail cars 65 lires per car
- 6) Earnest money for subscriptions : 65 Lires 3083
- 7) Earnest money for wagon applications:
 - a) normal rail cars : 65 lires per car
 - b) hinge cars (carri bilici) 100 lires per each couples of hunger (bilici).
- 8) Modification to the contract of transport
 - 7 lires for each forwardings.
 - c) Receipts = 3 lires for each receipt.

- a) parcels : 3 lire per quintal and for each 24 hrs.
- b) Complete cars : 150 Lires per the first 18 hrs.
285 " per the successive 24 hrs.
570 " per a successive period of 24 hrs.

c) cattles : 285 lires for despatching and maintenance expenses.

Remarks : the taxes for stays for complete cars are charged only after six hours from the arrival it the notice is sent by hand, 8 hrs if the notice is phone and 12 hours if it is sent by post.

4) Weighting operations :

- a) Parcels : 3 lires per quintal and per each 24 hrs.
- b) Complete car: 35 lires per rail car

5) Disinfection :

- a) Animals in cages = 3 lires per parcel
- b) complete rail cars 65 lires per car

6) Earnest money for subscriptions : 65 Lires 888

7) Earnest money for wagon applications:

- a) normal rail cars : 65 lires per car
- b) hinge cars (carri billici) 100 lires per each couples of hunger (billici).

8) Modification to the contract of transport

7 lires for each forwardings.

9) Receipts = 3 lires for each receipt.

10) With drawal of forwardings before the despatching:

- (a) parcels : 3 lires per indivisible quintal of 10 in 10
- Kg. = minimum 10 lires.
- (b) complete wagon : 35 lires per car, plus the reimbursement

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of the loading and unloading operations if done by this Administration in reason of 1 lire per quintal.

11) Hire of Taraulins

35 liras for each taraulins.

12) Brokerages:

- (a) on the advanced expenses : 35 per thousand , with a minimum of 7 liras.
(b) on the cheques : 7 per thousand , with a minimum of 7 liras.
-

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0326

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

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57/3/90

MINISTRY OF TRANSPORTS
GEN. INSP. MOTC
SERV. 5°-UTP. 3°-N°3524

Roma, 31 March 1945

TO: Tn S/Commission A.C.
Rail Division.

SUBJECT: Roma-Viterbo Rly. (in concession)
Requisition of stock.

Further to our letters dated 22 Dec. 1944 N°5204 and 4 Jan. 1945 N°35, having considered the requirements of the traffic and the impossibility to spare any stock from that presently available, we ask that S/Commission to kindly investigate the possibility to defer the requisition of stock from the Roma-Viterbo Rly. or at least to reduce the number of wagons to be pulled out, in as much as the transshipment of said wagons into ESR lines is not possible, on account of the interruption of the connection btw. Roma-Viterbo line and ESR system at Fabbrica di Roma.

FOR THE MINISTER
SGD. DE GUPIS

3983

67/3/89

ACP/10

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

Tel. 843238
Ref. AC/57/3/Tn 4

10 April 1945

TO : Ministry of Transport
General Inspectorate MCTC

SUBJECT : Rome-Viterbo Railway (in concession)
Requisition of stock.

1. Reference is to your letter of 31st March, Serv. V^o-Uff. 3^o, 3524.
2. A physical connection has been established between the ISR and the Ferrovie del Nord, and in the event of any special traffic offering on the Nord system, arrangements could be made to supplement the wagon supply.
3. Careful investigation revealed that the number of freight cars to be left after withdrawal of those needed by the MRS would be sufficient for the type of traffic offering on the Nord line, especially viewing the imminent completion of the State line to Viterbo.
4. As already indicated, if the wagons are not sufficient to meet all the demands, priority bidding will have to be introduced as on the State Lines.

For the Chief Commissioner :

Albino
A.C.PING, Major,

Copy for Movements (Rail Division) Tn Sub-Comm. HQ AC

3982

ALLIED FORCES
MILITARY RAILWAY SERVICE ITALY
Office of the Director (MRSI)

Subject: Wagon Recovery S.F.R.M. Tn.A.3(M)/34.

To : Tn.Sub-Commission, AC. (Bdg)

Copy to: C.C., No2 Rly. Op. Group RE. (Bdg)

Supt. Transportation. (Bdg)

Tn.3 (0). (Bdg)

Director General, ISR. (Bdg)

Capt. Bowie. Tn. Sub-Commission. A.C. (Bdg)

Further to this office letter of even reference dated 15 March 45. No action has as yet been taken on this matter owing to the SFRN raising certain difficulties regarding the working of the interchange line at FABRICA, as they stated the curvature is too severe for a main-line loco to pass over it. However, a reconnaissance of this line has now been made and it has been determined that the above statement is incorrect.

Would you, therefore, please instruct the SFRN to work ten cars nightly to FABRICA, commencing Monday night, 16 April. It is understood that there are already ten cars at FABRICA Station; would you please confirm this with SFRN.

Certain long wheelbase ISR four-wheel cars are not allowed to run over the SFRN. These cars will have to be left on Lines 256 and 257 until the bridge at CAPRANICA is completed.

It would be appreciated if you would confirm that the SFRN have understood and will be taking action on the above points; to work these wagons out of FABRICA on to the ISR means providing special engine power from ROMA, and we therefore wish to be sure that all preliminary arrangements are settled before ordering this special power.

A.D.Tn.3(M)
for Brigadier,
Director Military Railway Service.

3981

*Copy handed Capt. Bowie
for action 1. April 45
He requires 15 k
men mps
done in*

Director General, ISR. (Bdg)

Capt. Benie. En. Sub-Commission. A.C. (Bdg)

Further to his office letter of even reference dated 15 March 45. No action has as yet been taken on this matter owing to the SFRM raising certain difficulties regarding the working of the interchange line at FABRICA, as they stated the curvature is too severe for a main-line loco to pass over it. However, a reconnaissance of this line has now been made and it has been determined that the above statement is incorrect.

Would you, therefore, please instruct the SFRM to work ten cars nightly to FABRICA, commencing Monday night, 16 April. It is understood that there are already ten cars at FABRICA Station; would you please confirm this with SFRM.

Certain long wheelbase ISR four-wheel cars are not allowed to run over the SFRM. These cars will have to be left on Lines 256 and 257 until the bridge at CAPRANICA is completed.

It would be appreciated if you would confirm that the SFRM have understood and will be taking action on the above points; to work these wagons out of FABRICA on to the ISR means providing special engine power from ROM, and we therefore wish to be sure that all preliminary arrangements are settled before ordering this special power.

A.D.En.3(M)

for Brigadier,

Director Military Railway Service.

3981

*Copy handed Capr. Dean
for action 1. April 45
He requires to know
when MRS will
send up loco.
i.e. morning or night*

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO UMBRIA REGION
TRANSPORTATION DIVISION

Date -23-March 1945
Reference TAC/AD/10

Subject :- Wagon Recovery S.F.R.N.

To. Il Direttore

Societa Romana per le Ferrovie 6-1 Nord
Via di Villa Ruffo 5

ROMA

Please note that on and from Monday, 26 March-45, the following arrangements will be made with regard to the removal of wagons from the S.F.R.N.

There are approximately 55 wagons still to be removed from the S.F.R.N., and the present system of removing the wagons from Acqua Acetosa will cause forthwith, and the following method adopted in place thereof

Commencing with the evening of 26 March 45, the S.F.R.N. will work 10 wagons into the interchange siding at FABRICA CARBAGNANO, where they will be taken over by No. 2 Railway Operating Group in conjunction with the Italian State-Railway, this to continue until all the wagons have been removed.

Further, commencing on 2 April 45 the Italian State-Railway will arrange for 10 wagons from their lines 256 and 257 to be placed daily in the interchange line at VITERBO (S.R.N.) The S.F.R.N. will then work these wagons down to the interchange siding at FABRICA DI ROMA for removal.

Please give this matter special attention so far as the arrangements required to be performed by the S.F.R.N. are concerned.

For the Regional Commissioner

3999

E. Dean

Captain

Transportation Officer (Rail)

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Further, commencing on 2 April 45 the Italian State Railway will arrange for 10 wagons from their lines 256 and 257 to be placed daily in the interchange line at VIMPERO (SERRE). The S.F.R.N. will then work these wagons down to the interchange siding at FABRICA DI ROMA for removal.

Please give this matter special attention so far as the arrangements required to be performed by the S.F.R.N. are concerned.

For the Regional Commissioner

2990

Edgar

Captain
Transportation Officer (Rail)

Copy to Transportation SFC (Rail)

57/3/84

ACR/1c

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

INTER-OFFICE MINUTE

Ref. AC/57/3/Tn 4

TO : Economic Section HQ.AC.
(Attention Mr Bakken).

SUBJECT : Private Railway Rates.

1. By Decree of last November, all railway rates were increased 100% over July 1943 figures, and by request of the Ministry, Private Railways and extra-urban tramways were included in the Decree.

2. From time to time we have received information that the Nord Railway (Rome-Viterbo) was overcharging, both for passenger and freight, and the attention of the Ministry has been drawn to it. Their explanation is attached.

3. It is felt that because passengers travel at night in uncomfortable circumstances (it is not possible to grant power during the day time) and because the Company cannot maintain a profitable revenue, these cannot be advanced as justifiable reasons for one private railway so to increase its tariff that the passing of a Decree becomes a farce.

4. The railway is in concession from the Government and can be subsidised for operational costs. It is felt this would be preferable than adding further burdens on people who use the trains to go out into the country for food.

5. The views of the Price Group hereon would be appreciated.

3979

MERRITT H. TAYLOR
Director.

SUBJECT : Private Railway Rates.

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5. The views of the Price Group hereon would be appreciated.

3979

MERRITT H. TAYLOR
Director.

Tel. 843238
15 March 1945.

*out for Col Thomas's signature 15/3 with request for
return of file copy and papers. b.f.*

Principal commodities conveyed: Timber, cattle, iron, tiles, citrus, water etc

In service				
	special	light	heavy	non
		repairs	repairs	repairable
Motive Power				
Freight	3	I	-	-
Passengers.....	5	I	I	2

Rolling Stock		Social F.S.	
Freight:			
Box cars	25	-	-
Open	41	I	I
Flats	17	I	I
Cistern	3	-	-
Passenger coaches	15	2	I

ACCOUNT SHOWING THE CONDITIONS OF THE LINE AND OF REPAIRS TO STATION'S

- BUILDINGS
- 3978
- General conditions of track:satisfactory
 - Work in hand in the buildings of Corchiano & La Fornacchia stations
 - A plan for the rebuilding of Viterbo station has been studied

Handwritten signature

Handwritten signature

54/3/6
ACP/1c

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

Tel. 843236
Ref. AC/57/3/Tn 4

3 March 1945

TO : Ministry of Communications
General Inspectorate MCTG

SUBJECT : Ferrovie del Nord - Rome-Viterbo.

1. Some time ago it was pointed out that the Ferrovie del Nord was applying passenger fares in excess of those permitted by the Decree of November which permitted an increase of 100% over July 1943 rates.
2. It is now understood that the Company is applying freight rates 50% over prewar, which is contrary to the Decree, and this will tend to cause undue demands on the use of the State Railways line between Viterbo and Rome when opened.
3. May it be known what action is intended against Transport Companies who ignore Decrees which govern their operation?

L. A. Lindberg
C.H. LINDBERG
Lieut. Col. R.E.,
Chief, Rail Division.

Copy to: movements, Transportation Sub-Comm. HQ, AC.

3977

ACB/ag

57/3/80

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

Ref: 243238
Our ref: AC/57/3/Tn.4.

2 March 1945

TO : Direttore Generale
Ferrovie dello Stato

SUBJECT: Withdrawal of freight cars
from Ferrovie del Nord.

1. Reference is to your letter 331/251:100A/2941/44.

2. This matter was very carefully considered by all concerned, and the number of freight cars to be withdrawn from the Viterbo line was the result of an investigation of the type of traffic passing, and the essential needs of the line to convey such essential traffic.

3. As you know, the railway operates nightly passenger services, and in spite of having available satisfactory passenger stock, required boxcars ^{for} the conveyance of passengers. In view of the extreme shortage of such vehicles, this was not possible.

4. Subsequent to the notification of freight cars to be withdrawn, the Company has asked to be allowed to operate additional services, but has requested that the additional trains should be mixed, which would indicate that there is not enough additional freight to justify another full freight service, even with less freight cars.

5. You will know that on the State Railway System owing to the acute shortage of rolling stock, it is not possible to convey all the traffic which is offered for movement, and that a priority system has had to be brought into operation, with a bidding system. It was pointed out to the Nord Company that there was no reason why they should use freight cars which were not their property for the conveyance of passengers and all the freight which was deferred, when the State Railway was only able to convey a restricted amount, and that if the withdrawal of freight cars made it impossible for the traffic to be conveyed, a bidding system would have to be introduced to cover the Nord system.

6. With the completion of the State line to Viterbo, much of the through traffic between Rome and Viterbo will travel by that route because of the satisfactory connection at Rome with the markets.

3976

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- 2 -

At Viterbo there will be a link with the Ford Company which will enable freight cars to be put through for any special move of traffic which may be required.

J. Lindberg, Lt. Col.
J. H. LINDBERG,
Lt. Col. R.E.

For MERRITT H. TAYLOR
Director.

Copy to: MS.
Movements to 3/1.
RTO Radio-Union Region.

3975

57/3/79

ACP/10

TRANSPORTATION SUB-COMMISSION, AD
(RAIL DIVISION)
c/o Transportation Increment
G.S.R.

Tel. 643230
Ref. AC/57/3/Tn 4

5 February 1945

TO : Ministry of Communications
General Inspectorate GSGC
I.S.R.

SUBJECT : Rome-Viterbo - Ferrovie del Nord.

1. I am now informed by the Regional Engineer of Lazio-Umbria Region that the power situation at the moment does not permit of the introduction of a day service on this railway.

2. It is understood, however, that this request can be considered in two months time, when it is hoped that the availability of energy for such services will be increased.

3. In the circumstances, perhaps you will investigate the electrified lines in the Rome area, including extra urban lines, and indicate a priority of introduction of additional services best fitted to meet the needs of supplies of food to the people, and secondly the conveyance of people to restore as much as possible essential communications.

Alberto Mey
O.S. LINDBERG
Lieut. Col. R.E.,
Chief, Rail Division.

Copy to: Regional Transportation Officer, Lazio-Umbria Region.
Regional Engineer Lazio-Umbria Region
Movement In. Sub-Commission, G.S.A.C.

3974

M. 331/251/100A/294/44

Memorandum for Major PING

Transportation Sub Commission AC

- 1) Ref. is to letter Tn.3 (M) 54 dated Nov. 28th 1944.
"Soc.An.per le Ferrovie del Nord" (Rome-Viterbo Railway) were notified the requisition order for their 40 cars (different types) and the disposition for the movement to the State lines of 111.I.S.R. cars, now depoted on their line.
- 2) The Directorate of said Railway informs that the movement of cars to f S R lines is now in performance and begs to examine the possibility to avoid the requisition of their vehicles or at least to reduce their quantity. Namely, withdrawing all the above referred cars, the operation of Rome Viterbo line would be remarkably damaged.
- 3) "Ispettorato per la Motorizzazione Civile" by letter N.5304 dated 22 Dec. 22nd/ 44, addressed to your Sub Commission pointed out already that the operation requirements of said Railway, necessary to secure the supply of Rome, do not allow any withdrawal of the cars; we beg you, therefore, to examine the possibility to cancell the requisition order.

Cu ng 25/2

The Director General
signed Di Raimondo

3073

T R A N S L A T I O N

Ministry of Transports
General Inspectorate MCTC

Rome, 24 Feb. 45
To Tn Sub-Commission AC

Serv. V - Off. 3) n. 1882

SUBJECT : Rome-Nord Railway

We acknowledge receipt with thanks of your letter AC 57/3 Tn 4, 13 Feb. ult, addressed to Regional Engineer Lazio-Umbria Region, concerning the allocation of the electric power required to operate in day-time, a couple of passenger trains between Rome and Viterbo, with the timings whereof our letter N°1592/1628 of 10 Feb. 45.

While again stressing the urgent necessity that the electric power required to operate above service, be allocated, we agree on your proposal that, should a greater amount of power become available, it would be allocated to the operation of a local service ROMA-PRIMA PORTA to be considered an urban tramway service.

The Minister
signed: Cerabona.

HEADQUARTERS
LAZIO-UMBRIA REGION AMG
(Engineering Division)
APO 394

G.de C.E.F/vo
603241

22 February 1945.

SUBJECT : Rome-Viterbo Ferrovie del Nord.
TO : AC HQ Transportation S/C (Rails)
FILE N° : R4/ENG/700.2 (to quote in reply).

Reference your AC/57/3/Tn 4 - Same Subject
dated 13th February 1945.

The overall power situation is not such as
to warrant a day time service for the railroad.

It is advised that this request be held over
for another two months when the availability of
energy for such services will be increased.

W.B.
For Regional Commissioner

Carl H. ...
Lt.Col.RE
Regional Engineer
Lazio-Umbria Region.

3971

57/3/44

Roma - 10 February 1945

Ministry of Transports
General Inspectorate MCTC

Serv. 5; Uff.3; N°1592-1628; A 9 13.1

To Tn S/Commission AC

Subject: Roma Nord Railroad; increase of operating programme

With reference to that S/Commission's letter AC 57/3 Tn 4 of 5 Feb. and in the event that power became available and it might be allocated to above Company for the operation during day-time of a new couple of trains between Roma and Viterbo in addition to those presently operating during night-time, we want to submit following schedule.

Outwards :	Viterbo dep. 0600 ;	Roma P.F. arr. 0900
Return	Roma P.F. dep. 1600 ;	Viterbo arr. 1900

The daily consumption of power to operate above couple of trains would be abt. 1400 Kw-hrs with a max. requirement during peak-times of abt. 500 Kw.

For the Minister
sgd. DE CUPIS.

3970

SOCIETÀ ROMANA PER LE FERROVIE DEL NORD

CAPITALE SOCIALE L. 14.000.000 VERSATO

ESERCIZIO LINEA ROMA - CIVITA CASTELLANA - VITERBO

C. P. C. DI ROMA 32420

N.

Risposta alla lettera

del N.

Alleg.

Roma, 9th, February 1945

Via di Villa Rufolo 5

To A.C.-Transportation S/C
(attn. Col. Lindbergh) ROME

OGGETTO:

Electric Railway Rome-Civitacastellana-Viterbo

- 1) Electric energy is delivered to the electric railway of Rome from 6.00 a.m. till 6.30 p.m. (Tramvie dei Castelli) and from 5.30 a.m. to 8.00 p.m. (Ferrovie Vicinali). During this interval (respectively of 12 and 14 hours) trains are effected, which transport many travellers in day hours, namely in the most convenient hours for the necessities of people.
- 2) On the contrary, energy is delivered to the electric railway Rome-Civitacastellana-Viterbo only during eight night hours, namely from 10.00 p.m. to 6.00 a.m. Consequently the time table of this Railway is inadequate to public necessities, inasmuch as travelling people is subject to great troubles, especially during winter season.
- 3) The traffic between Rome and the various station of the line had, in normal peace time, the characteristics of tramway service, with frequent, crowded trains. 18 passenger daily trains were effected on the whole stretch from Rome to Viterbo, and 50 daily trains between Rome and Prima Porta (urban stretch).
- 4) If trains could travel in day hours for the Railway Rome-Civitacastellana-Viterbo too, the economic restarting of the whole region northward of Rome would be made much easier. In fact, in the period preceding the limitation of the supply of energy, about 7000 travellers utilized the railway each day (1) and precisely:

in the direction of Rome:	300	university and high school students
	500	employees and workmen
	1500	traders, professional men and agriculturists
	<u>1750</u>	various
Totale	4000	

in the direction of Viterbo:	350	high school students
	300	employees and workmen
	1000	traders, professional men and agriculturists
	<u>1350</u>	various
Total	3000	

On account of the destruction of a great part of the city of Viterbo, many families have transferred themselves in various places situated along the railway between Civitacastellana and Viterbo, and from since they are waiting to contact again with Viterbo where they have left all their interests.

Especially students, workmen, tradesmen and professional men have urgent need to restart with their activity. This is not possible without a daily railway service.

Roma, 21, February 1942
Via di Villa Ruffa, 5

N.

To A.C.-Transportation S/C
(attn. Col. Lindbergh) R O M E

OGGETTO:

Electric Railway Rome-Civitacastellana-Viterbo

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in the direction of Rome: 300 university and high school students
500 employees and workmen
1500 traders, professional men and agriculturists
1750 various
Totale 4000

in the direction of Viterbo: 350 high school students
300 employees and workmen
1000 traders, professional men and agriculturists
1350 various
Total 3000

2959

On account of the destruction of a great part of the city of Viterbo, many families have transferred themselves in various places situated along the railway between Civitacastellana and Viterbo, and from since they are waiting to contact again with Viterbo where they have left all their interests.

Especially students, workmen, tradersmen and professional men have urgent need to restart with their activity. This is not possible without a daily railway service.

(1) During the year 1942, 2.407.386 travellers were transported by the Railway.

Per telegrammi: Ferromed - Roma
Telefono inter. 34218

0348

As for the goods service, we point out that 155,000 tons were transported yearly before the requisition of the supply of electric energy and precisely:

	GOODS TRANSPORTED IN THE DIRECTION OF		TOTAL TONS
	ROME	VITERBO	
Foodstuffs	10.370	3.370	13.740
Fire wood and coal	15.556	7.778	23.334
Building materials, earthenware and crockery	10.987	14.225	25.212
Cereals, vegetables	16.372	5.084	21.456
Hazelnuts	3.628	4.150	7.778
Chestnuts	3.925	13.206	17.131
Wine	10.575	3.406	13.981
Bricks	6.441	2.564	9.005
Lime	4.965	1.586	6.551
Various kind of Goods	9.831	7.541	17.372
	92.650	62.910	155.560

Actually the railway could reinstate the above-mentioned traffic and consequently reduce the difficulties which hinder the food supply of Rome and the reconstruction of the city of Viterbo, re-establishing the affluence towards the said centres of the above-mentioned goods and precisely:

1) IN THE DIRECTION OF VITERBO:
A) for the necessities of the reconstruction

- a) building materials (bricks from Castel Giubileo-Civitacastellana and Bagnai)
(lime from S. Oreste and Ponzano)
- b) earthenware and crockery (sanitary articles from Civitacastellana)
- c) Gravel and building-stone (from Vitorchiano)
- d) various materials (fistures etc. from Rome)

B) for normal necessities

- a) foodstuffs (from Fabrian and Vitorchiano)
- b) wine (from Vignanello, Vallerano and Fabrica)
- c) chestnuts and hazelnuts (from Vallerano, Vignanello and Soriano)
- d) various kind of materials (from Civitacastellana and from Rome)

2) IN THE DIRECTION OF ROME:

A) for the necessities of food supply

- a) foodstuffs (floor and beans from Viterbo and Civitacastellana)
- b) wine (from Vignanello, Vallerano and Morlupo)
- c) chestnuts and hazelnuts (from Cimino country)
- d) milk-foods (from Civitacastellana, Bagnai e Morolo)
- e) various goods (from Viterbo and Cimino country)

B) for normal necessities

(from Cimino country and Bagnai)

Building materials, earthenware and crockery	10.987	14.225	25.212
Cereals, vegetables	16.372	5.084	21.456
Hazelnuts	3.628	4.150	7.779
Chestnuts	3.525	13.206	17.131
Wine	10.575	3.406	13.981
Bricks	6.441	2.564	9.005
Lime	4.965	1.586	6.551
Various kind of Goods	9.631	7.541	17.372
	92.650	62.910	155.560

Actually the railway could reinstate the above-mentioned traffic and consequently reduce the difficulties which hinder the food supply of Rome and the reconstruction of the city of Viterbo, re-establishing the affluence towards the said centres of the above-mentioned goods and precisely:

1) IN THE DIRECTION OF VITERBO:

A) for the necessities of the reconstruction

a) building materials (bricks from Castel Giubileo-Civitacastellana and Bagnaia)
(lime from S. Oreste and Ponzano)

b) earthenware and crockery (sanitary articles from Civitacastellana)

c) Gravel and building-stone (from Vitorchiano)

d) various materials (fixtures etc. from Rome)

B) for normal necessities

a) foodstuff (from Fabrica and Vitorchiano)

b) wine (from Vignanello, Vallerano and Fabrica)

c) chestnuts and hazelnuts (from Vallerano, Vignanello and Soriano)

d) various kind of materials (from Civitacastellana and from Rome)

2) IN THE DIRECTION OF ROME:

A) for the necessities of food supply

a) foodstuffs (floor and beans from Viterbo and Civitacastellana)

b) wine (from Vignanello, Vallerano and Morlupo)

c) chestnuts and hazelnuts (from Cimino country)

d) milk-foods (from Civitacastellana, Bagnaia e Veroli)

e) various goods (from Viterbo and Cimino country)

B) for normal necessities

a) fire wood and coal (from Cimino country and Riano)

b) lime (from Ponzano, S. Oreste and Castelnuovo)

3908

c) sanitary articles (from Civitacastellana)

d) building materials (from Bagnaia, Civitacastellana, and Castel Giubileo)

It has been stated that only 7.000 KWH daily would be sufficient for effecting, with normal peaks of 600 KW (exceptional instantaneous peaks of 900 KW) a service which would remarkably improve the actual situation. =

In the case it should not be possible to realize at once this solution, we confide in the possibility of obtaining at least a sufficient quantity of energy for effecting an although, limited service during the day hours.

5) In order not to increase too much the consumption of energy during the day, we could continue to effect nightly the goods-trains, which being more weighty, need more current, while we could effect daily the passenger trains.

6) The Transportation Subcommission of A.C., on considering the opportunity of effecting the passengers service on the Railway Rome-Civitacastellana-Viterbo has already ordered that only the normal passenger cars be used for this service; therefore, beginning with the end of this month, all the passengers trains will be effected only with automotors and passenger cars. Furthermore an efficient police service hinders excessive crowd on the trains.

We hope in a favourable reception of our request for the supply of energy during the day hours, at the least for passengers trains, inasmuch as, being a public utility, priority in the supply of energy is foreseen.

Regional Transport Officer (Rail)
Lazio Umbria Region

Date 6 February 1945

Reference Tsc/RD/10

Transportation Sub Commission (Rail)
H.Q. A.C.

Subject :- Rome-Viterbo Railway (Ferrovie del Nord)

The attached statement has been submitted to Major Phillips, Provincial Commissioner, Viterbo, by Dr. Giannini, in support of additional facilities requested by the Ferrovie del Nord.

Dr. Giannini states that this "memorial" is not submitted by him as representing the Nord Railway, but as an ordinary civilian acting for the interests of his community.

It appears to be a re-hash of all the arguments already put forward by the Ferrovie del Nord, and which are already under consideration by your H.Q.

L. W. Dean
Captain

for Regional Transportation Officer
H/Q/ Lazio Umbria Region

3906

SOCIETA' ROMANA PER LE FERROVIE DEL NORD
FERROVIA ELETTRICA ROMA-CIVITA' CASTELLANA-VITERBO

- 1) Alle Ferrovie Elettriche di Roma viene assegnata l' energia dalle ore 6 del mattino fino alle 18.30 (Tramvie dei Castelli) e dalle 5.30 alle 20 (Ferrovie Vicinali). - Durante detto intervallo (di 12 ore e mezzo e 14 e mezzo) vengono effettuati treni che trasportano molti viaggiatori in pieno giorno e cioè in ore utili alle varie necessità della popolazione;
- 2) Alla Ferrovia Elettrica Roma - Civitacastellana - Viterbo, invece viene assegnata l'energia elettrica soltanto di notte e cioè dalle 22 alle 6 del mattino (appena per 8 ore). In conseguenza gli orari dei treni su questa Ferrovia sono inadeguati alle necessità del pubblico, che per potere viaggiare è sottoposto a notevoli disagi, aggravati dall' attuale stagione invernale;
- 3) Le comunicazioni stabilite tra Roma e le località servite dalla Ferrovia Roma - Civitacastellana - Viterbo, avevano, in periodo normale, le caratteristiche di un servizio tramviario, con corse frequenti e molto affollate. - Si effettuavano in media 13 treni viaggiatori al giorno sull' intera linea e nelle tratte più vicine a Roma si effettuavano fino a 50 corse giornaliere (fra Roma e Prima Porta);
- 4) Ripristinando anche per la Ferrovia Roma - Civitacastellana - Viterbo i treni di giorno si agevolerebbe la ripresa economica della zona. - Infatti per quanto riguarda il traffico viaggiatori nel periodo precedente alla limitazione della fornitura di energia elettrica, non meno di 7000 viaggiatori si servivano giornalmente della ferrovia (1) come appresso:

<u>VERSO ROMA</u> - N. 300		(studenti universitari e medf)
" 500		(operai ed impiegati)
" 1500		(commercianti, professionisti e agricoltori)
" 1700		(diversi)
Totale N. 4.000		
<u>VERSO VITERBO</u> -		
N. 350		(studenti medf)
" 300		(impiegati ed operai)
" 1000		(commercianti, professionisti ed agricoltori)
" 1350		(diversi)
Totale N. 3.000		

A seguito della distruzione di gran parte della città di Viterbo, molte famiglie si sono dovute trasferire in varie località situate sulla ferrovia tra Viterbo e Civitacastellana e da allora attendono il mezzo per riprendere i rapporti con la città suddetta dove hanno abbandonato tutti i loro interessi. - In particolare gli studenti, gli operai, gli impiegati, i commercianti ed i professionisti hanno necessità urgente di riprendere la loro attività. Ciò non è possibile se non con un servizio ferroviario giornaliero. Per quanto riguarda il traffico merci si fa presente che anteriormente alla limitazione della fornitura di energia elettrica si trasportavano circa torn. 155.000 annue così ripartite:

Dr. F. Ciamm 3905

del pubblico, che per potere viaggiare è sottoposto a notevoli disagi, aggravati dall'attuale stagione invernale;

3) Le comunicazioni stabilite tra Roma e le località servite dalla Ferrovia Roma - Civitavecchia - Viterbo, avevano, in periodo normale, le caratteristiche di un servizio tranviario, con corse frequenti e molto affollate. Si effettuavano in media 18 treni viaggiatori al giorno sull'intera linea e nelle tratte più vicine a Roma si effettuavano fino a 50 corse giornaliere (fra Roma e Prima Porta);

4) Ripristinando anche per la Ferrovia Roma - Civitavecchia - Viterbo i treni di giorno si agevolerebbe la ripresa economica della zona. Infatti per quanto riguarda il traffico viaggiatori nel periodo precedente alla limitazione della fornitura di energia elettrica, non meno di 7000 viaggiatori si servivano giornalmente della ferrovia⁽¹⁾ come appresso:

<u>VERSO ROMA</u> - N. 300	(studenti universitari e medf)
" 500	(operai ed impiegati)
" 1500	(commercianti, professionisti e agricoltori)
" 1700	(diversi)

Totale N. 4.000

<u>VERSO VITERBO</u> -	
N. 350	(studenti medf)
" 300	(impiegati ed operai)
" 1000	(commercianti, professionisti ed agricoltori)
" 1350	(diversi)

Totale N. 3.000

A seguito della distruzione di gran parte della città di Viterbo, molte famiglie si sono dovute trasferire in varie località situate sulla ferrovia tra Viterbo e Civitavecchia e da allora attendono il mezzo per riprendere i rapporti con la città suddetta dove hanno abbandonato tutti i loro interessi.

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Ciò non è possibile se non con un servizio ferroviario giornaliero. Per quanto riguarda il traffico merci si fa presente che anteriormente alla limitazione della fornitura di energia elettrica si trasportavano circa tonn. 155.000 annui così ripartite:

br. F. Giannini
12, San Basilio

(1) Nel 1942 si sono trasportati n. 2.407.386 viaggiatori Tel. 484103

	M E R C I		Totale
	verso Roma	verso Viterbo	tonnellate
Derrate alimentari	10.370	3.370	13.740
Legna e carbone	15.556	7.778	23.334
Materiali, Maioliche e Terre cotte	10.987	14.225	25.212
Cereali, legumi	16.372	5.084	21.456
Noccioline	3.628	4.150	7.778
Castagne	3.925	13.206	17.131
Vino	10.575	3.406	13.981
Laterizi	6.441	2.564	9.005
Calce	4.965	1.586	6.551
Generi Vari	9.831	7.541	17.372
	92.650	62.910	155.560

Attualmente la ferrovia potrebbe riprendere il traffico di cui sopra ed alleviare così la difficoltà che ostacola l'approvvigionamento della città di Roma e la ricostruzione della Città di Viterbo, riattivando l'affluenza verso i detti centri delle merci suindicate e precisamente:

1) VERSO V I T E R B O

A) per le necessità della ricostruzione:

- a) materiali edilizi (laterizi da Castel Giubileo - Civitacastella
(na e Bagnata
(calce da S. Oreste e da Ponzano)
- b) maioliche e terracotte (articoli sanitari da Civitacastellana)
- c) ghiaia e pietra da costruzioni (da Vitorchiano)
- d) materiali diversi (infissi etc. da Roma)

B) per i bisogni normali:

- a) derrate alimentari (da Fabrica e Vitorchiano)
- b) vini (da Vignanello, Vallerano e Fabrica)
- c) castagne e noccioline (da Vallerano, Vignanello e Soriano)
- d) diversi (da Civitacastellana e da Roma)

2) VERSO R O M A

A) per le necessità dell'alimentazione:

- a) derrate alimentari (farina e fagioli da Viterbo e da Civita C.)
- b) vini (da Vignanello, Vallerano e Mollino)
- c) castagne e noccioline (dalla zona del Cimino)
- d) latticini (da Civitacastellana, Bagnai e Morolo)
- e) diversi (da Viterbo e zona del Cimino)

Calce	4.965	1.586	6.551
Generi Vari	9.831	7.541	17.372
	92.650	62.910	155.560

Attualmente la ferrovia potrebbe riprendere il traffico di cui sopra ed alleviare così le difficoltà che ostacolano l'approvvigionamento della città di Roma e la ricostruzione della Città di Viterbo, riattivando l'affluenza verso i detti centri delle merci suindicate e precisamente:

1) VERSO VITERBO

A) per le necessità della ricostruzione:

- a) materiali edilizi (laterizi da Castel Giubileo - Civitacastella
(na e Bagnaia)
(calce da S. Oreste e da Ponzano)
- b) maioliche e terracotte (articoli sanitari da Civitacastellana)
- c) ghisa e pietra da costruzioni (da Viterbiano)
- d) materiali diversi (infissi etc. da Roma)

B) per i bisogni normali:

- a) derrate alimentari (da Fabrica e Viterbiano)
- b) vini (da Vignanello, Vallerano e Fabrica)
- c) castagne e nocciole (da Vallerano, Vignanello e Soriano)
- d) diversi (da Civitacastellana e da Roma)

2) VERSO ROMA

A) per le necessità dell'alimentazione:

- a) derrate alimentari (farina e fagioli da Viterbo e da Civita O.)
- b) vini (da Vignanello, Vallerano e Molitupo)
- c) castagne e nocciole (dalla zona del Cimino)
- d) latticini (da Civitacastellana, Bagnaia e Morolo)
- e) diversi (da Viterbo e zona del Cimino)

B) per i bisogni normali:

- a) legna e carbone (dalla zona del Cimino e da Riano)
- b) calce (da Ponzano, S. Oreste e Castelnuovo)
- c) articoli sanitari (da Civitacastellana)
- d) materiali edilizi (da Bagnaia, Civitacastellana e C. Giubileo)

3964

Si è calcolato che con appena 7.000 KWH al giorno, si potrebbe, con punte normali di 600 KW (massimo 900 KW per brevi istanti), effettuare un servizio che arrecherebbe di già un sensibile sollievo all'attuale situazione. Qualora non fosse possibile realizzare subito questa soluzione, si confida di potere ottenere almeno un quantitativo di energia sufficiente per attuare nelle ore diurne un servizio sia pure limitato;

- 5) Per non aumentare troppo il consumo di energia di giorno, si potrebbe continuare ad effettuare di notte i treni merci, i quali essendo più pesanti, consumano anche più corrente, mentre di giorno si potrebbero effettuare i treni viaggiatori;
- 6) Già la Sottocommissione Trasporti, ritenendo desiderabile che sulla ferrovia Roma - Civitavecchia - Viterbo si effettui il traffico viaggiatori, ha prescritto che per questo servizio siano usate solamente le normali vetture rimorchiate e pertanto dalla fine dello scorso mese, tutti i treni viaggiatori vengono effettuati unicamente da automotrici e vetture. Inoltre un efficiente servizio di polizia garantisce che siano evitati il più possibile affollamenti sui treni.---
Si confida sul favorevole accoglimento della richiesta per la concessione dell'energia elettrica nelle ore diurne, almeno per i treni viaggiatori, tanto più che trattandosi di un pubblico servizio, è prevista la precedenza nella concessione dell'energia elettrica stessa.---

ACP/ag

57/3/72

1
TRANSPORTATION SUB-COMMISSION, A.C.,
(RAIL DIVISION)
C/o Transportation Increment,
C.M.F.

Tel: 843238
Our ref: AC/57/3/Tn 4

5 February 1945

TO : Ministry of Transports
General Inspectorate M.C.T.C.

SUBJECT: Rome Nord Railroad: Increase
of operating programme.

In the event that power became available permitting a morning and evening service between Rome and Viterbo by Ferrovie del Nord, please give information of a service for one train from Rome to Viterbo and one train from Viterbo to Rome (passenger or mixed), with particulars of current.

alb

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

3962

AC/32

57/3/74

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

Tel: 843238

Our ref: AC/57/3/74 4

10 January 1945

TO : Ministry of Transport
General Inspectorate S.O.T.C.

SUBJECT: Rome Nord Railroad: Increase
of operating programme.

1. Reference is to your letter of 10 January 5249.
2. It is understood that the electric power situation for February is likely to be worse than January.
3. In the circumstance, it will be appreciated that there is little prospect of permitting any increase in the service of the Ferrovia del Nord from Rome to Viterbo in the near future.

Sd. G.M.

R.H. LINDSAY
Lt. Col. R.E.,
Chief, Rail Division.

Copy to: Public Works, Sub-Commission
Regional Commissioner, Lazio-Umbria Region
Attn: Capt. Dean
Attn: Capt. Wade-Brown.

3961

Ministry of Transports
General Inspectorate M.C.T.C.

Rome - 10 Jan. 1945.

To Th. S/Commission AC.

Ref: Serv. 5 - Uff. 3 N° 5249
one enclosure.

Subject: Rome Nord Railroad : Increase of operating programme.

The Company operating above railroad has submitted to this Ministry a suggestion to alter present operating programme, by establishing a new couple of mixed trains daily covering the whole line Rome Viterbo and another couple of mixed trains daily on the section Roma-Civita Castellana.

To carry out above proposal further 2250 Kw-hrs el. power would be required, to be supplied from 0500 to 2000 hrs, as well as 6 Km lubricants daily.

We beg to send herewith attached a prospect showing all data necessary to that S/Commission to investigate above request.

This Ministry is of the opinion that above request should be granted, as it would greatly help to normalize the traffic on the line.

We await the decision of that Sub Commission.--

3960

Grantee	Soc. Romana per le Ferrovie del Nord.		
Line	Terminals	Rome P. Flaminio-Viterbo P.F.	
	Length	102 Km.	
Present programme	Number of couples frequency	2 passenger: 1 freight daily	
	Type of service	passenger : daily	
	Trains Km.	passenger : freight 408 204	
Suggested increase	Number of couples frequency	1 1/2 daily	
	Type of service	mixed : pass. & freight	
	Trains- Km.	312	
New timings	Outwards dep. from	Rome 0715-1330-1630-1830 (to Civitavecchia)	
	arr. to	Rome Acqua Acetosa 0900 (freight) Viterbo 10.30-1700-2000 Civitavecchia 2025 Viterbo 1910 (freight)	
	Return dep. from	Viterbo 05.00-0925-1600 Civitavecchia 0505 Viterbo 0700 freight Rome 0830-0935 (from Civitavecchia) 1800-1930 Rome Acq. Acet. 1605 (freight)	
Additional Requirements of power and lubricants	Lubricants	3 Ltrs daily	
	El. power - KW	same as before	
	Consumption, KW-hrs	350x 9 hrs = 3250 daily	
	Max power requirement during peak-times	abt. 600 KW.	
Additional Rolling stock required	El. Cars	one	
	pass. coaches	6	

3929

TRANSPORTATION SUB-COMMISSION REPRESENTATIVE
ROME DIVISION

57/3/69

Date 17 January, 1945

Ref. Tsc/RD/27.

Transportation Sub-Commission (Rail)

HQ. A.C.

Subject : Black Market- Rome-Viterbo Line (Nord)

Herewith translations of extract of Italian Police Reports (Guardia di Finanza) of their check up at the Rome Nord Railway Station on 3 recent occasions.

You will notice that on each occasion small quantities of prohibited goods were confiscated as under:-

1. 4 persons stopped. 270 qli pasta (?)
2. 7 " " 7 qli wheat and flour
3. 7 " " 6 qli wheat and 5 qli potatoes.

Noted.

18/1/45



TRANSLATION

Report of Service performed on or about 7/1/1945.

As by order received from your office, a checking service was carried out last night at the Roma-Nord railroad yard.

GPs intrusted with the service :

S.B.P. ELEUTERIO Emilio
P.T. MINGIOTTI Carlo
P.T. FEROCCE Francesco

Number of train-cars daily arriving at the railroad station :

About 14

Contents :

Passengers.

Approximate number of passengers :

About 900.

Time of arrival of the trains :

0300 hours, 0430 hours, 0600 hours.

Other unusual facts or violations :

Most of the passengers carry small quantities of blocked goods for family use.

In order not to produce a bad impression upon the public and considering the small number of the GPs on duty no round-ups were made.

4 persons were stopped and 270 quintals of pasta of Italian origin were confiscated.

3957

S/

Emanuele Rajola
Comm. Off.

TRANSLATION
=====

Upon order issued by your HQ, a vigilance service at the Roma-Nord railroad station has been performed from 0300 hours to 0600 hours by one of our patrols composed by S.E. ELEUTERIO Emilio and by GPs ARBORE Catello and FEROCCE Antonio.

7 persons were stopped at the arrival of the train. Said persons were carrying a total of seven quintals of wheat and flour.

At the moment of the arrest a small group of evil-intentioned persons surrounded the GPs, but some P.S. agents have succeeded in getting the above GPs rid of them.

The merchandise has been sequestered.

S/

EMANUELE RAJOLA
Comm. Off.

3976

TRANSLATION

Please be advised that following are results of the operation performed on or about 8 inst at the Roma-Nord railroad yard by the patrol made of Brig. Patrizi Luigi and of GPs Usai Francesco and Scialla Donato :

Persons stopped : n° 7

Confiscated goods : about 5 Q.ls of wheat and 5 Q.ls of potatoes.

The other information is according to what was communicated with the previous report.

S/

Emanuele Rajola

EMANUELE RAJOLA
Comm. Off.

3955

TRANSPORTATION SUB-COMMISSION REPRESENTATIVE
ROME DIVISION

Date 16 January 1945
Ref. Tsc/RD/IO.

Transportation Sub-Commission (Rail)
HQ. A.C.

Subject : Rome-Viterbo (Ferrovie del Nord)

I had a further visit this morning from Ing. Dellarciprete and Dr. Troves pleading their case for the retention of rolling stock.

They left a further memorandum and schedule of traffic conveyed, copies of which I gathered were also being passed to you.

Copies of the latter are being passed to Lazio Umbria Region as per attached copy of my letter.

It is noted that included in the "Total" of wagons are the movement of "empties" which puts rather a misleading aspect on their case. Obviously the empties were sent up the line to be loaded, and these same wagons are included in the total of loaded trucks.

Taking their peak week-first week in January-they dealt with 115 loaded wagons, a daily average of 17, or to give a small margin 20 and with a 4-day turn round we have a figure of 80 as against 120 claimed by them as a working margin for goods traffic.

With regard to the passenger service here again is the question as to whether they should operate passenger service with box cars. They claim that 8 of their coaches are under repair. Unless they are seriously damaged some of them at any rate should soon be available for service. Perhaps Lieut Bowie could have a look at them and see what progress is being made in this respect.

2954

E. Dean

Capt.



Subject :Rome-Viterbo (Ferrovie del Nord)

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2954

E. Dean

Capt.



SOCIETÀ ROMANA PER LE FERROVIE DEL NORD

CAPITALE SOCIALE L. 14.000.000 VERSATO

ESERCIZIO LINEA ROMA - CIVITA CASTELLANA - VITERBO

C. P. C. DI ROMA 32420

N.

Risposta alla lettera

del

N.

Alleg.

OGGETTO:

Transportations

During the month of December, the transportations effected on the Railway have required: 650 waggons for the goods service and 558 waggons for the passengers service; namely a totale amount of 1208 waggons (an average of 39 cars daily).--

In the first seven days of the month of January 237 cars have been transported for the goods service and 126 cars for the passengers service; namely a total amount of 363 cars (an average of 52 cars daily). The transportations effected are shown in every detail in the included prospectus.--

It must be remarked that average movement of December was $\frac{650}{31}$ = 21 goods cars daily, while the average movement of January has been $\frac{237}{7}$ = 34 goods cars daily with an increase of 60%.--

In order to have the possibility of effecting daily a certain movement of cars it is necessary to have at least a numebr of cars 4 times greater at our disposal, as the time for loading and unloading the goods has to be considered too.--

Therefore at least 120 goods cars would be necessary on the Railway, in conformity to the average movement of about 30 goods cars daily. We must add to these about 10 cars for particula services of the Railway (tools cars, workshop cars, tank cars).--

As the cars belonging to the Society are only 86, it would therefore be necessary to retain not only the social cars, but also about 40 cars of others Administrations.--

It is to be pointed out that the above-mentioned numbers of cars are average quantities while on the contrary the traffic is not uniform, and there are some days of stasis caused by snow, rain and holidays, and some peak-days in which a greater number of cars is wanted.--

Per Telegrammi: Ferromord - Roma
Telefono Interp. 34218
51754
R.F. TREVES

Roma, 14th, January 1945
Via di Villa Rufolo 5

N.

Risposta alla lettera

del N.

Alleg.

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3933

Handwritten signature

Roma, 14th, January 1945
Via di Villa Ruffa 5

Per Telegrammi: Ferromed - Roma
Telefono Interp. 34218

0 3 8 9

SOCIETA' ROMANA FERROVIE DEL NORD
TRANSPORTATIONS OF GOODS IN THE MONTH OF DECEMBER AND IN THE FIRST WEEK OF JANUARY

NATURE OF THE GOODS	Number of transported cars			A D D R E S S E S
	December		Total	
	December	January		
WOOD AND FIRE WOOD	129	59	186	Azienda Servizi Annunari di Roma-Massa= M.A.I.L.=Soc.Forestale=Doncellini=Paolucci S.
CATTLE	27	9	36	Bodoni=Tagliaferri=Carracci=Giacchini=Di Sa- vino=Rennucci=Lalli=Prioreschi Pietro=Roncasoli Antonini=Mongelli Angelo=Delatore Angelo=
CHRISTMAS	38	1	39	Lalli=Blasi Dino=Lucarelli=Ist.Regina Elena= Pompei P.=Saporiti=S.I.F.R.R.
POTTERY	5	3	8	Zaccaria=Finesi=
BRICKS	50	10	60	Tresarti=Lucchetti=Jannozzi=Romani=Pellerini= Brocchi=Cerdone=Casimiro=Panesi=Tarquini= Benadetti=Averardi=Gabrielli=Finesi=Profil= Traversi=Guglielmetti=Petti Alvisio=
IRON	11	7	18	Mariti
FLOUR	2	=	2	Blasi=Pietro Sicono=
WINE	3	1	4	Fabretti=Ruggeri Giuseppe=
BEAN	=	1	1	Consorzio Agrario=
SALSA	12	1	13	Ricciardi Carlo=Lelli Lamberto=F.lli Soprani= Bracci Francesco=Anselmi Leonida=
HAY	7	1	8	Pantera Giulio=Di Guido=Stas.di Monta=
ACORN	2	1	3	Soc.Agraria=Matelli Alfredo=
GRAVEL	1	=	1	Ferrovie Roma=Nord
FLINT, STILEX	2	=	2	Moroni=Ceramica Viterbese=
MACHINERY	8	1	9	Cima A.=Lelli Lamberto=Faita Silvio=
BARRELS	7	1	8	Ruggeri=
HOUSEHOLD-IMPLEMENTS	3	=	3	Cavallotti=Signorelli Domenico=
FODDER	2	=	2	Magalotti=Palmieri=
WATER	22	1	23	Servizi vari=
VARIOUS KIND OF GOODS	32	20	52	Radirot=Mezzanotte Oscar=
STAIRS	1	=	1	Allegri=
				Pietro Sicono=C.F.P.O.=Catalani Angelo=

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WOOD AND FIRE WOOD	125	27	9	36	M.A.I.I.-Soc. Forestale-Doncellini-Regalucci
CATTLE					Boconi-Tagliaferri-Carracci-Giacchini-Di Sa- vino-Ranucci-Lalli-Prioreschi Pietro-Ronacchi Antonini-Mengali Angelo-Delatore Angelo
CHESTNUTS		38	1	39	Lalli-Blasi Dino-Lucarelli-Ist.Regina Elena- Pompei P.-Saporio-S.I.F.A.R.
POTTERY		5	3	8	Zacaria-Finesi-
BRICKS		50	10	60	Tresarti-Luchetti-Jannuzzi-Romani-Pellerini- Brocchi-Gardone-Casimiro-Panesi-Tarquini- Benedetti-Averardi-Gabrielli-Finesi-Profil- Treversi-Guglielmetti-Patti Alviano
IRON		11	7	18	Mariti
FLOUR		2	-	2	Blasi-Pietro Siccio-
WINE		3	1	4	Fabretti-Ruggeri Giuseppe-
BRAN		=	1	1	Consorzio Agrario-
SHEEP		12	1	13	Ricciardi Carlo-Lelli Lamberto-F.lli Soprani- Bracci Francesco-Laselli Leonida-
HAY		7	1	8	Pantera Giulio-Di Guido-Staz.di Montez-
ACORN		2	1	3	Soc.Agraria-Matelli Alfredo-
GRAVEL		1	=	1	Ferrovie Roma-Nord
FLINT, SILEX		2	=	2	Moroni-Ceramica Viterbese-
MACHINERY		8	1	9	Cima A.-Lalli Lamberto-Faita Silvio-
BARRELS		7	1	8	Ruggeri-
HOUSEHOLD-IMPLEMENTS		3	=	3	Cavallotti-Signorelli Domenico-
FODDER		2	=	2	Magalotti-Palmieri-
WATER		22	1	23	Servizi varf-
VARIOUS KIND OF GOODS		32	20	52	Radirot-Mezzanotte Oscar-
STAIRS		1	=	1	Allegri-
HAZELNUTS		5	=	5	Pietro Siccio-C.E.P.O.-Catalani Angelo-
EMPTY		281	122	403	
		650	237	887	

392

57/3/65

TRANSPORTATION SUB-COMMISSION REPRESENTATIVE
ROME DIVISION

Date 4 January 1945.
Ref. Tsc/RD/IO

Meth

Transportation Sub-Commission (Rail)
Hq.A.C.

Subject : Rome-Viterbo Railway (Ferrovie del Nord)

Ing. Dellarciprete (Director) and Prof. Treves called here yesterday afternoon in regard to the decision to remove certain wagons at present operating on their line.

THE object of their visit was to protest against the removal of so large a number of vehicles and to submit a justification for the retention of same.

The two enclosed documents summaries their case briefly and their personal call was in support of the arguments outlined therein.

The chief point they made was that since my previous interview, in addition to the traffic they were then conveying, they were now being asked to convey 100 tons of fuelwood and 3 or 4 wagons of crushed rock daily. Another point is that whereas before the limited time of operation (midnight to 6 am) entailed a 2 day journey for their freight train, the extra 2 hours of cars allows a daily freight train, thus doubling the number of cars required. They point out also that an additional freight train can be worked through when traffic requires.

With regard to the fuel wood they state that this started to move on 29 December. I am asking the Rome Supply Officer to check up with A.S.A. to see if this statement is correct.

With regard to the crushed rock, this they claim is required by Ing. Di Fonseca, who is under contract with Lazio Region to repair Route 3. This rock is brought down from Vitorchiano to Prima Porta. I have seen Capt. Gentry (Lazio Region Engineering Section) who confirms that De Fonseca has this contract, but as this contractor has his plant on the spot, he is under the impression that the rock could be obtained much nearer the site. I am further enquiring as being made in regard to this.

You will notice in their statement the Nord Railway claim 6 day turn round for their wagons. I challenged this on the ground that although this may have been the case when their freight train took 2 days, now that the journey is performed in 1 day a 4 day ~~turn~~ turn round could be accomplished if they insisted on immediate offloading. Their argument here is the shortage of road transport available both to the consignor and consignee.

They could justify their appli-

Ing. Bellaricini in regard to the decision to remove certain wagons at present operating on their line.

The object of their visit was to protest against the removal of so large a number of vehicles and to submit a justification for the retention of same.

The two enclosed documents summarize their case briefly and their personal call was in support of the arguments outlined therein.

The chief point they made was that since my previous interview, in addition to the traffic they were then conveying, they were now being asked to convey 100 tons of fuelwood and 3 or 4 wagons of crushed rock daily. Another point is that whereas before the limited time of operation (midnight to 6 am) entailed a 2 day journey for their freight train, the extra 2 hours of energy allows a daily freight train, thus doubling the number of cars required. They point out also that an additional freight train can be worked through when traffic requires.

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You will notice in their statement the Nord Railway claim 5 day turn round for their wagons. I challenged this on the ground that although this may have been the case when their freight train took 2 days, now that the journey is performed in 1 day a 4 day turn round could be accomplished if they insisted on immediate offloading. Their argument here is the shortage of road transport available both to the consignor and consignee.

When asked on what grounds they could justify their application to retain "foreign" rolling stock which it is assumed in normal circumstances they would not have at their disposal, they claim that pre-war they had a contract(?) with the I.S.R. under which they had the use of I.S.R. wagons. This I will check up with Ing. Mari.

./

-2-

To sum up their requirements they are asking to be allowed to retain for operational purposes the following stock

	<u>Word</u>	<u>Foreign</u>	<u>Total</u>
Box Cars	25	35	60
Opens	58	20	78
Cisterns	3	-	3

This will enable the M.R.S. to take away 41 box, 27 open and 5 cistern cars, a total of 73

The foregoing is the case put by a Company who obviously wish to revert as soon as possible to a peacetime standard. With this and in view they have rehabilitated their system in order to get the maximum output for their time, and under normal circumstances their efforts should be supported.

Under present conditions however an analysis of what actually reveals the following:-

They claim to carry 2000 passengers per day. Allowing for a small percentage of lower Government vehicles, professional and business men or mechanics, the timings of the service and the territory covered precludes any normal suburban or workers traffic, for which only a morning and evening service would be of any use. Hence it must be concluded that the bulk of the traffic is purely non-productive insofar as the business life of the people is concerned. It has been admitted that there is a large exodus each night for the purpose of purchasing food in the surrounding country. Whether or not this should be encouraged is open to argument.

So far as the traffic is concerned, with the exception of the fuelwood and the rock for road making, the supply of the Region shows little increase except for the admission that any additional supplies coming into some are welcome. No cargo appears to be made to exercise any control to see that the goods are properly marketed. On the other hand, when making a spot check at some time, it was ascertained that a considerable number of goods were only locally used (as the case) which were being unloaded were being taken to the central market for disposal.

The traffic section black market goods were taken to houses a week or two ago, and were asked to make periodical visits so that traffic arriving in some could be kept under survey.

3350

305 Dec 1

and in view they have rehabilitated their system in order to get the maximum output for their time, and under normal circumstances there are no other means of support.

Other present conditions however an analysis of the results revealed the following:

They claim to carry 2000 passengers per day. Allowing for a small percentage of local government vehicles, professional and business men or merchants, the timings of the service and the territory covered precludes any normal suburban or workers traffic, for which only a morning and evening service would be of any use. Hence it must be concluded that the bulk of the traffic is purely non-productive insofar as the business life of the people is concerned. It has been admitted that there is a large exodus each night for the purpose of purchasing food in the surrounding country whether or not this should be encouraged is open to argument.

So far as the freight is concerned, with the exception of the fuelwood and the rock for road making, the heavy vehicles of the region even have the right of way for the submission of any additional supplies coming into the area. No other appear to be made to exercise any control to see that the goods are properly marketed. On the other hand, when making a spot check at various times, it was ascertained that a considerable number of vehicles (the only focus was the wine) were being unloaded were being taken to the general market for disposal.

The radio region black market scenes were taken to account a week or two ago, and were asked to make periodical visits so that traffic arriving in some could be kept under survey.

3950

3950

copy.



03751

SOCIETÀ ROMANA PER LE FERROVIE DEL NORD

CAPITALE SOCIALE L. 14.000.000 VERSATO

ESERCIZIO LINEA ROMA - CIVITA CASTELLANA - VITERBO
C. P. C. DI ROMA 32420

N. _____
Risposta alla lettera
del _____ N. _____
Alleg. _____

Roma, 30th, December, 1944
Via di Villa Ruffo 5

OGGETTO:

A) BOX CARS

- 1) 12 box cars, besides 2 of reserve; are used for the passenger service (in addition to 9 passenger cars already in circulation and 8 under repair) It is to be pointed out that about 2000 passengers a day are transported, and that a car can carry 100 passengers, while a box car carries only 50 passengers
- 2) 4 box cars are used for tools and workshop cars, transportations for the railway service and building materials, for repair works of the railway
- 3) An average of 6 box cars daily is required for transportation of different kind of goods (concrete, basalt, flour, lime, wine, cattle) considering a cycle of 6 days for loading, transportation, and unloading, the total wanted amount of cars is 6 x 6 = 36 box cars (Six day are necessary for the complete utilization of a car; because one day is needed for going; another for return, two more for loading and two others for unloading; being included the time for the notice to the sender and consignee)

Total box cars 60

B) HIGH SIDED CARS

- 1) 20 cars are necessary for the transportation of firewood for some total supply service
- 2) An average of 6 cars daily is required for transportation of shingles, lime, basalt, olive-oil, crops of pressed grapes; considering a cycle of 6 days for loading, transportation and unloading, the total wanted amount of cars is 6 x 6 = 36 cars
- 3) For the necessities of railway service and repair works (crossbars, building materials), 4 cars are wanted

Total high-sided cars 60

3949

C) LOW SIDED CARS

- An average of 3 cars daily is requested for carrying rubble or gravel, porcelain, clay, sand; considering an average of 6 days for loading, transportation and unloading, the total wanted amount of cars is 6 x 3 = 18 cars

Total low-sided cars 18

Risposta alla lettera

del N.

Alleg.

OGGETTO:

A) BOX CARS

- 1) 12 box cars, besides 2 of reserve, are used for the passengers service (in addition to 2 passenger cars already in circulation and 2 under repair). It is to be pointed out that about 2000 passengers a day are transported, and that a car can carry 100 passengers, while a box car carries only 50 passengers. 20
- 2) 4 box cars are used for tools and workshop cars, transportation for the railway service and building materials, for repair works of the railway 4
- 3) An average of 6 box cars daily is required for transportation of different kind of goods (cheese, nuts, flour, line, wire, cattle); considering a cycle of 6 days for loading, transportation, and unloading, the total wanted amount of cars is $6 \times 6 = 36$ box cars (Six days are necessary for the complete utilization of a car, because one day is needed for going, another for return, two more for loading and two others for unloading; being included the time for the notice to the railway and address).

Total box cars 60

B) HIGH SIDED CARS

- 1) 10 cars are necessary for the transportation of firewood for Rome Road Supply Service 20
- 2) An average of 6 cars daily is requested for transportation of charcoal, turf, travertine, olive-oil, bags of pressed grapes; considering a cycle of 6 days for loading, transportation and unloading, the total wanted amount of cars is $6 \times 6 = 36$ cars 36
- 3) For the necessities of railway service and repair works (concrete, building materials), 4 cars are wanted 4

Total high-sided cars 60

3920

C) LOW SIDED CARS

- An average of 3 cars daily is requested for carrying rubble or gravel, porcelaine, clay, sand; considering an average of 6 days for loading, transportation and unloading, the total wanted amount of cars is $6 \times 3 = 18$ cars 18

The total daily number of loaded cars transported on the railway, is:

$$6 + 6 + 3 = 15$$

03771

SOCIETÀ ROMANA PER LE FERROVIE DEL NORD

CAPIALE SOCIALE L. 10.000.000.000

As the average weight of the loaded cars is about 17 tons (maximum: 20 tons for heavy materials; 10 tons for cattle and other light cars), the total weight of the loaded cars per day is 15 x 7 = 105 tons, not including the clearance for Home Food Supply Service.

SOCIETÀ ROMANA PER LE FERROVIE DEL NORD

12. DIREZIONE

(Ing. E. Dall'Oglio)

[Handwritten signature]

SOCIETÀ ROMANA PER LE FERROVIE DEL NORD

CAPITALE SOCIALE L. 14.000.000 VERSATO

ESERCIZIO LINEA ROMA - CIVITA CASTELLANA - VITERBO
C. P. C. DI ROMA 32420

N. _____
Risposta alla lettera
del _____ N. _____
Alleg. _____

Roma, 30th, December 1944
Via di Villa Ruffa 5

OGGETTO:

Requisition of cars

The Military Railway Service has ordered the requisition of 30 cars on the Railway Roma - Civitacastellana - Viterbo, belonging to the Society, besides the withdrawal of 144 cars of others administrations, lying on the same line.

It is wished to point out that the transportation to Rome of foodstuffs and others necessities effected by the goods service of this Railway has always continued without any stop or suspension, notwithstanding the limited supply of electric energy.

Lately two hours more of electric energy have been granted to the Railway Roma - Civitacastellana - Viterbo; and agreements have been reached with the Servizio Annuario (Food-Supply Service) of Comune di Roma on the daily transportation of 1.000 quintale of firewood wanted by bakeries.

As the number of transportation is increasing, an increase also in the utilisation of the cars is foreseen.

The Railway Roma - Civitacastellana - Viterbo would not have the possibility of effecting the above mentioned transportation in the case it could no longer dispose of the quantity of cars now used.

It is therefore necessary, that the essential wants of the Railway to should be thoroughly examined before proceeding to the withdrawal of cars required by M.R.S.

We point out also, that the electric Railway Roma - Civitacastellana - Viterbo is the only Railway operating for civilians north of Rome and that it seems to be convenient not to disorganize an efficient service (what would besides oblige the Society to dismiss a part of the personnel) by withdrawing a conspicuous number of cars.

3948

SOCIETÀ ROMANA PER LE FERROVIE DEL NORD
IL DIRETTORE
(Ing. E. Bellacchi)

[Handwritten signature]

Per Telegrammi: Ferronord - Roma
Telefono interp. 34218

0379

57/3/64

TRANSLATION

Ministry of Transports
General Inspectorate for C.M.T.C.
our ref.: Serv. Off. Vc/N. 35/P 1171

Rome Jan. 4th 1945

TO
The S/Commission AD
Bldg.

Subject:
Roma Nord Railway: Rolling Stock

With reference to that S/Commission's signal N. 483238 of Dec. 31st ult. concerning the eventual withdrawal of part of the rolling stock belonging to the Company operating the Roma - Civitavecchia - Viterbo line, this Ministry wants to point out what follows:

1. The Company operating above line has 214 cars, whereof 86 are their own while 128 belong to other Administrations.
2. ~~The local ISR~~ The local ISR Compartment has been instructed by MRS to withdraw 111 foreign cars and to requisition 30 from Company's own cars.
3. For latter cars that S/Commission informed this Ministry that the requisition could be limited to 10 box cars, should this be required by operating necessities.
4. At this purpose this Ministry wants to inform that S/Commission that at the end of December ult. the Company, upon request of the Comune of Rome, has contracted for the transport of 1000 quintals of fire-wood daily, to be used for bread baking; to carry out above transport from 20 to 30 freight cars are required daily.
5. The company has moreover to transport the materials required for repair and maintenance of the Flaminian Highway, which is constantly run by allied truck columns.

Above remarks have been made with reference to para 6 of a/m signal in order that that S/Commission may re-investigate the matter and take a decision not furtherly prejudicing the already critical situation of the transports of Rome

The Minister
sgd. Cerabona

0380

57/3/63

ACP/1c

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

Tel: 843238
Our Reference: AC/57/3/Tn

4 January 1945

TO : Ministry of Transport
General Inspectorate MCTC

SUBJECT : Rome-Nord Railway - Running Stock

1. Reference is to your letter Serv V U/3 N.5204, 22 Dec. 44, and my letter 31 December.
2. It is now proposed to withdraw all rolling stock from the Nord Railway which does not belong to them, and 10 box cars and 5 low sided cars of their own.
3. It is felt this will be quite sufficient for existing needs, and if any traffic problems arise, movement by rail will have to comply with the bidding system at present in use on the State Railways.

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

Copy to: MRS
Tn Sub-Commission, Mov.
Capt. E.W. Dean, C/o HQ. Rome Region.

3946

SOCIETÀ ROMANA PER LE FERROVIE DEL NORD

CAPITALE SOCIALE L. 14.000.000 VERSATO

ESERCIZIO LINEA ROMA - CIVITA CASTELLANA - VITERBO
C. P. C. DI ROMA 32420

N. _____
Risposta alla lettera
del _____ N. _____
Alleg. _____

Roma, 30 th, December 1944
Via di Villa Ruffa 5

OGGETTO:

Requisition of cars

The Military Railway Service has ordered the requisition of 30 cars on the Railway Roma - Civitacastellana - Viterbo, belonging to the Society, besides the withdrawal of 111 cars of others Administrations, lying on the same line.--

It is wished to point out that the transportation to Rome of foodstuffs and others necessities effected by the goods service of this Railway has always continued without any stop or suspension, notwithstanding the limited supply of electric energy.--

Lately two hours more of electric energy have been granted to the Railway Roma - Civitacastellana - Viterbo; and agreements have been reached with the Servizio Annonario (Food-Supply Service) of Comune di Roma on the daily transportation of 1.000 Quintals of firewood wanted by bakeries.--

As the number of transportation is increasing, an increase also in the utilisation of the cars is foreseen.--

The Railway Roma - Civitacastellana - Viterbo would not have the possibility of effecting the above mentioned transportation in the case it could, no longer dispose of the quantity of cars now used.--

It is therefore necessary, that the essential wants of the Railway should be thoroughly examined before proceeding to the withdrawal of cars required by M.R.S.--

We point out also, that the electric Railway Roma - Civitacastellana - Viterbo is the only Railway operating for civilians north of Rome and that it seems to be convenient not to disorganize an efficient service (what would besides oblige the Society to dismiss a part of the personnel) by withdrawing a conspicuous number of cars.--

Per Telegrammi: Ferrovi Nord - Roma
Telefono Interp. 34218

Roma, 4 gennaio 1945

MEMORIA

Sulla Ferrovia Roma - Civitavecchia - Viterbo esistono i seguenti carri per trasporto merci:

	CHIUSI	APERTI	SERRATOI	TOTALE
a DI PROPRIETA' DELLA SOCIETA'	25	58	3	86
b DI ALTRE AMMINISTRAZIONI	76	47	5	128
c PER IL SERVIZIO DELLA ROMA-NORD OCCIDENTALE	60	78	3	141
d SI POSSONO RICONVERSIONE	<u>41</u>	<u>27</u>	<u>5</u>	73
e DOVREBBERO ESSERE TRATTENUTI DI ALTRE AMMINISTRAZIONI	35	20	"	55

$$a + b = c + d$$

$$a + c = e$$

Tel: 4832238

Our Reference: AC/57/3/Tn

31 December 44.

TO : Minister of Transport
General Inspectorate

SUBJECT : Roma Nord Railway - running stock.

1. Reference is to your Serv.7 - Uff.3 - E.5204 22 Dec.44.

2. You will know that all rolling stock is vested in the Director, Military Railway Services, who directs disposal of it to meet the most urgent needs of the war effort.

3. There is a general shortage of rolling stock throughout Italy, and essential war materials and food for the population have been restricted in movement as a result of this.

4. A careful examination has been made of the traffic and potential traffic, and the withdrawal of rolling stock is being based on this.

5. It can be well understood that the Company is anxious to retain its own rolling stock, but no justification can be seriously advanced for the retention of all of it.

6. The proposal includes the withdrawal of 10 box cars, leaving 15, and 20 high and low sided cars, leaving 30, and if it is found traffic demands make the release of the 20 latter cars difficult, due consideration will be given to traffic figures which can be advanced in argument of retention.

7. The movement of "black market" traffic is not considered to be a justification for retention of freight cars. **3923**

*10 Box
5 Low*

Ref

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

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

ACP/1c

57/3/50

0383

SUBJECT: Roma Nord Railway - running stock.

1. Reference is to your Serv.V - Off.3 - B.5204 22 Dec.44.

2. You will know that all rolling stock is vested in the Director, Military Railway Services, who directs disposal of it to meet the most urgent needs of the war effort.

3. There is a general shortage of rolling stock throughout Italy, and essential war materials and food for the population have been restricted in movement as a result of this.

4. A careful examination has been made of the traffic and potential traffic, and the withdrawal of rolling stock is being based on this.

5. It can be well understood that the Company is anxious to retain its own rolling stock, but no justification can be seriously advanced for the retention of all of it.

6. The proposal includes the withdrawal of 10 box cars, leaving 15, and 20 high and low sided cars, leaving 30, and if it is found traffic demands make the release of the 20 latter cars difficult, due consideration will be given to traffic figures which can be advanced in argument of retention.

7. The movement of "black market" traffic is not considered to be a justification for retention of freight cars. 39.3

10 Box
5 Low

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

57/3/59

attest

TRANSLATION

Ministry of Transports
General Inspectorate MCTC

Rome Dec 22nd 44.

Ref: Serv. V = Uff. 3 - N.5204

To Tn Sub-Comm.AC

Roma Nord Railway : running stock

With reference to the inspection effected by two Officers of that Sub Commission, to the running stock of the Roma-Civitacastellana-Viterbo Railway, the Company operating said railway pointed out to this Ministry the necessity that the rolling stock belonging to the Company itself be not taken away, as it is absolutely necessary to carry out the Company's services, in as much as an increase of the traffic is soon expected.

We want to communicate to that HQ the Company's request that the rolling stock belonging to the Company be not requisitioned as being strictly necessary to the operation of the railway, according to the concession act, because we understand from your letter N. 57/3/Tn dated dec. 13th ult that it is that HQ's actual intention to take away part of said rolling stock in order to may use it elsewhere.

The Minister
Grabona

03861

85/3/58

AGP/AC

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

Tel: 683508
Our Reference: AC/ST/3/TH

22 December 44

TO : DMES
Building

SUBJECT: Wagon Recovery -- Bann/Viterbo -- Private Railway (S.F.R.N.)

1. Reference is to your letter TH A 3(10)/14 of 25 December 44.

2. It is noted that the arrangements to be made for the withdrawal of rolling stock from the Viterbo line will be, as far as possible, in the following priority:

- All foreign box cars
- 10 THE Box Cars
- All other foreign cars
- 20 WRM high side and low side cars.

3. The Director of the Company has visited this office today, and admits the necessity of removal of the rolling stock to meet the requirements of the Director, Military Railway Services, and is ready to give such help as is possible.

4. He adds, however, that before the 20 high and low sided cars are removed, the position must be reviewed in the light of traffic passing, as he anticipates the fulfillment of a contract for the movement of 100 tons of wood per day for the Horse Deterioration.

5. It is likely that the transfer of the other rolling stock will take some time, and in the circumstances, the Director has been informed that if he can produce traffic figures to justify the retention of the cars mentioned, doubtless you will give consideration to the case.

6. Enquiries are being made as to the condition of the material at interchange station Fribourg.

3911
Packing Dept
C.H. HINDS
10.5.41

TO : MEM
Bulldozer

Subject: Amazon Recovery - Rome/Viterbo - Private Railway (S.P.A.V.)

1. Reference is to your letter Tu A 2(M)/54 of 25 December 44.

2. It is noted that the arrangements to be made for the withdrawal of rolling stock from the Viterbo line will be, as far as possible, in the following priority:

- All foreign box cars
- 10 PRR Box Cars
- All other foreign cars
- 20 PRR high side and low side cars.

3. The Director of the Company has visited this office today, and admits the necessity of removal of the rolling stock to meet the requirements of the Director, Military Railway Services, and is ready to give such help as is possible.

4. He asks, however, that before the 20 high and low sided cars are removed, the position might be reviewed in the light of traffic passing, as he anticipates the fulfillment of a contract for the movement of 100 tons of wood per day for the Rome Bakeries.

5. It is likely that the transfer of the other rolling stock will take some time, and in the circumstances, the Director has been informed that if he can produce traffic figures to justify the retention of the cars mentioned, doubtless you will give consideration to the case.

6. Enquiries are being made as to the condition of the railway at interchange station Fabbro.

3954

Reaching May
R. H. LINDBERG
Lt. Col., R.C.
Chief, Rail Section

Copy to: Capt. R.C. Dean C/o HQ Rome Region
Lt. R.C. Bowie C/o DRS, Rome

5/7/57
Subject : Wagon Recovery - ROME/VITERBO Private Rly. (S.F.R.N.).

Military Railway Service,
C.M.F.
Telephone : Firebox 52,
Outside Line 848867.
Tn.A.3(M)/54.
25 Dec. 44.

Supt. Transportation (Bdg.)
AC Tn Sub Commission (Bdg.)
Ing GRANDI Sezione Trazione ISR (Pag.)
Supt Equipment 774th Rly Gd Div (Bdg.)
Lt Bowie AC Tn Sub Commission (Bdg.)

1. Further to this office letter of even reference on above subject dated 28 Nov. 44.
2. A visual check has now been made over the line and it would appear that the total wagon stock is somewhat different from that stated in the previous letter, being approximately as follows :-
15 — 25 box cars (their own property).
75 box cars (ISR etc.).
50 other cars (their own property) (incl. 6 wrecks).
50 other cars (ISR etc.) (incl. 5 wrecks).

3. The following cars will therefore be transferred :-

- (a) All cars belonging to FS (Italian) or foreign railways.
- (b) 10 box cars (their own property).
- (c) 15 highside cars (their own property).
- (d) 5 lowside cars (their own property).

This makes a total of approximately 150 cars to be transferred.

3940

4. As far as possible, cars should be transferred in the following order of priority :-

- (a) All box vans belonging to FS (Italian) or other foreign railways.
- (b) 10 of their own box cars.
- (c) All other foreign cars.
- (d) 20 of their own highside and lowside cars.

1. Further to this office letter of even reference on above subject dated 28 Nov. 44.

2. A visual check has now been made over the line and it would appear that the total wagon stock is somewhat different from that stated in the previous letter, being approximately as follows :-

25 box cars	(their own property).
75 box cars	(ISR etc.).
50 other cars	(their own property) (incl. 6 wrecks).
50 other cars	(ISR etc.) (incl. 5 wrecks).

3. The following cars will therefore be transferred :-

- (a) All cars belonging to FS (Italian) or foreign railways.
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- (c) 15 highside cars (their own property).
- (d) 5 lowside cars (their own property).

This makes a total of approximately 150 cars to be transferred.

3940
4. As far as possible, cars should be transferred in the following order of priority :-

- (a) All box vans belonging to FS (Italian) or other foreign railways.
- (b) 10 of their own box cars.
- (c) All other foreign cars.
- (d) 20 of their own highside and lowside cars.

15 - A list is attached showing the individual numbers of the S.F.R.N. wagons to be transferred.

In GRANDI informs me that it should be possible to move 6 - 8 wagons per day with the two transporters, and it is desired that this work should start on 30 Dec. 44.

Could, therefore, the Sub Commission please inform the S.F.R.N. of the above, and arrange for wagons to be made available at ACQUA - ACQUA station and on a suitable road accessible to the I.S.R. transporters.

...../2

2.

Ing GRANDI will please make all necessary arrangements for the transporters to work between ACQUA - ACQUOSA and SMISTARENTO, and will advise this office daily of the individual car numbers and types that were moved the previous day.

In connection with the above, it will probably be possible at a later date to utilise the rail connection between FABRICA - CARBOGNANO Station (S.F.R.N.) and FABRICA di ROIA (F.S. Italia) for further clearance. Could the Sub Commission please advise as to whether the overhead catenary from FABRICA Station (S.F.R.N.) to the interchange shunting neck is in good order, or whether repairs are necessary.

[Signature]
A.D. Th.3(M),
for Brigadier,
Director Military Railway Service.

Lowsides.

Hightsides.

Box 0423.

(5)

(15)

(10)

0392

57/3/36

100/10

TRANSPORTATION SUB COMMISSION (AC)
(Rail Section)
C/O Transportation Increment,
G. V. P.

Tel: 543307
Our reference: 57/3/36

18 December 44.

TO : Minister of Communications
Inspectorato Generale per la Motorizzazione Civile e
i Trasporti in concessione.

SUBJECT : Private Railways - Ferrovia del Nord.

1. The electrical power section of the Allied Command has extended an extension of power to the Port via the Horn for their Rome-Viterbo service, but condition of this extension is that no passenger traffic shall be carried.

2. In the circumstances, it has been felt desirable not to press for the extension of the power at the present time, for this Sub Commission realizes that some passenger traffic is desirable, if only to offer some satisfactory alternative to the many men vehicles being used to transport passengers to and from the area.

3. The conditions of travel have been far from satisfactory in the past, and it must be pointed out that when passenger stock is available, it must be used. There is a considerable shortage of freight rolling stock for the transport of essential commodities, and therefore surplus freight stock is being removed from the Port system by the Director. Military Railway Division, to be employed elsewhere.

4. It is requested, therefore, that passenger rolling stock be used for passenger services on this line. It is understood that such stock offers quite satisfactory capacity for reasonable travel, and the Company should be instructed to regulate traffic by the sale of tickets not in excess of the capacity of the train. Doubtless there are stringent local conditions if any accident occurs through lack of reasonable precautions by the Railway Directorate in that respect.

5. The extension of power on the condition that only freight traffic is carried should not appear to be satisfactory at the moment, owing to the limited traffic over of the locomotives used, it not being possible to move more than 5 freight cars per train.

2937

When information is received that a satisfactory control

i Trasporti in concessione.

SUBJECT: Private Railways - Ferrovie del Nord.

1. The Electrical Power Section of Rome Area Allied Command has requested an extension of power to the Ferrovie del Nord for their Rome-Viterbo service, but cancellations of this extension are that no passenger traffic shall be carried.

2. In the circumstances, it has been felt desirable not to press for the extension of the power at the present time, for this Sub Command is of the opinion that some passenger traffic is desirable, if only to offer some satisfactory alternative to the army and civilian being used to transport passengers to and from the area.

3. The conditions of travel have been far from satisfactory in the past, and it must be pointed out that the passenger stock is available, it must be used. There is a considerable shortage of freight rolling stock for the transport of essential commodities, and therefore surplus freight stock is being removed from the Nord system by the Director, Military Railway Services, to be employed elsewhere.

4. If it is requested, there are, that passenger rolling stock be used for passenger services on this line. It is understood that such stock offers quite satisfactory capacity for reasonable travel, and the Company should be instructed to regulate traffic by the use of tickets not in excess of the capacity of the train. Doubtless there are stringent legal penalties if any accident occurs through lack of reasonable precautions by the Railway Directorate in that respect.

5. The extension of power On the condition that only freight traffic is carried would not appear to be satisfactory at the present, owing to the limited tractive power of the locomotives used. It will be possible to save more than 5 freight cars per train.

3937

6. When information is received that a satisfactory control system is in operation on this line to prevent overcrowding and to safeguard against accident, further consideration will be given to the question of extending the power available.

512.

C. H. LINDEN
Lt. Col. R. F.
Chief, Rail Section.

Copy: Reg. Comm. Lazio Umbria Region Ref 5/5717
Prov. Comm. Viterbo

File 57/3/55

ACP/10

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub Commission

Tel: 478701

Our Reference: AG/57/3/Tn.

1 December 1944

TO : D. M.R.S. - Rome.

SUBJECT : Wagon Recovery - Rome-Viterbo.

1. Reference is to your letter Tn A 3 (N) 54 of 28 November 44.

2. Capacity of Acetosa is not more than 40 cars. The Railway are therefore preparing a list of location of these cars, and when they are spotted, a request will be made for additional power to enable an inspection run of the track to be made.

3. This would have the added advantage of ensuring that no freight cars were accidentally left behind, and instructions could then be given after inspection for the movement of any desized cars to the most suitable point for removal to the State Railway.

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

Copy to Capt. Dean

3936

all

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

WB/vig

57/3/53

Rome, 25th November 1944.

TO : Transportation S.C. A.C. (Rails)
SUBJECT : Rome - Viterbo Railway.
FILE N° : R4/ENG/716 (to quote in reply)

The Electrified Railroad Rome-Viterbo is supplied with Electric Power (600 KW) under the authority of Rome Area Allied Command.

From the first days of operation Power was supplied between midnight and 0600 hrs daily.

The Società Ferrovie made many representations for an increase of hours to the period 2200 to 0600 for the purpose of operating more freight traffic.

On the 13th November RAAC granted this application for Power between 2200 and 0600 on the condition that only freight was carried and the passenger service suspended.

It would be appreciated if the relative priorities for freight and passenger services could be established for this line.

For Regional Engineer



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

3935

Copy

ROME AREA ALLIED COMMAND
APO 794 US Army

ELECTRICITY CONTROL BOARD

Conference No : 34
Date : 13 November 1944
Time : 1430 hours
Place : G-4 Office, RAAC

The following were present at the meeting :

Major HUGHES, (Chairman) G-4 (Br) RAAC
Capt. TOLIVER, G-4 (Am) RAAC
Capt. METCALF, G-4 (Br) RAAC
Capt. LAUGHLIN, Public Wks & Util. Sub-Com AC
Lt. WADE-BROWN, Region IV A.M.G.

Technical Advisers :

Capt. NEFF, Engineer Section, RAAC
Capt. FLACK, CRE

1. Capt. LAUGHLIN reported that the production situation had improved somewhat since the last meeting. At present there was a two-day supply of coal.

2. Lt. WADE-BROWN reported that the Tramway Services had for several weeks exceeded their quota of current by approx. 30%. It was decided to send a strong warning.

3. The Committee agreed that in future the Rome - Viterbo Railway should be energised from 10 PM to 6 AM, provided that the Railway is used solely for freight. At present the railway runs from midnight to 6 AM. The Committee cannot guarantee this extension indefinitely.

57/3/52

HEADQUARTERS ALLIED COMMISSION
APO 394
Food Sub-Commission

KJC/lg

Ref. 51-6/56/FOOD

30 November 1944

SUBJECT: Rome to Viterbo, Private R.R.

TO : HQ AC Transportation S/C
Rail Section

1. Refer to your request for information on the potential usefulness for hauling food of the Rome to Viterbo RR.

2. We are enclosing copy of letter received from AC Lazio Region on the subject.

For the Chief Commissioner:


W.J. LEGG
Colonel
Director, Food Sub-Commission

2933

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO UMBRIA REGION
APO 574

ES/1377.1

Rome, 27 November 1944

SUBJECT: Rome to Viterbo RA.

TO : EX. Officer A.M.G. HQ. Rome

FOR : Director, Food Sub-Commission,
AC. HQ (through channels)

1. Reference your 51-6/177/FOOD dated 6 November 1944.

2. This Division has finally received the report from the Azienda Servizi Ammonari regarding the use of this railway. The A.S.A. state that there is no object in using this railway for food to Rome because Viterbo itself is in short supply for its own total requirement.

3. It is contemplated that this line may be used for the transport of a limited supply of wood-fuel from Viterbo to Rome but so far the plan has not been put into action.

4. From current reports received in Rome it would appear that the main function of this railway line lies in its use by blackmarket operators and individuals purchasing food for their own particular requirements.

(Sgd) R.E. HORN, Major, BR.
Econ. & Supply Div.
Lazio Umbria Region

Copies to:
(2) Addressee
(1) Adj. Files
(1) E. & S. Files
(1) Spare

3922

Subject: Wagon recovery: ROME - ~~VITERBO~~ - VITERBO Railway.

Military Railway Service,

C.M.P.

Telephone: Firebox 52,

Outside Line 843867.

Tn.A.3(M)/54.

28 Nov. 44.

To: Supt. Transportation. (Edg.)

A.C. Tn. Sub-Commission. (Edg.)

Eng. Grandi. Sezione Trazione I.S. (Edg.)

Supt. Equipment. 774 Piv. Grand Div. (Edg.)

Capt. Moore. R.B. (Edg.)

1. Capt. Peng of A.C. Tn. Sub-Commission informs me that on the above private railway there is the following stock:-

25 Box Cars (their own property).

73 Box Cars (I.S.R. etc.).

89 other Cars (their own property).

38 other Cars (I.S.R. etc.).

Of this total 30 - 40 are slightly damaged.

2. As they only run one freight train per day for civil purposes on this line A.C. consider that 75% of these cars can be removed to serve a useful purpose on the I.S.R.

3. I therefore desire to transfer to the I.S.R. the following:-

73 Box Cars (I.S.R. etc.).

38 other Cars (I.S.R. etc.).

40 other Cars (their own property).

Of the other cars preference will be given to tank cars.

4. No physical connection exists between this railway and the I.S.R. and I am informed the most suitable point to make the transfer is from AQUA-ACQUOSA to SMISTAMENTO or TIFURINA, about 1 kilometre.

3931

5. The I.S.R. (Sr. Manovolti, Traction Section, ROME Compartimento) have 9 transporters and 3 tractors for carrying wagons by road. I have told Sr. Grandi to warn Sr. Manovolti to prepare 2 tractors and 2 transporters to do this job.

6. Capt. Moore will recon the best point for the

1. Capt. Peng of A.C. Tn. Sub-Commission informs me that on the above private railway there is the following stock :-

25 Box Cars (their own property).
 73 Box Cars (I.S.R. etc.).
 69 other Cars (their own property).
 38 other Cars (I.S.R. etc.).

Of this total 30 - 40 are slightly damaged.

2. As they only run one freight train per day for civil purposes on this line A.C. consider that 75% of these cars can be removed to serve a useful purpose on the I.S.R.

3. I therefore desire to transfer to the I.S.R. the following :-

73 Box Cars (I.S.R. etc.).
 38 other Cars (I.S.R. etc.).
 40 other Cars (their own property).

Of the other cars preference will be given to tank cars.

4. No physical connection exists between this railway and the I.S.R. and I am informed the most suitable point to make the transfer is from AQUA-ACQUOSA to SMISTAMENTO or TREVIGNA, about 1 kilometre.

3931

5. The I.S.R. (Sr. Manovolti, Traction Section, ROME Compartimento) have 9 transporters and 3 tractors for carrying wagons by road. I have told Sr. Grandi to warn Sr. Manovolti to prepare 2 tractors and 2 transporters to do this job.

6. Capt. Moore will reconce the best point for the transfer and will then arrange with Supt. of Transportation and A.C. to work the stock to the point selected. He will then tie the matter up with regard to the transporters with Sr. Grandi (phone 86792) and Sr. Manovolti, and generally supervise the whole operation.

Capit Peng
Peng
 A.D. Tn.3(M),
 for Brigadier,
 Director Military Railway Service.

ACE/ML

57/3/50

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission

Tel: 478702

Our Ref: AC/57/3/TH

29 November 1944

TO : HQ. A.M.G.
Lazio Umbria

SUBJECT: Rome - Viterbo Private Railway

1. Reference is to your R/5717 of 21 November '44.
2. I am advising the Minister of Communications that the extra power can be granted from 2200 hours to 0600 hours temporarily at least, provided special attention is given primarily to the movement of foodstuffs and freight, and that the latter must conform with the requirements of Lazio-Umbria Region.
3. So far as passenger traffic is concerned, it is agreed that where it is feasible to operate such services without being detrimental to freight traffic, and using power which would otherwise be wasted, such services should operate.
4. The use of box cars, however, when passenger stock is available, is a needless and dangerous practice and arrangements are shortly likely to be made by the Director of Military Railway Services for the removal of 75% of the freight cars, these being quite obviously surplus, and are only on the tracks because there has not existed an outlet at Viterbo to the State Railway through damage.

5. In the circumstances the Ministry will be asked to ensure that satisfactory permit system, as used on the State Railway in certain cases will be operated.

6. The conveyance of personal baggage is of course permitted within reason. Sacks of commodities cannot be regarded as personal baggage, but the question of control of movement of foodstuffs and rationed commodities is not the responsibility of this Sub-Commission, and it rests with the Region concerned to ensure that it is satisfied no illicit

3920

04021

1. Reference is to your R/5727 of 21 November '44.
2. I am advising the Minister of Communications that the extra power can be granted from 2800 hours to 0600 hours temporarily at least, provided special attention is given primarily to the movement of foodstuffs and freight, and that the latter must conform with the requirements of Lazio-Umbria Region.
3. So far as passenger traffic is concerned, it is agreed that where it is feasible to operate such services without being detrimental to freight traffic, and using power which would otherwise be wasted, such services should operate.
4. The use of box cars, however, when passenger stock is available, is a needless and dangerous practice and arrangements are shortly likely to be made by the Director of Military Railway Services for the removal of 75% of the freight cars, these being quite obviously surplus, and are only on the tracks because there has not existed an outlet at Viterbo to the State Railway through Gange.
5. In the circumstances the Ministry will be asked to ensure that satisfactory permit system, as used on the State Railway in certain cases will be operated.
6. The conveyance of personal baggage is of course permitted within reason. Sacks of commodities cannot be regarded as personal baggage, but the question of control of movement of foodstuffs and rationed commodities is not the responsibility of this Sub-Commission, and it rests with the Region concerned to ensure that it is satisfied no illicit traffic is moving.

3900

Acting Capt

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

COPY TO: L.R.S.

W. J. G.

57/3/49
0.1073

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO-UMBRIA REGION
APO 394

21 November, 1944

R/5717

SUBJECT: Private Railway. Rome-Viterbo

TO : HQ Allied Commission
(Transportation Sub-Commission)

1. Reference your AC/57/3/Tn/R dated 19 Nov. it is noticed that the letter from the Minister is dated 7 Nov. Since that date Police action has stopped much of the more flagrant abuses which were going on. This may well make it reasonable to run passenger coaches.

2. The view of this HQ is that it is desirable to run a limited passenger service and to permit the carriage of goods on an organized basis as is normal in America and Great Britain (i.e. so many kilos free). The fact that some 50 tons average comes into Rome each day does, at least, mean that amount of food coming in. Clearly steps must be continued to stop the carriage of prohibited ^{foods} the illegal sale of which is the only black market.

3. While appreciating the attitude of the Board, this HQ is anxious to re-activate local passenger services as much as possible in order to fight the demand on Road Transport with its even greater fuel problems.

4. It is suggested that to cut out passenger service entirely is now very undesirable. It is thought that passenger coaches are desirable but not absolutely essential, but that an arrangement as in para 2 should be sought. Continued Police supervision is essential.

For the Regional Commissioner:

A.D. Bonham Carter 3929
A.D. BONHAM-CARTER
Lt. Colonel
Executive Officer (Provinces)

Copy: Provincial Commissioner, Viterbo

57/3/48

ROME AREA ALLIED COMMAND
APO #794, U. S. ARMY
ELECTRICITY CONTROL BOARD

WHR/va
11 November 1944

SUBJECT: Electricity

TO : Allied Commission, Transportation Sub-commission, APO 394.

1. The attached application for electricity is submitted to you for screening.

a. Linea Ferroviaria - Station Roma-Nord, Piazzale Flaminio

W. H. Hughes

for
W. H. HUGHES
Major RMC
Chairman

1 Incl:
As above.

*21/11/44
Spoken to Lt Col Barker. Under
Charge (Regiment) for the 33 Troop
in no argument for additional from front line.
J. S. Brown*

2928

TRANSLATION

The reason for this request is as follows:

to allow to a certain number of teachers
(totally 60) to perform the school service, having them no
possibility at all to live in their seats, howing to seasons
already approved by the mayor of the small towns. Besides a
large great number of teachers and pupils and workmen will
be compelled to travel.

For all my colleagues

(sgd. Giampaoli Spadoni Bianca)

affid. to Rome Super.

HEADQUARTERS REGION IV
ALLIED MILITARY GOVERNMENT
EDUCATION DIVISION
APO 394

31 Oct

TO: R.O., Region IV, Attention: Education Officer

SUBJECT: Electricity for school.

Oggetto: Elettricità per le scuole.

1. Electricity for illumination is needed in the following schools:
Elettricità per illuminazione è necessaria alla scuola

~~from~~ from the hour 7.34 a.m. ~~to~~ 13.15 p.m. daily;
~~from~~ dalle ore alle ore giornalmente.

linea per
roviana

Name of school BOMH - NO AD (v. Flaminia)

Name of the school regione

Address v. Flaminia (p. la Flaminia)

Indirizzo

2. The number of kilowatt hours to be used is 600
Il numero dei kw. da consumarsi all'ora

3. The reason for this request is as follows: per mettere
Il motivo della richiesta è il seguente

ad un numero di insegnanti (60 in numero) di più scegliere
il miglior scolarato non avendo in classe possibilità di visitare
nelle sedi per ragioni già comprese dei sindacati da mettere
persone. Inoltre riappare in alto numero di insegnanti di
scuole medie e operari e impiegati e alunni.

Signed Per tutte le colleghe
Firmato Gianfranco Spadoni (Diamet)

Title

Grado

TO: Electrical Power Committee, Radio

3926

The above application is urgently recommended as

SUBJECT: Electricity for school.
Oggetto: Elettricità per le scuole.

1. Electricity for illumination is needed in the following schools:
Elettricità per illuminazione è necessaria alle seguenti scuole:

~~from~~ from the hour 7.45 a.m. ~~to~~ 13.15 p.m. daily;
dalle ore 7.45 alle ore 13.15 giornalmente.

linea per
roviana

Name of school Roma - NO 30 (v. Flaminia)

Name of the ~~same~~ regione

Address v. Flaminia (p.l. Flaminio)

Indirizzo

2. The number of Kilowatt hours to be used is 600
Il numero dei Kw. da costruirsi all'ora

3. The reason for this request is as follows: per
Il motivo della richiesta è il seguente

ad un numero di insegnanti (60 in numero) di più scegliere il servizio scolastico non viene emesso permesso di costruire nelle sedi per i ragazzi già comprovati dei sindacati di insegnanti. Inoltre vi appella un alto numero di insegnanti di scuole medie e opere e insegnanti alunni.

Signed

Firmato

Title

Grado

Per tutte le colleghe
Gianfranco Spadoni Biancal

TO: Electrical Power Committee, Room 3926
The above application is (urgently recommended, as essential) (strongly recommended) (approved) (not approved)
For the Regional Commissioner

CLARENCE T. TASH
Major, A.U.S.
Education Officer

F. J. Gray - 7. May

31/5/49

RJM/em

57/3/47

HEADQUARTERS
ALLIED COMMISSION
Transportation Sub Commission
APO 394

REF. : AC T-151/3 November 16th 1944
TO : Società Romana per le
Ferrovie del Nord
SUBJECT : Reconstruction Rome - Viterbo line -
Cement.

1. The release of 80 tons of cement has been authorized for reconstruction work of the two damaged bridges on the above line.
2. The release order is N° ACC-1488 - Demand N° C-276.
3. The cement is to be collected from stocks held by ITALCEMENTI - CIVITAVECCHIA and must be completed before 15 December failing which the release order ceases to be valid.

E. G. Note Naya

for

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

3925.

0409

Learn Sec (Trans)
U 3292
57/3/45
copy to file

CRB/VO

HEADQUARTERS
ALLIED MILITARY GOVERNMENT - 5th ARMY
(TSC DIVISION)

Rome, 21st June 1944

File

REPORT ON VITERBO RAIL ROAD

On 17 June I was advised that the RR. to Viterbo named the Società Romana per le Ferrovie del Nord could operate.

I contacted the Mil. Railway Service Col. *Con* and asked whether his organization was interested in this short line Road. His instructions were that if I could get the road operating to go ahead.

On 20 June I had a conference with the RR. heads and was advised of the following.

1. That the road was intact with the exception of few minor breaks and 1 bridge.
2. That electric rolling stock was available in operating condition.
3. That 2 steam locomotives were available but in need of repairs.
4. That 500 kw of energy would be needed to operate the electric trains.
5. That the road could begin operation around July 5 to the first major break or half way provided the following was provided.

1. Permit for cars, busses and trucks.
This was issued.
2. Permit for personnel to circulate.
Lists were requested and on June 21 steps were taken to prepare cards.
3. Certain materials obtained as follows

9924

Wood
Concrete
Fuel oils for motor gasoline

0410

gph

On 17 June I was advised that the RR. to Viterbo named the Società Romana per la Ferrovia del Nord could operate.

I contacted the Mil. Railway Service Col. ~~Cavan~~ and asked whether his organization was interested in this short line road. His instructions were that if I could get the road operating to go ahead.

On 20 June I had a conference with the RR. heads and was advised of the following.

1. That the road was intact with the exception of few minor breaks and 1 bridge.
2. That electric rolling stock was available in operating condition.
3. That 2 steam locomotives were available but in need of repairs.
4. That 500 kw of energy would be needed to operate the electric trains.
5. That the road could begin operation around July 5 to the first major break or half way provided the following was provided.

1. Permit for cars, busses and trucks.
This was issued.

2. Permit for personnel to circulate.
Lists were requested and on June 21 steps were taken to prepare cards.

3. Certain materials obtained as follows

3924

Wood
Concrete
Fuel oil for motor gasoline

-2-

File:
21st June 1944

Lubricant
Nails
Foodstuffs for 500 workers
Rails
Copper wire.

The fuel requirements were submitted through the transportation Section for issue.

The owners were told to locate and obtain releases from AMG CAS frozen stocks.

Two bridges needed were being used by military and the Provost Marshall was asked to clear for use of AF.

A list of buildings are being submitted so as to be put out of bounds to troops.

Certain phones were requested for service of the road.

When the repairs are complete the road will be able to move some 60 tons of supplies by steam from Rome to Civitavecchia or 100 tons using electric locomotives.

Additional supplemental reports will be furnished.

C. R. Nichol
O.R. BIRCHETT
Lt. Colonel, CE
Director, TCU Div.

Distribution:
CAS Engineer 2
CRM 59 Area 2
Communication Sec AGC Rome Region 1
Mil. RR. Service Palace of Communications 2
Exec. Officer AGC Rome Region 1
Electric Section AGC Rome Region 1
Transportation Section AGC Rome Region 1
AGC Transportation Sub Commission 2
Files 3923

CRB/VO

HEADQUARTERS
ALLIED MILITARY GOVERNMENT - 5th ARMY
(TOU DIVISION)

Rome, 21st June 1944

File

REPORT ON VITERBO RAIL ROAD

On 17 June I was advised that the RR. to Viterbo named the Società Romana per le Ferrovie del Nord could operate.

I contacted the Mil. Railway Service Col. *Casini* and asked whether his organization was interested in this short line road. His instructions were that if I could get the road operating to go ahead.

On 20 June I had a conference with the RR. heads and was advised of the following.

1. That the road was intact with the exception of few minor breaks and 1 bridge.
2. That electric rolling stock was available in operating condition.
3. That 2 steam locomotives were available but in need of repairs.
4. That 500 kw of energy would be needed to operate the electric trains.
5. That the road could begin operation around July 5 to the first major break or half way provided the following was provided.

1. Permit for cars, busses and trucks.
This was issued. 9922
2. Permit for personnel to circulate.
Lists were requested and on June 21 steps were taken to prepare cards.
3. Certain materials obtained as follows

Wood
Concrete
Fuel oils for motor gasoline

04131

On 17 June I was advised that the RR. to Viterbo named the Società Romana per le Ferrovie del Nord could operate.

I contacted the Mil. Railway Service Col. Cosm and asked whether his organization was interested in this short line Road. His instructions were that if I could get the road operating to go ahead.

On 20 June I had a conference with the RR. heads and was advised of the following.

1. That the road was intact with the exception of few minor breaks and 1 bridge.
2. That electric rolling stock was available in operating condition.
3. That 2 steam locomotives were available but in need of repairs.
4. That 500 kw of energy would be needed to operate the electric trains.
5. That the road could begin operation around July 5 to the first major break or half way provided the following was provided.

1. Permit for cars, busses and trucks.
This was issued. 3922
2. Permit for personnel to circulate.
Lists were requested and on June 21 steps were taken to prepare cards.

3. Certain materials obtained as follows

Wood
Concrete
Fuel oils for motor gasoline

EM/gch

57/31

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC Tn/44/27
Date : 1 July '44

TO : Lt. Col. C.B. Birchett,
Director, TCU Division,
H.Q., AMG 5th Army.

SUBJECT : Light Railways.

1. Reference to report on Viterbo Light Railway dated 21 June '44 and action taken from which it would appear that already instructions have been issued to put this line into service.
2. It must be pointed out that all privately owned railways are under the jurisdiction of the Director General of the Italian State Railways, General di Raimondo, and that no privately owned railways can be repaired and operated until this Sub-Commission has first approved.
3. No negotiations are therefore to be entered into by any parties other than this Sub-Commission for the proposed reconstruction of any such lines. Any proposal for the re-opening of a service must first be submitted to this Sub-Commission, who will investigate what is really required both to restore damaged structures, rolling stock, etc., and what coal, oil, and/or electric current is necessary to keep the required service in operation.
4. Before any decision is given it is necessary to have a full justification of what service any line is giving to the essential civilian needs so that its importance can be assessed in relation to the overall requirements of all the railway services in liberated Italy and then if considered essential, this Sub-Commission will take all the necessary action to get the line restored for traffic after the approval of the Finance Sub-Commission has been obtained for any expenditure which may be involved.



L.E. VINING,
Lieut-Colonel.

Director, Transportation Sub-Commission, ACC.

Copy to: - Economic Section, H.Q., ACC.
Finance Sub-Commission, H.Q., ACC.
D.G.M.R.S. - Naples.
Public Works & Utilities Sub-Commission, H.Q., ACC.

3921

0415

57/3/

TRANSPORTATION SUBCOMMISSION A.C.C.

Liaison Officer

TO DIRECTOR

TRANSPORTATION SUBCOMMISSION A.C.C.

A. P. O. 394

Subject: Private Railways

.....

1) It is seen from public advertisements that the railway Rome - Civitacastellana - Viterbo (Società Romana per le Ferrovie del Nord - Roma. Offices: Via di Villa Ruffo 5.

2) All stations between Rome and Ponte sul Treja (Civitacastellana) are opened for traffic.

3) One mixed train is run daily in each direction with the following timing:

Rome Piazzale Flaminio	24.00
Ponte sul Trejo	02.56
Ponte sul Trejo	3.10
Rome Piazzale Flaminio	6.00

4) Formerly this line was electrically operated 3920

5) The distance Rome Civitacastellana is fifty seven Kilometers.

6) I presume that this resumption of traffic has been duly authorized.


A. H. STREET Major

Subject: Private Railways

1) It is seen from public advertisements that the railway Rome - Civitacastellana - Viterbo (Società Romana per le Ferrovie del Nord - Roma. Offices: Via di Villa Ruffo 5.

2) All stations between Rome and Ponte sul Treja (Civitacastellana) are opened for traffic.

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Rome Piazzale Flaminio	24.00
Ponte sul Trejo	02.56
Ponte sul Trejo	3.10
Rome Piazzale Flaminio	6.00

4) Formerly this line was electrically operated 3920

5) The distance Rome Civitacastellana is fifty seven Kilometers.

6) I presume that this resumption of traffic has been duly authorized.


A. H. STREET Major

ACC Transportation Subcommission
Liaison Officer

Telephone : 476471

AGF/gfh

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

57/3/1
44/33

Our Reference : AGC TM/57/3/5

Date : 27 July 44

TO : Minister of Communications.

SUBJECT : Privately Owned Railway - S.R.F. del Nord.

1. Reference is to my letter of 24 July '44, referring to four local privately owned railways.
2. Attached is copy of letter received from Societa Romana per le Ferrovie del Nord, seeking an increase of 1,000 in fares, on the assumption that as the traffic decreases, so the tariffs must be increased to ensure the same revenue, which, of course, is a most fallacious contention.
3. As you will know, this railway should not have come into operation without your authority through AGC., but permission was erroneously given, and no blame can rest with the Company in this respect.
4. As, however, it is working ~~so economically~~, you will doubtless be guided in making any request to this office by the usefulness of the service.

air

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

Copy to-Major Street.

-Lt. Col. Birchett, T.C.U. Division, Rome Region.

ACP/ml

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission

19 November 1944

Tel: 448701

Our Ref: AC/57/3/Tn/R

TO : Regional Commissioner
Lazio-Umbria Region

SUBJECT: Private Railway - Rome - Viterbo

1. Reference is to copies of letters attached.

2. It should be pointed out that this Sub-Commission, seeking justification for re-operation of this line, has consulted Agriculture, Food and Industry Sub-Commissions, and the only Commission interested was Industry, which is considering the possibility of getting coal to Viterbo, although trucking coal from the State Railway to Acetosa Station on the North may defeat this project.

3. In the past, the line was operated almost purely for passengers, and it has been felt that when such passengers travelled out of Rome to bring produce for their own use, the line was serving some useful purpose. However, the case now put by the Ministry indicates that sacks of commodities are being brought in, which suggests black market operation. It seems quite obvious that traffic by this line must be strictly controlled. In Southern Italy, where there are not enough seats for passengers, permits are issued, and only permit holders travel on the train. Incidentally this system also applies in England in peace time where the demand for travel exceeds the supply.

4. The use of box cars for the conveyance of passengers is deplored. It is true, there exists no facility for getting the box cars on to the State Railway at the moment, but the danger of night travel in unventilated, overcrowded box cars, where quite probably smoking will take place, cannot be ignored. The absence of window panes in the passenger coaches has only recently occurred for passenger's stock has been inspected by representatives of this Sub-Commission, and was found to be in good order.

5. It is the desire of this Sub-Commission to sponsor the speedy re-operation of all possible means of transport, but there must be control when facilities are limited, and your further comments in regard to the two communications attached would be appreciated.

3918

1. Reference is to copies of letters attached.
2. It should be pointed out that this Sub-Commission, seeking justification for re-operation of this line, has consulted Agriculture, Food and Industry Sub-Commissions, and the only Commission interested was Industry, which is considering the possibility of getting coal to Viterbo, although trucking coal from the State Railway to Acetosa Station on the North may defeat this project.
3. In the past, the line was operated almost purely for passengers, and it has been felt that when such passengers travelled out of Rome to bring produce for their own use, the line was serving some useful purpose. However, the case now put by the Ministry indicates that sacks of commodities are being brought in, which suggests black market operation. It seems quite obvious that traffic by this line must be strictly controlled. In Southern Italy, where there are not enough seats for passengers, permits are issued, and only permit holders travel on the train. Incidentally this system also applies in England in peace time where the demand for travel exceeds the supply.
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5. It is the desire of this Sub-Commission to sponsor the speedy re-operation of all possible means of transport, but there must be control when facilities are limited, and your further comments in regard to the two communications attached would be appreciated.
6. Rome Area Allied Command now intimate that the line can be energised from 2200 hours to 0600 hours daily, provided passenger traffic is prohibited. What are your views, please?

By Command of Commodore Stone

Signed

Colley

D.S. ADAMS -
Colonel, G.E.
Director, Th. Sub. Comm.

Enclosures:

copy 27/3/43
27/3/43

1/13 57/3/43

TRANSMISSION

Rome, Nov. 7th 1944

Ministry of Communications
General Inspectorate for civil motorization
and for transports in Concession -

Ref : Serv V- 1112.3 - N.3512/Ag.13 - 1

SUBJECT : Roma - Civitavecchia - Viterbo Railway -
Running stock employed for pass. service

TO : AG - HQ Tn S/Commission

Società Romana per le Ferrovie del Nord, which operates above railway-line Roma - Civitavecchia - Viterbo, has been communicated by Allied Governor of Viterbo, the order, issued by that AG, that regular coaches instead of freight-cars must be employed for passenger service, otherwise the service will be suspended.

The company has pointed-out that they intended to re-employ the coaches as soon as a larger amount of electric power was put at their disposal and the service was operated on day-time instead of on night-time as presently.

Anyhow instructions has been issued by the Company that a trial-train, with passenger coaches, be soonest possible operated. But it is expected that many troubles will arise on account of the overcrowding which will make it impossible to close the automatic doors.

In order to avoid very long retardations at the trains' departure, owing to the overcrowding of passengers at the doors which consequently could not be closed, it would be necessary to cut-off the automatic devices for closing above doors as well as the safety-devices for the control of said operation, because otherwise it would not be possible to operate the service according to the schedules as electric power is supplied only for six hours.

The company has pointed-out, moreover, that almost all coaches are without window-panes so that the passengers will be quite unprotected against inclemencies of the weather. And, further, it will be far more difficult for the passengers to carry those bulky and heavy sacks of foodstuffs which can be easily transported, now, in freight-cars.

Consideration must be given also to the damages which will be caused to the coaches (belonging to the state) by the indiscipline of the passengers.

Since this Ministry is of the Company's opinion in so far as above difficulties and troubles are concerned, in as much as the service is operated only on night-time, we ask that S/Commission to kindly cancel above order, at least for the time being.

No. 785021

Società Romana and la Ferrovia del Nord, which operates above railway-line Roma - Civitavecchia - Viterbo, has been communicated by Allied Governor of Viterbo, the order, issued by that AC, that regular coaches instead of freight-cars must be employed for passenger service, otherwise the service will be suspended.

The company has pointed-out that they intended to re-employ the conductors as soon as a larger amount of electric power was put at their disposal and the service was operated on day-time instead of on night-time as presently.

Anyhow instructions has been issued by the Company that a trial-train, with passenger coaches, be soonest possible operated. But it is expected that many troubles will arise on account of the overcrowding which will make it impossible to close the automatic doors.

In order to avoid very long retardations at the trains' departure, owing to the overcrowding of passengers at the doors which consequently could not be closed, it would be necessary to cut-off the automatic devices for closing above doors as well as the safety-devices for the control of said operation, because otherwise it would not be possible to operate the service according to the schedules as electric power is supplied only for six hours.

-The company has pointed-out, moreover, that almost all coaches were without window-panes so that the passengers will be quite unprotected against inclemencies of the weather. And, further, it will be far more difficult for the passengers to carry those bulky and heavy sacks of foodstuffs which can be easily transported, now, in freight-cars.

Consideration must be given also to the damages which will be caused to the coaches (belonging to the state) by the indiscipline of the passengers.

Since this Ministry is of the Company's opinion in so far as above difficulties and troubles are concerned, in as much as the service is operated only on night-time, we ask that S/Commission to kindly cancel above order, at least for the time being.

A kind reply will be appreciated.

The Minister
sgd. Cerebous-

57/3/12

HOME AREA ALLIED COMMAND
APO No 794 US Army
Office of the Electricity Control Board

Q 233/3

WIT/SC/hwt
14 November 1944

SUBJECT: Electricity

TO : HQ Allied Commission
(~~AK~~:Transportation Sub-Commission)

Reference this Office letter Q 233/3 of 7 Nov 44, concerning the supply of current to the Societa Romana per le Ferrovie del Nord.

1. The Electricity Control Board have investigated this matter further, and are now prepared to energise the Rome - Viterbo line from 2200 hours to 0600 hrs nightly, as requested by the Company, provided that passenger traffic is prohibited and that the railway is used solely for the conveyance of essential foodstuffs and stores, under the control of the Allied Commission.

The Board cannot, of course, guarantee this extension for an indefinite period.

2. Will you please be good enough to say whether the Allied Commission will communicate this decision to the Societa or whether you prefer the Board to write direct. If the latter is the case, will you please return the correspondence enclosed with the above-quoted letter.

W.H. Hughes

Major
Chairman
Electricity Control Board

3916

ROME ALLIED AREA COMMAND
APO No 794 US Army
Office of the Electricity Control Board

SG/lwt
7 November 1944

Q 233/3

SUBJECT: Electricity

TO : HQ Allied Commission
(Attention Transportation Sub-Commission)

1. The enclosed application from Societa Romana per le Ferrovie del Nord was considered at the meeting of the Electricity Control Board on 6 November 44. At present the railway is energised from midnight until 0600 hours, and the Company request this be extended 2 hours, i.e. from 2200 hours to 0600 hours.
2. The Board are prepared to energise the railway from 2300 hours to 0630 hours, but they feel that passenger traffic should be prohibited and the railway used solely for conveying essential foodstuffs and stores, under the control of the Allied Commission.
3. The Board have not communicated their decision to the Company as they feel that the matter should first be submitted to the appropriate Sub-Commission of the Allied Commission. It is understood that, in cases such as this, the Transportation Sub-Commission collates the reports of the other Sub-Commissions concerned, and it would be appreciated if this action could be taken in regard to the application now under consideration.
4. As regards para 6(b) of the enclosed letter dated 9 October, the Board have decided to discontinue forthwith the allocation of power to energise the Rome - Ostia Section of the Rome - Lido Railway.
5. Will you please return the enclosed correspondence with your reply.

W.H. Hughes

Major
Chairman
Electricity Control Board

3915

0424

2300 to 2630.

Crossed from

3rd October 1944

To Allied Control Commission
Public Works and Utilities Sub
Commission
R. O. M. E. Via Veneto

22.00 - 26.00
2400 - 26.00

Request 600 KW from
at present

Delivery of electric energy

- 1 - The electric railway Rome - Civitavecchia - Viterbo has been completely restarted - on the whole stretch till Viterbo and without any transshipment - since September 16th, on which date the temporary repair of the bridge over the river Treja was ended.
- 2 - Owing to this improvement in the railway plant, the traffic is increased and - on account of the short period of the delivery of energy - the stay time in the stations results quite insufficient.
- 3 - Consequently it seems now to be necessary to get again a regular service for the passengers, and this also for obvious reasons of public order, being actually the passengers exasperated for the insufficiency of the railway.
- 4 - The goods trains, which have to effect many shunting movements in the stations, employ now two days to cover the stretch Rome - Viterbo, on account of the short period of the delivery of energy.
- 5 - We request therefore to have the period of the delivery of the electric energy extended from 6 (six) to 8 (eight) hours. In this way, it will be possible to get a regular service for the passengers and to reduce the time needed for the transportation of goods cars from Rome to Viterbo to one day only.
- 6 - No increase of the actually available power is requested.

Obediently yours

UFFICIO COMANDI PER LE FERROVIE DEL
M. E. C. (M. E. C.)
(M. E. C. Deputato)

Copy to:
- E.O.M. Section - Engineering Division - No. 3912
- E.O.M. - Transportation Sub-Commission

To Allied Control Commission
Public Works and Utilities Sub
Commission
R. O. V. E. - Via Veneto

Delivery of electric energy

- 1 - The electric railway Roma - Civitavecchia - Viterbo has been completely restarted - on the whole stretch Vill. Viterbo and without any transmission - since September 16th, on which date the temporary repair of the bridge over the river Treja was ended.
- 2 - Owing to this improvement in the railway plant, the traffic is increased and - on account of the short period of the delivery of energy - the stay time in the stations results quite insufficient.
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- 6 - No increase of the actually available power is requested.

Obediently yours

INGENIERE ROMA 11 FARMACIA

ING. E. DELL'AVANTI

Copy to:

- E.A.M. Section - Engineering Division - No. 3947
- A.C.C. - Transportation Sub-Commission

BEST COPY POSSIBLE

SOCIETÀ ROMANA PER LE FERROVIE DEL NORD

CAPITALE SOCIALE L. 14.000.000 VERSATO

ESERCIZIO LINEA ROMA - CIVITA CASTELLANA - VITERBO

C. P. C. DI ROMA 32420

N.
Risposta alla lettera
del N.
Alleg.

9th, October 1944
Roma,
Via di Villa Ruffo 5

OGGETTO:

RAILWAY ROME = CIVITACASTELLANA = VITERBO

- 1) = Actually the peak load diagrams cannot be obtained for lack of technical apparatus;
- 2) = It is believed, that all the loads are essential, as corresponding to workpeople travelling between their homes and places of work and to transportation of merchandise (victuals, foodstuffs, etc.);
- 3) = Percentage occupied referred to available accomodation is superior to 200% for all the passenger trains;
- 4) = The power is supplied by Società Romana di Elettricità and delivered at Rome, Civitacastellana and Viterbo;
- 5) = Herewith maps, showing the feeders of the railway, are to be found;
- 6) = In order to increase the efficiency of system, the following request have been done:
 - a) At first the extension of the hours of power supply from 6 to 8, as written in the letter dated 3 October 1944. - In this case the following results would be obtained:
 - 1) - The goods trains, which actually require two nights to arrive to Viterbo could - by means of particular measures - cover the whole stretch in one night, with corresponding increase of the quantity of merchandise and foodstuffs to be transported;
 - 2) - While the stay time in the stations (about two minutes) for the passenger trains is actually quite insufficient for a regular service, it would be possible to get a regular service with sufficient safety for passengers and staff;
 - b) Successively, in analogy to what has been already granted to the electric railways of the Castelli Romani and Vicinali (S.T.E.F.E.R.) a period of power supply during the day, for 12 hours at the least, could be granted. -

On this matter it is to point out that - while the railways of Castelli Romani and Vicinali reach actually a region as far as 28 Km. from Rome, with a population respectively of 35.000 and 10.000 inhabitants - the railway Rome - Viterbo is more than 100 Km. long and reach a region, having about 110.000 inhabitants (Viterbo: 36.000; Civitacastellana: 10.000; Soriano: 7.500; Vignanello: 5.200; etc.) and with an agricultural production much greater than the one of the region crossed by the railway of S.T.E.F.E.R. -

SOCIETÀ ROMANA PER LE FERROVIE DEL NORD

CAPITALE SOCIALE L. 14.000.000 VERSATO

ESERCIZIO LINEA ROMA - CIVITA CASTELLANA - VITERBO

C. P. C. DI ROMA 32420

N.

Risposta alla lettera

del N.

Alleg.

Roma,

Via di Villa Ruffo 5

OGGETTO:

= 2 =

With the requested, 12 hours daily, service, the great discomfort of the passenger will be reduced through the reinstatement of at least 3 couples of trains for the urban service between Rome and Prima Porta (in the place of the 12 pre-existing and of 3 couples of trains between Rome and Viterbo (in the place of the 8 pre-existing couples)). Besides an important increase in the goods transportation may be obtained, eventually reaching the quantity already transported during the year 1943, i.e.:

Foodstuffs 1.855 tons
Cattle 1.359 heads
Solid fuels: 1.634 tons
Forage and straw 1.720 tons
Building materials 813 tons
Wood 1.146 tons
Various merchandise 1.034 tons

The following prospect shows the actual transportation of passengers and goods per month, referred to the one of 1943 and to what could be performed with 8 night or 12 daily hours of power supply:

TRANSPORTATION SEPTEMBER 1944		TRANSPORTATION YEAR 1943 (Average month)		TRANSPORTATION WITH 8 NIGHT HOURS OF POWER SUPPLY (per month)		TRANSPORTATION WITH 12 DAILY HOURS OF POWER SUPPLY(per month)	
Passengers N°	Goods tons	Passengers N°	Goods tons	Passengers N°	Goods tons	Passengers N°	Goods
50.000	150	310.000	1.500	65.000	300	100.000	700

3912

AA/.

RED/EG

HEADQUARTERS
ARMED COMMISSION
Transportation Sub-Commission
APO 394

57/3/40

Tele : 478731

3 November 1944

AC Tn/226/14

SUBJECT : Rome - Viterbo Private Railway -
Movement of Coal.

TO : Director,
Industry Sub-Commission.

1. Reference your ACC/IND/CD/55/31 dated 17 Oct. with regard to Supply of Coal for the Viterbo Gas works.

2. Whilst it is correct that the Rome-Viterbo private railway is at present operating a freight service, this Company has no connecting link with the State Railway for the transfer of waggons.

3. Any coal coming up from Bayles destined for Viterbo would have to be off loaded on arrival at Rome offloaded into Lorry and taken to the Acciaia Ferro Depot of the Viterbo railway for reloading to destination.

for

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

3911

HEADQUARTERS
ALLIED CONTROL COMMISSION
INDUSTRY SUB-COMMISSION
APO 394
Coal Division

RWR/gv

Date: 17 Oct. 44

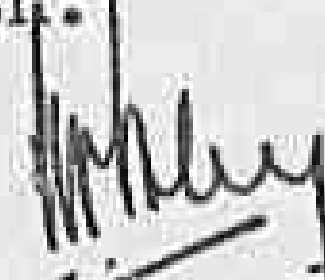
Tel. No 478489

Ref: ACC/IND/CD/55/31

SUBJECT: Rome-Viterbo Private Railway

TO : Transportation Sub-Commission.

1. Reference yours of 6 Oct. 44, we understand that the Viterbo Gas Works are operating on existing stocks of coal but supplies will be required in the near future.
2. As you are aware, for the time being all supplies will have to come up from Naples. We are putting this up to Coal Section AFHQ.
3. For your information, the quantity we shall require to move from Rome (arrival I.S.R.) to Viterbo we estimate at 100 tons per month.


W.S. VAUGHAN
Director,
Industry Sub-Commission.

Copy to:
Economic Section.

3910

Replied to
4/11/44

ACP/ra

57/3

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

2 October 1944

Tele : 478701

ACC Tn/57/3/30

SUBJECT : Rome-Viterbo Private Railway
Società Romana per le Ferrovie del Nord

TO : Major W.S. Walker
Stores Section
D.G.M.R.S. - Rome

1. Reference my letter of 1 September 1944 on above subject.
2. Please say what is present position regarding release of materials for the reconstruction of above line.

as per cap.
D.S. ADAMS
Colonel, C.E.,
Director, Tn. S/C.

*Maj Male -
Have you any comments?
Status is as indicated on attached,
which is per our previous
communications.*

10/10/44

Egm - Name -

3909

04321

57/3/37

Transportation Sub-Commission Representative
c/o Capo Compartimento

ROME

28 October 1944

Ref. Tn/RD/10

allank

The Director
Transportation Sub-Comm.
HQ ACC

Subject :- Rome - Viterbo Railway (Ferrovie del Nord)

Reference your letter ACC. Tn/57/3 dated 20 Oct. 44.

So far as ACC Lazio Region is concerned neither the agriculture nor the Supply Divisions have up to the present had any necessity to utilise this line for movement of essential supplies into Rome

Contact has been made with Signor Dell'Espresso, the Director, and Prof. Traves, as to the present condition under which the line is operating.

Attached is a statement which has been obtained from them giving details of the passenger and freight services at present running. You will notice that although the passenger trains take approximately 3 hours 50 to complete the throughout journey, the freight trains extend over 2 days owing to the curtailment of the current between 0600 and midnight.

Of the rolling stock between 50/40 of the wagons included in the figures are out of service owing to damage, some slightly damaged, others almost beyond repair.

With regard to traffic conveyed, it is stated that the merchandise consists of Chestnuts, timber, potatoes, lime, wine, cattle, wheat etc, some of which is arranged through SPHAL or the Consorzio. The usual practice is followed, i.e. request is made to the Capo Stazione, who in turn passes the order on to head office (I gather that all Stations are in telephonic communication with head office). So far they are able to meet practically all demands. I have notified Capt Lester of Lazio Region of the movement of this traffic, and he will have a check up.

The 10,000 passengers per week, are said to consist of workers coming into Rome, others who come in for medical treatment, professional men, and people travelling out into the countryside for the purpose of obtaining food supplies not otherwise obtainable.

3908

0 4 3 3

So far as the Lazio Region is concerned with the agriculture nor the Supply Divisions have up to the present had any necessity to utilize this line for movement of essential supplies into Rome.

Contact has been made with Signor Dell'Esperato, the Director, and Prof. Treves, as to the present condition under which the line is operating.

Attached is a statement which has been obtained from them giving details of the passenger and freight services at present running. You will notice that although the passenger trains take approximately 3 hours 50 to complete the throughout journey, the freight trains extend over 2 days owing to the curtailment of the current between 0600 and midnight.

Of the rolling stock between 30/40 of the wagons included in the figures are out of service owing to damage, some slightly damaged, others almost beyond repair.

With regard to traffic conveyed, it is stated that the merchandise consists of Chestnuts, timber, potatoes, lime, wine, cattle, wheat etc, ^{some} of which is arranged through SPERAL or the Consorzio. The usual practice is followed, i.e. request is made to the Capo Stazione, who in turn passes the order on to head office (I gather that all Stations are in telephonic communication with head office). So far they are able to meet practically all demands. I have notified Capt Lester of Lazio Region of the movement of this traffic, and he will have a check up.

3908
The 10,000 passengers per week, are said to consist of workers coming into Rome, others who come in for medical treatment, professional men, and people travelling out into the countryside for the purpose of obtaining food supplies not otherwise obtainable. They claim that there is very little black market traffic, and checks are made from time to time by the Carabinieri.

Rates and fares as were agreed in July.

Referring back to the rolling stock, it is observed that a large proportion either belongs to the I.S.R. or is German or French. The "foreign" stock is frozen on their line, as there is now no connection with the I.S.R. at the 2 transfer points previously used, i.e. Viterbo and Fabrice di Rome. There is

no means of transfer to the I.S.R. in Rome.

The passenger trains consist of 7 coaches plus loco and the Goods trains consist of 6 wagons. Only one passenger train is composed of passenger stock, the other train is formed of box cars.

The line is single track, but there is double track at most of the stations to permit of passing.

They are strongly pressing their application to be allowed current so as to operate during the day time instead of at night for the following reasons

Comfort of the passengers

The freight train will then be able to make the throughout journey in one day

The S. Cesaro and Acilia services are both allowed current for daylight services

They serve an area populated by 110,000 people as against the 35,000 served by STETER

The additional trains could be offered for passengers which would avoid overcrowding

They claim they have done everything in their power to put their line in working order, and they do all their own repairs and maintenance.

Incidentally they mentioned that they made application to A.R.S. on August 1st for various materials, but so far these have not yet been authorised, and they solicit our help in getting them 511st attached).

E. J. Dean

Capt.



3907

SOCIETÀ ROMANA PER LE FERROVIE DEL NORD

CAPITALE SOCIALE L. 14.000.000 VERSATO

ESERCIZIO LINEA ROMA - CIVITA CASTELLANA - VITERBO
C. P. C. DI ROMA 32420

N. _____
Risposta alla lettera
del _____ N. _____
Alleg. _____

Roma, 28 Ottobre 1944
Via di Villa Ruffo 5

OGGETTO:

1°) Present Services:

Passenger	Roma dep.	0,10	1,00	Viterbo dep.	0,15	1,25
	Viterbo arr.	3,50	4,50	Roma arr.	3,55	4,45
-First day-						
Freight (every second day)	Roma dep.	2,30	Viterbo 0,50	CivitaC.	0,12	CivitaC. 0,30
	CivitaC. arr.	5,30	CivitaC. 5,==	Viterbo	5,40	Roma 3,20
-Second day-						

2°) Rolling Stock:

Passenger vehicles N° 18
Freight cars: Box N°25 (ours) + 73 (of others Administrations) Open: N°89 (ours)
(of others Administrations) *30/40 damaged*
Tonnage capacity of cars: Tons. 20

3°) Electric Locomotives:

Passenger N° 7
Freight " 4

4°) Traffic conveyed for week:

Number of passengers: N° 10.000
Tonnage of freight: Tons. 340

3906

August 21th, 1944

MATERIALI URGENTI

- 1) Cemento tonn. 150
- 2) Rotolo tipo 36 Yg. con tutto il materiale d'armamento n.200
- 3) Naviglie marca 8 per armamento FF.50. oppure espansi pezzi 10000
- 4) Travi di ferro ~~CA~~ coppia 1 profilo normale 48 n.20 da 10 m.ciascuna (presso la Soc.Cledo
- 5) Travi abete uso Trieste 0,13 x 0,13 oppure 0,16 x 0,12 se 20
- 6) Mureli massi murali abete no.20 - sezione cm. 8 x 8 e 8 x 4
- 7) Tavola spessore cm.5 - no. 10
- 8) Mattoni forati pezzi 10.000
- 9) Tegolo pezzi 30.000
- 10) Cartone per foglia tonn. 10
- 11) Ossigeno 6 bombols
- 12) Carburio di ossido 1 tonn.

URGENT MATERIALS

- 1) Cement: tons 150
- 2) Rails type 36 Yg. with all relative material: n.200
- 3) Wood screw type 8 or rail rivets for equipment State Railways: pieces 10000
- 4) Double T iron girders normal section 18, each 10 meters.30 (by Soc.Cledo)
- 5) Fir-tree beam type Trieste 0,13 x 0,13 or 0,16 x 0,12 cubic meters 50
- 6) Little timber beams for roof, fir-trees: cubic meters 20
- 7) Tables, thickness cm.5: cubic meters 10
- 8) Drilled bricks: pieces 10.000
- 9) Tiles: pieces 30.000
- 10) Coal for smith's shop: 10 tons 74
- 11) Oxygen: 6 tanks
- 12) Calcium carbide: 1 ton

3903

ACP/hl

57/3/36

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

20 October 1944

Tel: 478701
Our Ref: AGC.Tn/57/3

TO : Capt. Dean
Div.Supt., Rome Region

SUBJECT: Rome - Viterbo Ferrovie del Nord

1. Attached is a proposal for increased services on this railway.
2. It is of course understood that any such increase is dependent upon power available and recommendation is therefore sought as to the immediate necessity for any amendment to the existing service.

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

Enclosure: 1
(Proposal for increased services)

3994

/clc

57/3/35

TRANSMISSION

Ministry of Communications

General Inspectorate for civil Motorization and
for transports in concession

Ref: serv. V-off.3 - N° 3018; 1 Encl.

Rome oct. 9th 1944

Subject : Rome-Viterbo Railroad
Alterations of operating program.

TO : ACC HQ
Th.S/Commission - Rome

With reference to that S/Commission's letter ACC/TH/ 57/3/26 of Sept. 20th ult., the Company which operates the Roma-Civitacastellana-Viterbo Railroad, having been informed of your decisions, has requested the authorization to make some alterations on the operating program of above railroad; said alterations would require increased supplies of both lubricants and electric power.

We beg to send to you, herewith attached, a prospect containing all data necessary to that S/Commission to investigate said request.

This Ministry is of the opinion that the request should be granted, on account of the importance of the zone served by the railroad and having considered that the night-service, as presently operated, causes to both the public and the service several troubles which are going to grow worse during the winter.

We await to hear the decisions that S/Commission is going to take.

for The Minister
sgd. De Còpis

3903

/ele

<u>Grantee</u>	Società Romana per le Ferrovie del Nord.
<u>Railway line</u>	Roma P.Fl. - Viterbo F.F.; length 102 Km.
<u>Present program</u>	2 couples of passenger trains; 1 couple of freight trains all trains operating daily. trains - Km: 408 passenger and 204 freight
<u>Alterations suggested</u>	1 and one half new couples of trains daily for passengers and freight; trains - Km. 318
<u>New time-table</u>	<u>Outwards:</u> Dep. from Rome at 7.15-13.30-15.30-18.10 (up to Civitacastellana) " " " A. Acetosa at 9.00 (freight tram) arr. at Viterbo at: 10.30-17.00-20.00 " " " " 19.10 (freight tram) " " Civitacastellana at 20.05 <u>Return:</u> dep. from Viterbo at 5.00-9.25-16.00 " " " " 7.00 (freight tram) " " Civitacastellana at 8.05 arr. at Rome at 8.30-9.55 (from C. Castellana) +13.00 19.30 " " " A. Acetosa at 18.05 (freight tram)

To carry out above alterations present requirements of lubricants, electric power and running stock would be increased by following figures

<u>Lubricants</u>	5 Kos daily
<u>E. power</u>	800 Kw hourly consumption 500 Kw. hrs. for 15 hrs. Peak-times: 7 to 7.15; 8 to 8.15; 9.30 to 10; 11.15 to 11.30; 14.10 to 14.30; 15.15 to 15.35; 16 to 16.30; 18.30 to 19.10 max. power required during peak-times: 1200 Kw.
<u>Rolling stock</u>	1 E-car 5 passenger-cars

3902

WSH/AL

57/3/34

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

20 October 1944

Our Ref. ACC.Tn/57/3/

TO : Commerce Sub-Commission, ACC

SUBJECT: Cement for Rome - Viterbo Railway

1. Form MAT - 10, dated 1 September 1944, requesting release of 150 Tons Cement to Italian State Railways for use in necessary repairs to bridges on above line, was presented to your Sub-Commission 2 September 1944.

2. No part of requested release has been received. A small quantity procured in the emergency from another job has been used and the work is reported now stopped for want of cement.

3. Request is therefore made for quickest possible action on above request and advise as to prospects for release.

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

Copy to Major E.J. Mole, Engr. Section.

3901

HEADQUARTERS
ALLIED CONTROL COMMISSION
INDUSTRY & COMMERCE SUB-COMMISSION
APO 394

Date: September 1, 1944

1. DEMAND FOR CONTROLLED MATERIALS.
2. AMG/ACC FORMATION *Ind. Sub-Commission*
3. COMMODITY DEMANDED *Cement*
(Give particulars of specification on back of form)
4. QUANTITY REQUIRED: (In metric tons or other suitable unit)

(a) Single lot demand:	150 Tons	
(b) Next Month		
(c) Second Month		
(d) Third Month		
5. JUSTIFICATION: (Detail this information on back of form) *See Reverse*
- SOURCES OF SUPPLY (if known). Give particulars

(a) Has Material been located?		
(b) If locally - Where?		
(c) If anywhere in Liberated Italy (including Sicily & Sardinia) - Where?		
(d) If blocked, give names of establishment and Military Unit concerned, quantities available, etc.:		

7. ADDRESS FOR DELIVERY:

Consignee: *Italian State Railways*
Address: *Chief of Works Section*
Rome

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

Date: Sept. 1, 1944

Signature: *Ray Storch*

Rank, Title, Office.

9. REGIONAL APPROVAL

Title

Date

- (a) Single lot demand: 150 Tons
 (b) Next Month
 (c) Second Month
 (d) Third Month

5 JUSTIFICATION: (Detail this information on back of form) See Reverse

SOURCES OF SUPPLY (if known). Give particulars

- (a) Has Material been located?
 (b) If locally - Where?
 (c) If anywhere in Liberated Italy (including Sicily & Sardinia) - Where?
 (d) If blocked, give names of establishment and Military Unit concerned, quantities available, etc.:

7. ADDRESS FOR DELIVERY:

Consignee: Italian State Railways
 Address: Chief of Works Section
Rome

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

Date: Sept. 1, 1944 Signature: [Signature]
 Rank, Title, Office: Chief of Works Section

9. REGIONAL APPROVAL Title Date

FOR USE OF LOCAL RESOURCES SECTION (I & C SUB-COMMISSION). 3908

AFLR (I) B Release Order No. Our Release Order No. Date Date

Remarks:

Form ACC-MAT No. 10.

Hand has stopped - 18 Sept. - per Major Noble, for want of urgent.
Major Noble delivered to my bank office 9/9/44

- (5) This material is necessary for repair of two (2) bridges on the Rome - Viterbo Railway line.

Quick restoration of this line to service is being pressed as an "essential" in order to feed the civilian population of Rome. The line serves a territory rich in food stuffs.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Food Sub-Commission
A.P.O. 394

KJO/el

10 October 1944

Tel: 408

ACC/51-2/FOOD

SUBJECT: Rome to Viterbo Private Railroad

TO : Hq. ACC Lazio Region, Movements Officer

1. We have received an inquiry from the Transportation Sub-Commission asking the potential importance to us of the operation of a freight service on the private railroad running Rome-Faleri-Soriano-Viterbo.

2. Capt. Scott of Lazio Region has told us that the Rome-Viterbo line was not necessary to carry wheat to Rome. Please inform us if the operation of the line is important for the movement of any other foodstuffs, giving an estimate of the traffic available per week.

For the Acting Chief Commissioner:

W. J. Legg

W. J. LEGG

Colonel

Director, Food Sub-Commission

Copy for Info to:

Hq. ACC Transportation Sub-Commission

3899

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

ACP/RI

File

57/3/32

Tel. 475701

6 October 1944

AGC.20/57/3

TO : Food Sub-Commission, HQ. AGC
Agriculture Sub-Commission, HQ. AGC
Commerce Sub-Commission, HQ. AGC
Industry Sub-Commission, HQ. AGC

Report to Mr. Roberts

SUBJECT: Rome - Viterbo Private Railway

1. It is anticipated that in the near future the Rome - Viterbo private Railway will be available under electric traction for operation between the two points mentioned.
2. Freight cars are available, but direct access to the I.S.R. is not possible and the Rome freight terminal is chiefly at the station Acqua Acetosa, although it might be possible to bring some traffic into the terminals at the Piazza del Popolo.
3. The service usually operates at night and arrives in Rome in the early morning, owing to shortage of current. This would allow for freight car loading during the day and arrival in Rome for speedy clearance.
4. Your estimate of the possible use of this line with weekly tonnage would be a useful guide in assessing the service to be permitted to operate.

B. S. Adams
B.S. ADAMS
Colonel, C.E.
Director, Tr. Sub. Comm.

0446

57/3/3

SOCIETÀ ROMANA PER LE FERROVIE DEL NORD

CAPITALE SOCIALE L. 14.000.000 VERSATO

ESERCIZIO LINEA ROMA - CIVITA CASTELLANA - VITERBO

C. P. C. DI ROMA 32420

N. _____
Risposta alla lettera
del _____ N. _____
Alleg. 1

OGGETTO:

Roma, October 5th, 1944
Via di Villa Ruffo 5

To Allied Control Commission
Transportation Sub-Commission

R O M E
Via Veneto

Herewith you will find copy of a letter we have
sent to-day To A.C.C. - Public Works and Utilities S/C.
We beg you for your kind assistance in the matter,
and express our best thanks.

SOCIETÀ ROMANA PER LE FERROVIE DEL NORD
IL DIRETTORE

(Ing. E. Dell'Arcangelo)

[Handwritten signature]

attach

3897

SOCIETÀ ROMANA PER LE FERROVIE DEL NORD

CAPITALE SOCIALE L. 14.000.000 VERSATO

ESERCIZIO LINEA ROMA - CIVITA CASTELLANA - VITERBO

C. P. C. DI ROMA 32420

N. _____
Risposta alla lettera
del _____ N. _____
Alleg. _____

OGGETTO:

Delivery of electric energy

Roma, 3rd October 1944
Via di Villa Ruffa 5

To Allied Control Commission
Public Works and Utilities Sub
Commission

R O M E = Via Veneto

- 1 - The electric railway Roma - Civitacastellana - Viterbo has been completely restarted - on the whole stretch till Viterbo and without any transshipment - since September 16th, on which date the temporary repair of the bridge over the river Treja was ended.
- 2 - Owing to this improvement in the railway plant, the traffic is increased and - on account of the short period of the delivery of energy - the stay time in the stations results quite insufficient.
- 3 - Consequently it seems now to be necessary to get again a regular service for the passengers, and this also for obvious reasons of public order, being actually the passengers exasperated for the insufficiency of the railway.
- 4 - The goods trains, which have to effect many shunting movements in the stations, employ now two days to cover the stretch Rome - Viterbo, on account of the short period of the delivery of energy.
- 5 - We request therefore to have the period of the delivery of the electric energy extended from 6 (six) to 8 (eight) hours. In this way, it will be possible to get a regular service for the passengers and to reduce the time needed for the transportation of goods cars from Rome to Viterbo to one day only.
- 6 - No increase of the actually available power is requested.

Obediently yours

SOCIETÀ ROMANA PER LE FERROVIE DEL NORD
II DIRETTORE

(Ing. E. Bellardone)

3896

Copy to:

- E. & M. Section - Engineering Division - Region IV
- A.C.C. - Transportation Sub-Commission

HEADQUARTERS
ALLIED COM. FOR COMMISSION
Transportation Sub-Commission
APO 394

ACP/ta

57/3/31

Telo : 478701

2 October 1944

ACC Tn/57/3/30

SUBJECT : Rome-Viterbo Private Railway
Società Romana per le Ferrovie del Nord

TO : Major W.S. Walver
Stores Section
D.G.M.R.S. - Rome

1. Reference my letter of 1 September 1944 on above subject.
2. Please say what is present position regarding release of materials for the reconstruction of above line.

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

3895

cc/fa

57/3/30

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele : 478701

2 October 1944

ACC Tn/57/3/29

SUBJECT : Rome-Viterbo Railways (Ferrovie del Nord)

TO : Ministry of Communications
Ispettorato della Motorizzazione Civile e
dei Trasporti in Concessione.

1. Reference my letter ACC Tn/57/3/26 dated
20 September 1944.

2. Your proposals on this subject have not yet been
received. A reply by return will be appreciated.

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

3894

RESTRICTED

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO-UMBRIA REGION
APO 384

1 October 1944

R/5461

SUBJECT: Private Railway: Rome - Viterbo.
TO : Regional Control and Military Government Section,
Headquarters,
Allied Control Commission.
(Attention of Transportation Sub-Commission)

1. Reference your ACC TR/57/5/29 dated 6 September 1944, we are not quite clear as to the control over this railway. We are under the impression that, although it is privately owned, it stands in exactly the same position as any other line, and therefore all orders regarding it are issued from a military authority or from you.

2. We entirely agree with your remarks and will issue orders through Regional Public Safety Officer to force action by CC.RG to prevent the use of freight cars for passengers.

Although urban passenger services should have priority we would like to see a very limited passenger service operating to, at least, the Provinces adjoining Rome. As you know, one of our big problems is a black market in passenger carrying road services and we shall never really eliminate it until we get alternate transport at a reasonable price.

If you require further action by us, please let us know.

For The Regional Commissioner:

A. D. Bonham Carter
A. D. BONHAM CARTER
Lt Colonel
Executive Officer (Provinces)

Copy to:

R.P.S.O. Lazio-Umbria Region.
Provincial Commissioner, Viterbo.

3893

RESTRICTED

Tel. 489081

HEADQUARTERS
ALLIED CONTROL COMMISSION
PUBLIC WORKS AND UTILITIES SUB-COMMISSION
APO 394

57/3/28
LWL/ec

ACC/060/PWU

25 Sep. 44

Subject : Private Railway Rome-Viterbo
Soc. Romana per le Ferrovie del Nord

To : HEADQUARTERS REGION IV
(Attention Regional Engineer)

- 1) - Reference your letter 20 Sep. 44 RA/Eng/716.2.
- 2) - The justification for increased electric power for this railroad is, in our opinion a matter that should be worked out by the Food Sub-Commission in conjunction with the Transportation Sub-Commission.
- 3) - Accordingly the matter is referred to them for such action as they wish to take.

E.J. Barry
E.J. BARRY
Maj. C.E.
Acting Chief Elec. Div.

cc : Transportation Sub-Commission, ACC
Food Sub-Commission, ACC

3892

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

CG/mb

57/3/27

Tele: 478701

18 September 1944

ACC Tn/57/3/25

SUBJECT: Privately Owned Railways - Rome - Viterbo.

TO : Regional Commissioner HQ ACC Region IV.

Reply is requested to communication reference
ACC Tn/57/3/20 dated 6 September, on the above subject.

ad.

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

3891

/ra

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele : 478701

Rome, 20 September 944

ACC Tn/57/3/26

SUBJECT : Rome-Viterbo Railways (Ferrovie del Nord)

TO : Minister of Communication
Ispettorato della Motorizzazione Civile e dei
Trasporti in Concessione.

1. Reference my letters ACC Tn/44/37 dated 21 August and ACC Tn/57/3/19 dated 6 Sept. 44 with regard to the Rome - Viterbo private railways.
2. The damaged Tiber and Trever Bridges have now been repaired, and have been subjected to a run by a test train.
3. There is now no objection to a limited train service being operated over the whole section of the line from the Rome to Viterbo, subject to electric current being available, and primarily for freight traffic, and your proposals for this should be submitted to this Sub-Commission for approval.
4. As we have already received application for the transport of essential foodstuffs, please reply as early as possible.



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

3890

Copy to Public Works and Utilities Sub-Commission
(My letter of 9 Sept. refers)

HEADQUARTERS REGION IV
Allied Control Commission
APO 394

57/3/25/aa
0-2153
19 September 1944

TO : Transportation Sub-Commission,
Attention: Major Richardson.

SUBJECT : Transportation bran by rail Viterbo.

FILE No. : BA/AGR/160 .

1. We have a monthly quota of 100 tons of bran to deliver to the Consorzio Viterbo from the various mills in Rome.
2. We understand that in a very short time rail shipping facilities will be available to Viterbo. In view of that fact we request sufficient rail-cars be made available to move 100 tons bran from Rome to Viterbo as soon as possible.
3. Upon receiving notice that such facilities can be provided we will advise you as to the location of the mills where cars can be "spotted" to load this bran.

For the Regional Commissioner:

James F. Keim
Capt Spec. Res.

J.R.G. SUTHERLAND
Major,
Chief, Agriculture Division
Region IV.

Capt Dean

2889

57/3/24

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

CG/re

Tele : 478701

8 September 1944.

ACC Tn/57/3/21.

SUBJECT : Private Railway - Rome-Viterbo.

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

1. Attached copy of report on above railway is
forwarded for your information.

D.S. Adams
D.S. ADAMS
Colonel, C.E.
Tn. Sub-Comm.

3888

EWD/lr

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele. 478701

9 September 1944

ACC Tn/57/3/23

SUBJECT : Private Railway Rome -Viterbo
Società Romana per le Ferrovie del nord.

TO : Public Works and Utilities Sub-Commission.

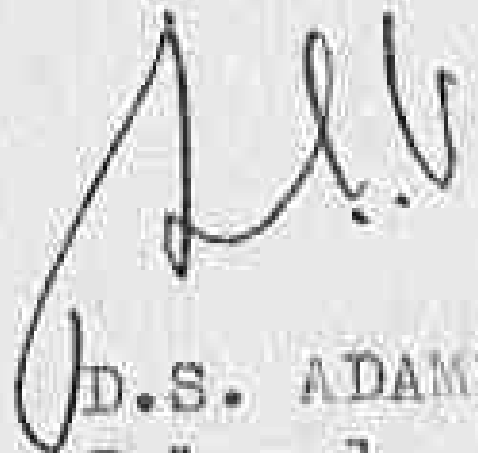
1. The Railway has been allowed to operate a limited service from Rome to a point south of Civita Castellana, and trains run between the hours of midnight and 0600 hours.

2. In order to enable the railway to operate over the whole section, repairs have been carried out on the Treja bridge.

3. These repairs having been carried out it is necessary for a test train to be run over the bridge during daylight hours, and a request has been made for electric current to be supplied for about 3 hours on or about the 14 or 15 September, say from 1500 to 1800 hours.

4. The present electric energy is supplied from Rome, but owing to the reduction in the supply to enable the test train to be operated current from other sources could be required.

5. Please say what arrangements can be made to meet these requirements


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

3887

0457

BJH/LR
57/3/22

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele. : 478701 Date : 1 Sept. 1944

SUBJECT : Rome-Viterbo Private Railway
Società Romana per le Ferrovie del Nord.

TO : Major Walker T.C.
Tn.ACC. Stores Section
D.G.M.R.S.

1. The authority has been given for the reconstruction of the above line, as it is essential to have same in operation for the transport of foodstuffs to Rome.

2. The line has been inspected, drawings prepared and approved of all reconstruction work considered essential for satisfactory operation.

3. It is estimated that the following list of materials will be required for immediate use:

- | | |
|--------------------|---|
| Cement | 150 tons |
| Rails | Nº 200 12 metre lengths 36 Kg. |
| Rail Fixing Screws | Nº 1200 |
| R.S.J. Section | Nº 20 10 metre long (Frozen at Soc. Claden Works) |
| Coal | 10 Tons for smith's shop |
| Oxygen | Nº 10 cylinder 4 cm capacity |
| Calcium Carbide | 4 Ton. |

4. It is requested that the above listed materials be released to enable the work to be commenced forthwith.

[Signature]
D.G. ADAMS
Colonel, C.B.
Director, Tn Sub-Comm.

TO

; Major Walker T.C.
Tn.ACC. Stores Section
D.G.M.R.S.

1. The authority has been given for the reconstruction of the above line, as it is essential to have same in operation for the transport of foodstuffs to Rome.

2. The line has been inspected, drawings prepared and approved of all reconstruction work considered essential for satisfactory operation.

3. It is estimated that the following list of materials will be required for immediate use:

Cement	150 tons
Rails	Nº 200 12 metre lengths 36 Kg.
Rail Fixing Screws	Nº 1200
R.S.J. Section	Nº 8 Nº 20 10 metre long (Frozen at Soc. Cleden Works)
Coal	10 tons for smith's shop
Oxygen	Nº 10 cylinder 4 cm capacity
Calcium Carbide	1 Ton.

4. It is requested that the above listed materials be released to enable the work to be commenced forthwith.

[Signature]

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

3886

57/3/21

SOCIETA' ROMANA PER LE FERROVIE DEL NORD

CAPITALE SOCIALE L. 14.000.000 VERSATO
C. P. C. DI ROMA 32420

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(da citare nella risposta)

Roma, 6 Agosto 1944
Via di Villa Ruffo 5

Risposta alla lettera

del N.

Alleg.

OGGETTO:

Attache

N O T E

As the works for the temporary repair of the bridge over the Treja are nearly ended and being therefore a practical test needed, it is considered necessary the transit of a test train on the bridge in the day hours.

As the electric energy for our Railway is now delivered only between 12 p.m. and 6 a.m., we beg to authorize an extraordinary delivery of energy for about 3 (three) hours (for instance, from 3 p.m. to 6 p.m.) in order to accomplish the a/m test, which probably (excluding unexpected events) could be effected on 14th or 15th ~~August~~ September

Per Telegrammi Ferrovie Nord - Roma
Telefoni interp. 34218 31680

Current available
Public Works

SOCIETA' ROMANA PER LE FERROVIE DEL NORD
AL DIRETTORE
(Ing. E. Dellacripi)

[Signature]

8,000

SA.

3885

ca/10/75

5 August 1944

NOT E

ELECTRIC ENERGY

In order to have assured a however least service over the Railway Rome-Civitavecchia-Lama-Viterbo (102 Km. long), it would be necessary to have extended the period of delivery of the electric energy so that it may begin at least at 7 p.m. and end at 9 a.m. (in practice the energy-consumption ceases at 8 a.m. because in the last stretch the train is in descent towards Rome).

We point out the great utility of the above-mentioned railway-service for the city of Rome, it results, that only during a three weeks' period, namely since the Railway has begun to work, the following necessities have been carried:

KIND OF GOODS	QUANTITY	ADDRESSES
Cattle	154 Heads	Lisi Nicola Micheletti Filade Carrozza Quinto Martelli Luigi
Foodstuffs and necessities (potatoes, charcoal, fruits, vegetables, etc.)	71 Tons	Carried by 23729 travellers as luggage for family-supplies
Foodstuffs sent by consignment to C.V.	125 Tons	Various addressees
Building-material	51 Tons	Rossi Carlo Brothers Condreand Ing. Pinisi Ulderico

It is necessary to bear in mind that in these last five days, with the restarting of the Railway in the last stretch too towards Viterbo, the traffic is much increased and aims at a further increment.

We bring at last to your notice that, as soon as the bridge over the Treja will be repaired, what is hoped may happen within a month, the transportation of foodstuffs and others necessities, will be possible also in large quantities, as the route is rich of such materials is included among 78 and 96 Km. (from Vignanello to Bagnara), while actually

ELECTRIC ENERGY

In order to have assured a however long service over the Railway Rome-Civitavecchia-Viterbo (102 Km. long), it would be necessary to have extended the period of delivery of the electric energy so that it may begin at least at 7 p.m. and end at 9 a.m. (in practice the energy-consumption ceases at 8 a.m. because in the last stretch the train is in descent towards Rome).

We point out the great utility of the above-mentioned railway-service for the city of Rome, it results, that only during a three weeks' period, namely since the Railway has begun to work, the following necessities have been carried:

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Cattle	154 Heads	Lisi Nicola Micheletti Filade Carrozza Quinto Martelli Luigi
Foodstuffs and necessities (potatoes, charcoal, fruits, vegetables, etc.)	71 Tons	Carried by 23729 travellers as luggage for family-supplies
Foodstuffs sent by consign- ment to C.V.	115 Tons	Various addressees
Building-material	51 Tons	Rossi Carlo Brothers Condrend Ing. Finesi Ulderico

It is necessary to bear in mind that in these last five days, with the restarting of the Railway in the last stretch too towards Viterbo, the traffic is much increased and aims at a further increment.

We bring at last to your notice that, as soon as the bridge over the Traje will be repaired, what is hoped may happen within a month, the transportations of foodstuffs and others necessities, will be possible also in large quantities, as the route most rich of such materials is included among 76 and 96 Km. (from Vignanello to Bagnara), while actually

This Society has provided yesterday for the transportation, by special means, on the Plaminia route, of an electric tractor beyond the bridge over Trejsa(S; M.), in order provide in a better way for the service.

2

DEED

SOCIETA' ROMANA PER LE FERROVIE DEL NORD

CAPITALE SOCIALE L. 14.000.000 VERSATO

C. P. C. DI ROMA 32420

57/3/12

Roma, August 17th, 1944
Via di Villa Ruffo 5

(da citare nella risposta)

Risposta alla lettera

del N.

Alleg.

OCCORRENZA:

RAILWAY ROME - CIVITACASTELLANA - VITERBO

ACTUAL TIME-TABLE:

2 couples of passenger trains between Rome and Viterbo (with foot transshipment near the bridge over the Treja) from 12.00 p.m. to 6.00 a.m.
1 couple of goods trains between Acqua Acetosa and Ponzano

PROPOSALS FOR A NEW TIME-TABLE:

a) Before the end of the repairs of the Treja bridge:

- 1) delivery of electric energy from 5.00 a.m. to 9.30 p.m.: 5 couples of passenger trains between Rome and Viterbo - 1 couple of goods trains between Rome and Viterbo
- 2) delivery of electric energy from 9.00 p.m. to 5.00 a.m.: 3 couples of passenger trains between Rome and Viterbo - 1 couple of goods trains between Rome and Viterbo

Actual and new consumptions of energy:

Actual consumption: 3.000 KWH daily
New consumption: 1) 7.000 KWH daily
2) 6.000 KWH daily

Constitution of the new trains:

In every case,
each passenger train will be constituted by a locomotor and six cars (400 passengers)
each goods train can transport a net weight of 100 Tons.

b) After the end of the repairs of the Treja bridge:

- 1) delivery of electric energy from 4.30 a.m. to 10.30 p.m.: 7 couples of passenger trains between Rome and Viterbo - 2 couples of goods trains between Rome and Viterbo
- 2) delivery of electric energy from 6.00 p.m. to 10.00 a.m.: 3 couples of passenger trains between Rome and Viterbo - 1 couple of passenger trains between Rome and Civitacastellana - 1 couple of goods trains between Rome and Viterbo.

New consumptions of energy: 1) 12.500 KWH daily
2) 6.000 KWH daily

SOCIETA' ROMANA PER LE FERROVIE DEL NORD

CAPITALE SOCIALE L. 14.000.000 VERSATO
C. P. C. DI ROMA 32420

Roma, August 16th, 1944
Via di Villa Ruffa 5

--	--

(da citare nella risposta)

Risposta alla lettera

del N.

Alleg.

O G G E T T O :

The railway Rome - Civitavecchia - Viterbo, 102 km. long, is the only working railway, starting for from Rome and available for transportations of civilians and goods.

The railway service was restarted on July 11th for the first 51 km., and the whole stretch till Viterbo (with transshipment near the bridge over the Treja) was operated since August 1st.

It results from statistics that more than 1.200 passengers start daily from Rome to reach the country crossed by the railway in order to get foodstuffs.

Thus Roman people receive every day about 24 tons necessities. Besides the railway transports goods by complete cars.

As soon as the bridge over the river Treja is repaired, the quantity of necessities for Rome will greatly increase, because complete cars may arrive - without transshipment - from the area between the stations of Vignanello and Viterbo (from km. 70 to km. 102), where charcoal, wood, grapes, potatoes, wine, chestnuts, fruits, vegetables and other necessities are to be found.

In the first six months of past year (1943) the following quantities of goods have been transported to Rome:

Foodstuffs	1.855 Tons
Cattle	1.359 head
Solid fuels (charcoal and wood)	1.634 Tons
Forage and straw	1.720 Tons
Building materials	813 Tons
Construction wood	1.146 Tons
Various goods	1.634 Tons

As the areas crossed by the railway have not been damaged by the war events and the harvest is intact, we think that the production will be very abundant also in the current year, and the transportation may be effected as during 1943.

This transportation will be completely restarted as soon as the repair works of the Treja bridge are finished. For these works 100 tons of cement (high resistance type) are necessary; 50 tons more are necessary for the Tiber bridge. We have also requested to the Italian State Railways 200 (two hundred) rails (36 kg) with its small material to replace the rails damaged by aerial bombing and to get ready again the

Per Telegrammi Ferroviari - Roma
Telefoni Interp. 34218 - 31680

SOCIETA' ROMANA PER LE FERROVIE DEL NORD

CAPITALE SOCIALE L. 14.000.000 VERSATO
C. P. C. DI ROMA 32420

--	--

(da citare nella risposta)

Roma,
Via di Villa Ruffa 5

Risposta alla lettera

del N.

Alleg.

OGGETTO:

- 2 -

yards for the goods.--

In order to intensify the transportation, we believe it absolutely necessary to have at our disposal the electric energy for a time period not so short, as the six night hours (from 12 p.m. to 6 a.m.) actually available to us.-- The consequent time-table results to be very disagreeable for the passengers, particularly during the winter season.--

Besides, the maximum power available should be increased from 600 to 1.200 KW. as our electric locomotors absorb a power of about 500 KW., and otherwise it would not be possible to drive more than one single train in ascent.--

Per Telegrammi Ferronord - Roma
Telefoni interp 54218 - 31680

3881

AA/.

AFC/at

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
AFC 394

Fale

Tel: 475701

Our Ref: AUC Tn/57/3/11

Date : 11 August 44

TO : Major E.J. Mole
Tptn. Sub-Comm.
Regional Engineer (South)

SUBJECT: Rome - Viterbo Railway

1. Complaints have occurred in the Press that the produce of the rich area of Viterbo is unable to reach Rome.
2. The Rome-Viterbo Railway, operated by the Socie tà Romana per le Ferrovie del Nord is a standard gauge electrically operated railway, with rolling stock and locomotive in good condition.
3. Current is supplied to enable a service to be operated between 24.00 and 05.00 hours daily, when consumption in the City of Rome is at its lowest.
4. As much ~~information~~ information as is available is attached to this letter, and you are requested to consult with the Engineer of the Railway concerned to ascertain what repairs are necessary for the completion of the line to Viterbo.
5. Regional Engineer AUC is Lt. Col. Birchett, TCU Div. Region IV, whose offices are situated in Via del Mare.
6. Financial aid if required can be applied for by the Company to the Ministry of Communications Department created to deal with Private Railways.
7. The H.Q. of the Railway Company are situated at their Rome Terminus, and entrance can be obtained from the hill leading away from the entrance to the park at Porta del Popolo.

Cop: to: Regional Supply Officer,
Region IV
Regional Engineer, Reg IV
Major Richardson.

Arthur Capt
D.S. ADAMS
Colonel, C.E.
Tn. Sub-Comm.

3880

C O P Y

HEADQUARTERS
ALLIED CONTROL COMMISSION
ROME REGION
APO 394
TCU DIV

5A/TCU/1500/250

14 July 44

TO / Tptn: Sub-Comm. ACC
Thru Regional Commissioner Rome Region

1. Reference is made to your letter ACC Tn/57/2 dated 8 July and ACC Tn/44/27 dated 1 July, both of which reached the TCU Division, Rome Region, this date.

2. With reference to instructions contained in para 3 of the letter dated July 1, see request for reopening the service of the Rome del Nord R.R. enclosed herewith.

3. For activities of the Rome del Nord(Viterbo) R.R. see copy of report dated 21 Jun 44 which is enclosed herewith.

4. In view of the fact that Rome Region is a new region past instructions from ACC are not available in the files of this section. It is therefore requested that back files be furnished so that we may be informed of proper procedure to be followed.

C.R. BIRCHETT
Lt. Col. C.E.
Dir. TCU Div.

ENCLOSURE:

1 request 14 July 44
1 report 21 June 44

3879

COPY

HEADQUARTERS
ALLIED MILITARY GOVERNMENT - 5th Army
(TCH DIVISION)

File

Rome, 21st June 1944.

REPORT ON VITERBO RAIL ROAD

On 17 June I was advised that the RR. to Viterbo named the Socie-
ta Romana per le Ferrovie del Nord could operate.

I contacted the Mil. Railway Service Col. Gavin and asked whether
his organization was interested in this short line road. His instructions
were that if I could get the road operating to go ahead.

On June 20 I had a conference with the RR. heads and was advised
of the following:

1. That the road was intact the exception of few minor hiccups and
bridge.
2. That the electric rolling stock was available in operating
condition.
3. That 2 steam locomotives were available but in need of repairs.
4. That 500 kw of energy would be needed for operate the electric
trains.
5. That the road could begin operation around July 5 if the first
major break or half way provided the following was provided:

1. Permit for cars, busses and trucks.

This was issued.

2. Permit for personnel to circulate.

Lists were requested and on June 21 steps were taken to
prepare cards.

3. Certain materials obtained as follows:

Wood

Concrete

Fuel oils for motor gasoline

Lubricant

Nails

Workmen for 300 workers

Rails

Copper wire

The fuel requirements were submitted through the transportation
Section for issue.

The owners were told to locate and obtain releases from ANZ CAG
frozen stocks.

The bridges needed were being used by Military and the Provost
Marshal was asked to clear for use of RR.

A list of buildings are being submitted so as to be put out of
boards to troops.

Certain phones were requested for service of the road.

When the repairs are complete the road will be able to move some
60 tons of supplies by steam from Rome to Civitavecchia or 100 tons
using electric locomotives.

3873

- condition.
3. That 2 steam locomotives were available but in need of repairs.
 4. That 500 kw of energy would be needed for operate the electric trains.
 5. That the road could begin operation around July 5 to the first major break or halt way provided the following was provided:

1. Permit for cars, buses and trucks.

This was issued.

2. Permit for personnel to circulate.

Lists were requested and on June 21 steps were taken to prepare cards.

3. Certain materials obtained as follows:

Wood
Concrete
Fuel oils for motor gasoline
Lubricant
Nails
Footstuffs for 300 workers
Nails
Copper wire

The fuel requirements were submitted through the transportation Section for issue.

The owners were told to locate and obtain releases from AMG CAG frozen stocks.

Two bridges needed were being used by Military and the Provost Marshall was asked to clear for use of RR.

A list of buildings are being submitted so as to be put out of bounds to troops.

Certain phones were requested for service of the road.

When the repairs are complete the road will be able to move some 60 tons of supplies by steam from Rome to Civitavecchia or 100 tons using electric locomotives.

3873

/s/ G.M. BUCHHEIT
Lt-Colonel, GS
Director, TCM Div.

Distributions:

CAG Engineer	2
CRM 59 Area	2
Communications Sec. AGC Rome Region	1
MIL. RR. Service Palace of Communications	2
Exec. Officer AGC Rome Region	2
Transportation Section AGC Rome Region	1
Electric Section AGC Rome Region	1
AGC Transportation Sub-Commission	2
Files	4

COPY

HEADQUARTERS
ALLIED MILITARY GOVERNMENT - 5th Army
(TGT DIVISION)

File

Rome, 21st June 1944.

REPORT ON VITERBO RAIL ROAD

On 17 June I was advised that the RR. to Viterbo named the Socie-
ta Romana per le Ferrovie del Nord could operate.

I contacted the Mil. Railway Service Col. Corvin and asked whether
his organization was interested in this short line road. His instructions
were that if I could get the road operating to go ahead.

On June 20 I had a conference with the RR. heads and was advised
of the following -

1. That the road was intact the exception of few minor breaks and
bridge.
2. That the electric rolling stock was available in operating
condition.
3. That 2 steam locomotives were available but in need of repairs.
4. That 500 kw of energy would be needed for operate the electric
trains.
5. That the road could begin operation around July 5 to the first
major break or half way provided the following was provided:
 1. Permit for cars, busses and trucks.
 2. Permit for personnel to circulate.
 3. Permit for repairs.

2. Permit for personnel to circulate.
3. Permit for repairs.

3. Certain materials obtained as follows:

Wood
Concrete
Fuel oils for motor gasoline
Lubricant
Nails
Locomotives for 100 workers
Rails
Copper wire

3877

The fuel requirements were submitted through the transportation
Section for issue.

The owners were told to locate and obtain releases from ANS GAS
for steam stocks.

Two bridges needed were being used by Military and the Provost
Marshal was asked to clear for use of RR.

A list of buildings are being submitted so as to be put out of
hands to troops.

Certain phones were requested for service of the road.

When the repairs are complete the road will be able to move some
60 tons of supplies by steam from Rome to Civitavecchia or 100 tons
using electric locomotives.

2. That the electric rolling stock was available in operating condition.
3. That 2 steam locomotives were available but in need of repairs.
4. That 500 kw of energy could be needed for operate the electric trains.
5. That the road could begin operation around July 5 to the first major break or half way provided the following was provided:
 1. Permit for cars, busses and trucks.
This was issued.
 2. Permit for personnel to circulate.
Lists were requested and on June 21 steps were taken to prepare cards.
 3. Certain materials obtained as follows:
Wood
Concrete
Fuel oils for motor gasoline
Lubricant
Nails
Poststuffs for 300 workers
Nails
Copper wire

3877

The fuel requirements were submitted through the transportation section for issue.

The owners were told to locate and obtain releases from AEG CAS frozen stocks.

Two bridges needed were being used by Military and the Provost Marshall was asked to clear for use of RR.

A list of buildings are being submitted so as to be put out of bounds to troops.

Certain phones were requested for service of the road.

When the repairs are complete the road will be able to move some 60 tons of supplies by steam from Rome to Civitavecchia or 100 tons using electric locomotives.

/s/ C.R. BIRCHEN
Lt-Colonel, CE
Director, TCU Div.

Distribution:

GAS Engineer	2
CEE 59 Area	2
Communications Sec. AGC Rome Region	1
Mil. RR. Service Palace of Communications	2
Exec. Officer AGC Rome Region	2
Transportation Section AGC Rome Region	1
Electric Section AGC Rome Region	1
AGC Transportation Sub-Commission	2
Files	4

HEADQUARTERS
ALLIED CONTROL COMMISSION
ROME REGION
APO 394
TCU DIV.

5A/TCU/1500/250

14 July 44

SUBJECT : Application for the reopening of R.R.

TO : Tptn; Sub-Comm.

1. Application for the reopening of the Società Romana per le Ferrovie del Nord, is hereby submitted. The following information is given for consideration in connection with this application:

a The railroad serves the area between Rome and Viterbo an area rich in agricultural produce. The use of the line is desired in order to move this produce into Rome.

b The rolling stock is in good condition and able to operate with electric locomotives. The steam locomotives have been damaged and are being repaired.

c The road has been damaged and two bridges are unsafe. Repair works on these is being carried out by the Railroad Co.

d The Railroad has all necessary materials and supplies. Amounts of steel for temporary repairs have been released from stocks frozen in Rome by this office.

e Electric current has been made available for movement of rolling stock at two dates.

f Electric current has been allocated for the use of this railroad between 12 midnight and 0500 hours. This is when power demand is lowest. Hydro electric current not used at this hour is wasted.

g Requests submitted by the railroad for an increase in fares due to short working hours and therefore higher operating costs has been submitted to higher authority.

2. It is recommended that this request be approved.

3876
C.R. BIRCHETT
Lt. Col. C.E.
Dir. TCU Div.

COMPANY	Società Romana per le Ferrovie del Nord
OFFICES	Roma
ROUTE	Roma-Civitecastellana-Viterbo
LENGTH OF LINE	104,786 Kms
GAUGE	1,445 m. (Standard)
MAX. GRADE 0/00	32
WEIGHT OF RAIL	Kgs. per mtr. 30
NUMBER OF STATIONS	29
COMMUNICATION	Telephone
MAXIMUM SPEED	70 Kms. per h.
TRACTION	electric direct 3000 volts
CURRENT CONSUMPTION	4137743 Kw./h/
WEIGHT OF TRAIN	Passenger and mixed 90 T. Goods 120 T.
PASSENGERS CARRIED	1,577,324
GOODS CARRIED	160,358 Tons
PASSENGERS KILOMETRES	48,897,844
GOODS TON KILOMETRES	8,816,940

ROLLING STOCK:

locomotives: electric 4 steam 2
 coaches 2 axle-Bogie 20
 Wagons: open 72 box 25
 railcars electric 10

These figures refer to year 1940.

3875

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

COPY

TO Major Street

ACC/TH/57/3/1

24 JUL 1944

SUBJECT Private Railways -
S.R.P. del Nord Rome.

1. Reference is to your letter undated in respect of the railway operated by the Società Romana per le ferrovie del Nord.
2. Through a misapprehension, authority for the commencement of services on this line between Rome and Ponte sul Trigo was given by the TCU Division of Rome Region.
3. It is therefore necessary for you to carry out a complete survey of the railway, its track, stock, power and coal requirements and its satisfactory usage, so that the matter can be placed on satisfactory footing.

D.B. ADAMS
Colonel, C.E.
Tn. Sub-Comm.

Copy to: Lt. Col. Birchett, TCU Div, Rome Region
Regional Engineer, Region IV.

387*

Telephone : 478471

ASP/afn

HEADQUARTERS
ALLIED CONT. COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : AGO 74/57/3/1

Date : 31 July 44

TO : Major A.H. Street.SUBJECT : Private Railways - S.R.F. del Nord Roma.

1. Reference is to your letter undated in respect of the railway operated by the Societa Romane per le Ferrovie del Nord-Roma.
2. Through a misapprehension, authority for the commencement of services on this line between Rome and Ponte sul Trigo was given by the T.S.S. Division of Rome Region.
3. It is therefore necessary for you to carry out a complete survey of the railway, its track, stock, power and coal requirements and its satisfactory usage, so that the matter can be placed on satisfactory footing.

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

Copy to :- Lt.Col. Birchett, T.S.S. Division, Rome Region.
Regional Engineer, Region IV.

3875

SOCIETA' ROMANA PER LE FERROVIE DEL NORD

CAPITALE SOCIALE L. 14.000.000 VERSATO
C. P. C. DI ROMA 32420

57/3/10

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(da citare nella risposta)

Roma, July, 27th 1944
Via di Villa Ruffo 5

Risposta alla lettera

del N.

Alleg.

OGGETTO:

In order to replace several rails, damaged by war events, we have been obliged to disassemble the ones situated in the goods squares of the stations.--

As now the Railway is again in a working state, it is necessary to provide to regular movement of the goods in the stations, in order to make easier the load and discharge of the goods.--

It is therefore necessary, that about 200 rails (of the type FF.SS. 36) with the relative small material may be furnished to us; they may be taken in the station of Roma - Tiburtina, where they be now without being used,--

We beg you to grant to us the permit for exporting the rails.--

Per Telegrammi Ferronord - Roma
Telefoni interp 34218 - 31690

SOCIETA' ROMANA PER LE FERROVIE DEL NORD
IL DIRETTORE
(Ing. E. Dellarciprete)

[Signature]
3872

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
ROME REGION
A.F.O. 394
TCU DIV.

CRB/mp

5A/TCU/1500/250

14 July 1944

TO: Transportation Sub Commission ACC
Thru Regional Commissioner - Rome Region

1. Reference is made to your letters ACC Tn/57/2 dated July 8 and ACC Tn/44/27 dated July 1, both of which reached the TCU Division, Rome Region, this date.

2. With reference to the instructions contained in par. 3 of the letter dated July 1, see request for reopening of the service of the Rome del Nord R.R. enclosed herewith/

3. For activities of the Rome del Nord (Viterbo) R.R. see copy of report dated 21 June 1944 which is enclosed herewith.

4. In view of the fact that Rome Region is a new region past instructions from ACC are not available in the files of this section. It is therefore requested that back files be furnished so that we may be informed of proper procedure to be followed.



C. R. Birchett

C.R. BIRCHETT
Lt.Col.C.E.
Dir. TCU Div.

Enclosures:

1 request 14 July 1944
1 report 21 June 1944

3871

24 Jul
10

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
ROME REGION
A.F.O. 394
TCU DIV.

CRB/mp

14 July 1944

5A/TOU/1500/250

Subject: Application for the reopening of R.R.

To : Transportation Sub Commission

1. Application for the reopening of the Società Romana per le Ferrovie del Nord, is hereby submitted. The following information is given for consideration in connection with this application:

a The railroad serves the area between Rome and Viterbo. An area rich in agricultural produce. The use of the line is desired in order to move this produce into Rome.

b The rolling stock is in good condition and able to operate with electric locomotives. The steam locomotives have been damaged and are being repaired.

c The road has been damaged and two bridges are unsafe. Repair work on these is being carried out by the Railroad Co.

d The Railroad has all necessary materials and supplies. Amounts of steel for temporary repairs have been released from stocks frozen in Rome by this office.

e Electric current has been made available for movement of rolling stock at two dates.

f Electric current has been allocated for the use of this railroad between 12 midnight and 0500 hours. This is when power demand is lowest. Hydro electric current not used at this hour is wasted.

g Requests submitted by the railroad for an increase in fares due to short working hours and therefore higher operating costs has been submitted to higher authority.

2. It is recommended that this request be approved.

C.R. Birchett

C.R. BIRCHETT
Lt. Col. C.E.
Dir. TCU Div.

Tel: 478471

ACP/at

57/3/6

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Ref: ACP/Tn/44/32

Date: 27 July 44

TO: Societa Romana

SUBJECT: Privately Owned Railways.

1. Reference is your letter of 9 July 44.
2. All correspondence in respect of Privately Owned Railways is dealt with through the Minister of Communications.
3. I must point out however, that your suggestion that traffic must be increased to ensure your original revenue is entirely out of place, for on such an agreement if only one passenger travelled, he would have to bear the entire cost of running your railway.
4. I have referred your letter to the Minister of Communications, who will deal with the matter and submit a considered statement to me in due course.

D.S. Adams
D.S. ADAMS
Colonel, C.E.
Tn. Sub-Comm.

2853

Copy to: Minister of Communications.

Telephone : 478472

AGS/gfn

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC 72/57/3/5

Date : 27 July 44

TO : Minister of Communications.

SUBJECT : Privately Owned Railway - S.N.F. del Nord.

1. Reference is to my letter of 24 July '44, referring to four local privately owned railways.

2. Attached is copy of letter received from Societa Romma per le Ferrovie del Nord, seeking an increase of 1,000 in fares, on the assumption that as the traffic decreases, so the tariffs must be increased to ensure the same revenue, which, of course, is a most fallacious contention.

3. As you will know, this railway should not have come into operation without your authority through ACC., but permission was erroneously given, and no blame can rest with the Company in this respect.

4. As, however, it is working ~~commercially~~, you will doubtless be guided in making any request to this office by the usefulness of the service.

ad
f-

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

Copy to-Major Street.
-Lt. Col. Birchett, T.C.U. Division, Home Region.

9868

Telephone : 478471

AOP/gih

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC Ta/57/3/2

Date : 24 July 44

MEMO TO : Major F.P. Richardson.SUBJECT : Private Railway - S.R.F del Nord-Rome.

1. This railway is apparently operating a night service Rome-Ponte sul Trigo, and is conveying freight traffic to Rome market.
2. It is standard gauge, and there is no information that traffic is being conveyed under Transportation Sub-Commission requirements as to authority and labelling.
3. Contact with Regional Supply Officers would be Lt.Col. Archibald (Region IV) or Major Gate (Rome Region)

[Signature]
D.S. ADAMS,
Colonel, G.E.,
Director, Transportation Sub-Comm.

0 4 8 3