

ACC AC5 7/4/7N4 10000/178/2069 PRIVATE RAILWAYS SPOLLET
MAR. 1944-JUL. 1945

0485

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

SP 12069 PRIVATE RAILWAYS SPOLETO - NORCIA RAILWAY
MAR. 1944 - JUL. 1945

MINISTRY OF COMMUNICATION

Rome June 1st 1945

Ispett.Gen.Motorizzazione civile
e dei Trasporti in concessione

To: Tn.Sub-Commission AC,
Rail Division
Bldg

Div.R.S.T.
File. 576/1273

SUBJECT: Spoleto-Norcia Railway.

Reply your note n°AC/57/4/Tn.4 dated 22 May.

Scheme of installation of the extra-rapid breacker to be put in operation on Spoleto Station, to protect the ISR system; has been already requested to ISR Works Service VII Office.

Will be forwarded to your Sub-Commission as soon as we could get it.

-THE GENERAL DIRECTOR-
Signed DE CUPIS

4669

Rome, 3 July 45

MINISTRY OF TRANSPORTS
ISPETTORATO GEN. DELLA MOTORIZZAZIONE
CIVILE E DEI TRASPORTI IN CONCESSIONE.

Division R.S.T.
File N°702/1273

TO: Tn; Sub-Commission AC,
C/o Tn (Pr) Main
C.M.F. Bldg

Encl.2

SUBJECT: Spoleto-Norcia Railway.

1. Ref. your letter AC/57/4/Tn.4 dated 22 May 45 point 4 and to our note R.S.T.576/1273 dated 1st June 1945.
2. The I.S.R. General Direction Works and Constructions Service has now sent the attached schemes E 30419 and E 30576 of the dispositives of interruption and protection, to add between the conduct way of contact of Falconara-Orte I.S.R. line, and the feeder of the Spoleto-Norcia Railway.
3. Such schemes are those in use by said I.S.R. General Direction Works and Construction Service, charged to make that plant to, Spoleto.
4. We beg your Sub-Commission to let me know if for what concern you, the Works and Constructions Service General Direction I.S.R. may perform the work.

For the Minister
Signed DE CUPIS.

4008

57/4/46
POM/af

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

Tel.: 843238

6 July 1945

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

SUBJECT: Spoleto-Norcia Railway.

TO : M.R.S. Bldg
(Att. Major Kubale Tn/A 3 B)

1. Reference yours 7 May file Tn.A.3.E 9-20A.
2. Attached are two sketches showing proposed arrangement for making connections at Spoleto to tap I.S.R. lines for electric energy to operate the Spoleto-Norcia Railway.
3. Will you kindly examine and advise if permissible to proceed with the work.

For the Chief Commissioner:

P.G. HATSON,
Major.

4667

57/10/48

PCM/10

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

Tel. 843238
Ref. AC/57/4/En 4

13 July 45

SUBJECT : SPOLETO-NORCIA Railway.

TO : General Inspectorate MOTO.

1. Reference yours 3 July file No. 702/1273.
2. The proposed arrangement for making connection at Spoleto with the ISR lines for energy to operate the Spoleto-Norcia Railway is approved.
3. The apparatus to be used, must be housed in a suitable structure at Spoleto.
4. Arrangements for the amount of electricity required should be made between the ISR and Spoleto-Norcia Railway.

W. M. M. Major
Director

Copy to: Major Street - Bldg.
" " ISR -

2066

Subject:- Spoletto - Norcia Railway.

Military Railway Service
C.M.F.
Tele: Firebox 84
Tn.A.3.(E)/9-29
9th July 1945.

To:- Tn. Sub-Commission, A.C.,
(Rail Division) - Bldg.

Reference your letter AC/57/4/Tn.4 of 6th
July 1945.

The protection provided by the scheme shown
on the drawings enclosed with your letter will be satisfactory
and the connection of the Spoletto - Norcia Supply to the I.S.R.
supply is approved on the understanding that the scheme will
be used and the apparatus housed in a suitable structure at
Spoletto Station.

4065 *E.C. Lyon R.E.*
for Major, R.E.
for Brigadier,
Director, Military Railway Service.

PGM/ic

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Br) Mail
C.M.P.

31 May 1945

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

SUBJECT : Spoleto-Morcia Railway.

TO : General Inspectorate MOTO - Bldg.

1. Reference yours 24 May File No 5953/AG.13.1.
2. The subject of making a connection with the ISR for Electric Energy at Spoleto is now in hand.
3. The actual negotiations for the Electricity is a matter for handling by the Railways concerned.

Forrestal
Dep Director

4054

MINISTRI OF TRANSPORTS
ISTITUTO AMMINISTRATIVO
RACCOMANDAZIONE CIVILE E DEI
TRASPORTI IN CONCESSIONE

SERV. 5° OFF. III°
FILA: N°5953/AB.13.1

SUBJECT: Spoleto-Norcia Railway.

Rome 24 May 1945

TO: Int. Sub-Commission, A.C.
Rail Division

Re: foregoing note N°2001 Ag.13.1 dated 24 Feb. 45 and
subsequents, we inform you that by the Prefect of Perugia, by
Norcia and Spoleto Mayors, even by the local "Comitati di Libera-
zione" is reported the necessity to urge the reopening of the
Spoleto-Norcia railway line that as know, could be at once
operated through the I.S.R. supply of small quantity of electrical
power.

Considering that said railway is one of the most
important among these granted to private industry, with large utility
character, for the inhabitants of the area, as for the mountainous
country, produce great difficulty to the normal liasons of road.
So we beg your Sub-Commission kindly receive the vows of those
populations and give authority in order the I.S.R. could link
together over electrical line to that of said railway supplying
power necessary to the restoration of the very railway.

The Minister
SPD. CERRALONA

MUNICIPALITY OF SPOLETO

Spoleto May 10, 1945

N° 4920

SUBJECT: Railway Station of Spoleto.

Ref. conversations with your H.Q. on May 11, 1945,
I confirm that this Civic Administration since October 5, 1944,
as for attached copy did report to the local Allied Governor
the bad conditions on which Spoleto would be left, and all the
large area supplied by railway Station if would be not provided
to put down the smistamento track for passengers and goods.

Wherefore for the civic responsibility deriving
to myself as mayor, I must return on the matter for beg your
H.Q. to examine once more the opportunity, and with urgency, to
equip again the Spoleto Railway Station, which will be connected
as soon as possible, also the secondary mountain railway Spoleto-
Aorcio, with at least two trucks for goods and one for passengers-
service.

What a/m it is not only question to meet the
numerous populations wishes, but also indispensable life
conditions for its economical improvement, for which I hope my
request will be agreed.

With all consideration.

To:- Allied Eng.H.Q.
for works and railway construction
F O L I O

For information:
To Allied H.Q.

R O M E

MUNICIPALITY OF SPOLETO
(Perugia Province)

October 5, 1943

No. 6779

SUBJECT: Request to Allied control
authority.

TO: Governor of the town

Spoleto.

To this Municipal Administration is been reported that the second railway works department (Roligno Office) would have deliberated that in Spoleto Station should't be placed any track of snistamento so necessary for loading and unloading of the alimentary foodstuff therefore I call your attention in order you will care about the matter on above office, so that Spoleto Station may be endowed of the concerned track of unload and loading, and also because said Station is operated for all the Mountain Municipalitis.

Cortaccione bridge; Civil Engineering report that by Allied Authority dispositions, while was already established the very important bridge construction, for next winter season the waters will take away the ambenkments it seems that by order Military Allied Authority the bridges are not authorized to be constructed except those on road with Military interest. Considering, this Administration the road of Military interest, we beg you to take care of it in order that civil Engineering may be authorized to carry out said work.

The Mayor
SGT. M. DI FILIPPO

4061

URGENT

MINISTRY OF TRANSPORTS
GEN. INSPECTORATE MCTC
SERV. I.º N.º 930/R. 259

Roma, 19 May 1945

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

SUBJECT: . Spoleto-Norcia Rly.

1. With reference to para 3 of your letter 5 May file AC/57/4/Tn.4 we beg to send hereto attached copy of the application submitted by the Company operating above railway in concession, to the Electric Power Sub-Commission, in respect of reoperation of the railway in question.
2. As already known to that S/Commission, the power would not be supplied by a private firm, but through ISR Administration, by means of a connection with ISR line Ancona-Falconara.
3. The dispositions of the Law-Decree 3 April 1944 N.º 95 concerning the restrictions in the electric power consumption cannot consequently be enforced in this case; it is moreover to be considered that according to art. 13 of above Decree, the dispositions of said decree do not apply to the public transportation services by rail.
4. That S/Commission is kindly requested to recommend above application both to the Electric Power S/Commission and to the Military Railway Service in order that it be possible to speed up the reoperation of a service so anxiously waited for by the populations.

The Minister
Cerabona

4000

SCOPETTA: SUBALPINA DI IMPRESSE FERROVIARIE

Roma, 11 May 1945

To: Electric Power S/Comm.AC.
R.A.A.C.

Our ref. 79/S

The writer has for a long time applied to the competent Authorities for the reoperation, with electric traction, of the Spoleto-Norcia Rly. as the railway itself can be put in full operating condition in some 40/50 days' time.

Above reoperation would be made possible by a connection btw. our feeding system and ISR line Ancona-Falconara from which ^{we} could draw the power required, 3000 V., direct current.

The feeding of the Spoleto-Norcia line would be thus effected by the Italian State Railway, as we are not in a position to convert into direct current the alternating power we could be supplied with by Terni power stations.

In order to obtain the necessary allocation of power, to be supplied by Terni to ISR in addition to the amount required for the operation of ISR lines, the undersigned begs to submit present application; it is herewith stated that the yearly consumption will be abt. 600.000 kw.hrs and the power required abt. 400 ^{kw} two round trips daily are on schedule, one in the morning and the other in the evening, so that only one train would be in operation at any time.

Terni Company should be invited to agree that above amount of power be withdrawn by ISR as alternating current to be successively rectified by ISR and sent into our system as direct current.

The undersigned begs moreover to apply to that S/Commission in order that the price of the electric power be established on the same basis as that to be paid by ISR to Terni, on account of the fact that the matter deals with a public transportation service.

The President
sgd. Avv. Alberico GENTILE

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB COMMISSION

REF : LSC/519/203

16 May 1945

SUBJECT: Reactivation of Spoleto-Forecia Railway.

TO : Transportation Sub-Commission

Enclosed please find requests for electric power for reactivation of above-mentioned railway.

This Sub-Commission would be pleased to be informed of any action taken on the matter.

David C. Sachs
DAVID C. SACHS
Deputy Director,
Labour Sub-Commission

4058

TRANSLATION

CONSIGLIO NAZIONALE GENERALE ITALIANA DEL LAVORO

REF : 7811

16 May 1945

TO : Mr. W.H. Braine,
Director, Labour Sub-Commission

And for information:
M. E. F. Cerabona,
Minister of Transportation,
Rome.

SUBJECT: Reactivation Spoleto-Moreia Railway.

We are informed from Spoleto that the railway to Moreia cannot be reactivated because of lack of power which should be distributed by connecting the line with the railway of the Rome-Ancona line.

As this connection does not require a reducer, we beg your intervention with the competent Allied authorities, so that their approval may be given to the Ministry of Communications.

We call your attention to the fact that the operation of the above-mentioned line is essential as it is the only means for the economic development of the Umbria Region, and at the same time would give hundreds of workmen the opportunity of providing for their families.

Thanking you for your kind interest, yours sincerely

/s/ Grandi & Lizzadri.

4857

TRANSPORTATION SUB-COMMISSION, A.C.,

(RAIL DIVISION)

c/o Transportation (Br) Main,

D.M.F.

22 May 1915

Ref.: 843236

Ref.: 40/57/4/2a.4

SUBJECT: Spoleto-Morcia Railway.

TO : General Inspectorate MOTO Bldg.

1. References your letter 6 May File Div. 6 No 1139.

2. It will be permissible to feed electric power to the Spoleto-Morcia Railway from the 3000 volt contact line feeder at Spoleto provided suitable protective arrangements are made to ensure that on overload or fault on the Spoleto-Morcia system does not cause any interruption to the I.S.R. system.

3. A high speed circuit breaker suitable for adjusting to open when the current reaches 250 amps at 3000 Volts D.C. should be installed at Spoleto. This would provide adequate protection.

4. The Engineer of the Spoleto-Morcia Railway is requested to submit for approval a sketch showing the proposed arrangement for making the connections at Spoleto and installing the circuit breaker. Details of the circuit breaker should also be supplied.

5. I.S.R. have been informed of this arrangement by the Military Railway Service.

W. H. H. H.
For Director.

4056

57/4/39

PM/af

Subject:- Spoletto - Norcia Railway.

Military Railway Service
C.M.E.
Tele: Firebox 84
Tn.A.3.(E)/9-25A
18th May 1945.

To:- Transportation Sub-Commission, AC
(Rail Division) - Bldg.

Reference your letter AC/57/4/Tn 4 of 17th
May 1945.

Your letter of even reference dated 23 April
was answered on 7th May 1945. My letter Tn.A.3.(E)/9-20A
refers.

J. P. Kibale

Major, R.E.,
for Brigadier,
Director, Military Railway Service.

*Plen
Can you find this
letter M. Hoon*

COPY

Subject:- Spoletto - Norcia Railway.

Military Railway Service
C.E.F.
Tele: Firebox 84
Tn.A.3.(E)/9-20A
7th May 1945.

To:- Transportation Sub-Commission, AC,
(Rail Division) - Bldg.

Copy to:- Servizio Lavori e Construzioni,
I.S.R., Rome.

1. Reference your letter AC/57/4/Tn4 of 23 April 1945.
2. It will be permissible to feed electric power to the Spoletto - Norcia Railway from the 3,000 Volt Contact line feeder at Spoletto provided suitable protective arrangements are made, to ensure that an overload or fault on the Spoletto - Norcia system does not cause any interruption to the I.S.R. system.
3. A high speed circuit breaker suitable for adjusting to open when the current reaches 250 amps at 3,000 Volt D.C. should be installed at Spoletto. This would provide adequate protection.
4. Will you please request the Engineer of the Spoletto Norcia Railway to submit for approval a sketch showing the proposed arrangement for making the connections at Spoletto and installing the circuit breaker. Details of the circuit breaker should also be supplied.
5. Presumably a mutual agreement between the I.S.R. and the Spoletto - Norcia Railway will be made regarding payment for energy consumed.

(sgd) J.C. KUBALE
Major, R.E.,
for Brigadier,
Director, Military Railway Service.

57/4/37

PGM/lc

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

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

17 May 1945

SUBJECT : Spoleto-Norcia Railway

TO : MRS - Bldg. (Attention Maj. Kubale DAD Tn Elec bldg)

1. Can you please reply to my letter of 23 April requesting approval for Spoleto-Norcia Railway to tap ISR line at Spoleto for Electric energy.

2. The community concerned is pressing us for information so an early decision would be appreciated.

For the Chief Commissioner:

P.G. MATSON, Major

403

MINISTRY OF INDUSTRY, COMMERCE & LABOUR
GENERAL DIRECTION FOR INDUSTRY & MINING
DIV. 6 N° 1189

Roma, 8 May 1945

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

SUBJECT: Reoperation of Spoleto-Norcia Rly.
Supply of power.

1. The company operating above railway has already carried out all necessary works to reoperate the service, but they have not been able, yet, to secure the supply of the electric power required.
2. The re-operation of said railway, besides rendering the populations of the district very ^{helpful} services, would also grant the re-employment of many workers who have been idle for a long time.
3. That S/Commission is therefore kindly requested to intervene in the best suitable way and it will be appreciated if this Ministry will keep informed of the steps you are taking on this matter.

FOR THE MINISTER
.....

57/4/34

ACP/ic

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

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

11 May 1945

SUBJECT : Spolte-Nercia Rly in concession.

TO : Ministry of Transport
General Inspectorate MOTO

1. Reference is your letter Serv.1 N°706/P.299 of 5 May 45.
2. Perugia has now been returned to Italian Government administration, and in such circumstances this Company will doubtless become able to utilize the Decree passed last year to assist railways in concession to borrow money for reconstruction purposes.

avd
Director

4051

MINISTRY OF TRANSPORTS
GEN. INSPECTORATE MCTC
SERV. 1°-N° 106/P. 259.

Roma, 5 May 1945

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

SUBJECT: Spoleto-Norcia Rly. in concession.

1. Further to our letter RST 409/1273 dated 16 April ult. we beg to send hereto attached copy of the deliberation by the Mayors and the Chairmen of the National Liberation Committees of Spoleto and highlands, seeking, among others, for supply of electric power for the re-operation of the Spoleto-Norcia Rly.
2. As for the request for allocation of the sum of 1.500.000 lire for the most essential works required for the re-operation of the line, please advise this General Inspectorate MCTC whether the Provincial Finance Officer AMG might be authorized to arrange for the corresponding ^{credit} in favour of either the Grantee, or the Prefecture of Perugia.
3. We want to point out, on this subject, that the railway runs over a district entirely under AMG jurisdiction and the Italian Government only provides for the financial requirements of the territories actually handed over to its Administration.

For the Minister
DE CUPIS

6550

57/4/32

PGM/1c

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

5 May 1945

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

SUBJECT : Spoleto-Norcia Railway.

TO : General Inspectorate MCTC - Bldg.

1. Reference R.S.T. N° 486/1273, May 3.
2. We are handling the matter of obtaining Electric energy for the Spoleto-Norcia Railway with the Military Railway Service.
3. As soon as permission is received to tap the ISR lines you will be advised.
4. The Railway concerned can then make application for Electricity thru usual channels.

(Signature)
For Director

40'9

05071

Roma, 3 May 1945

MINISTRY OF TRANSPORTS
Gen. Insp. NCTC
R.S.T. No 486/1273

TO: The S/Commission A.C.,
Mail Division

SUBJECT: Spoleto-Norcia Rly Electric Power.

1. With letter AC/57/4/Tn.4 dated 29 March ult. that S/Commission advised this General Inspectorate that no objections would have been raised to grant the Spoleto-Norcia Rly. the electric power required, provided the Rly. had all necessary equipment and a regular application was submitted to competent bodies.
2. With our letter 16 April ult. RST.409/1273 we informed that S/Commission that the overhead system of above Rly. is suitable for being fed with ISR power and we asked that S/Commission to kindly arrange for the allocation of said power.
3. We were verbally informed by ISR Works Dept. that no technical difficulties arise in so far as the establishment of an electrical connection btw. ISR power network and Spoleto-Norcia Rly's is concerned; they told us moreover that General Direction ISR had already applied to MRS for authority to effect said connection.
4. As no reply has been given ISR yet, that S/Commission is kindly requested, with reference to para 6 of our a/m letter, to inform this General Inspectorate NCTC, RST whether authority to carry out said. Connection may be granted together with allocation of power.

The Director General
De Cupis

4078

57/6/30
PCM/ic

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

4 May 1945

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

SUBJECT : Provision of Electric Power
Railway Factory : Spoleto

TO : Labour Sub-Commission HQ AC

1. Reference yours 25 April 45 - LSC/504+519.
2. This Sub-Commission is sponsoring the operation of the Spoleto-Norcia Railway and at this time we are negotiating with the Military Railway Service for permission to tap the ISR lines for energy.
3. As soon as this permission is received, application for Electricity will be made thru regular channels.

For the Director :

R.G. MATSON, Major

Copy to: P.W.U. Sub-Comm. (Ref. 060/PWU).

40:7

Tel. 317

HEADQUARTERS ALLIED COMMISSION

LWL/ac

INTER OFFICE MEMO

Reference : 060/PWU

28 April 1945

Subject : Provision of Electric Power

Railway Factory : Spoleto

To : TRANSPORTATION SUB-COMMISSION

From : Public Works and Utilities Sub-Commission

1. The attached request deals with transportation and is forwarded to you for consideration.
2. If Transportation Sub-Commission endorses the request formal application should be made through the Regional Commissioner to the Regional Engineer Umbria-Marche Region for further action with information copy to this Sub-Commission.

W.M. Lapper

W.M. LAPPER
Lieut-Colonel,
Chief Elec. Div.

2 enclosures

cc : LABOUR SUB-COMMISSION

4046

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB-COMMISSION

384
/js

RECEIVED
FROM SUB. 12
25 APR 1945
060
REF. LSC/504 + 519

Tel. 478828
25 April 1945

SUBJECT: Provision of Electric Power
Railway Factory : Spoleto

TO : Public Works and Utilities Sub-Commission
Electrical Operations and Transmission Dept.

Attached for your attention is a copy of a communication what has been received from the Secretariat of the Confederazione Generale Italiana del Lavoro regarding the provision of electrical power to the Railway Factory at Spoleto.

This Sub-Commission would be glad to be advised, in due course, of any action you are able to take in the matter.

W.H. Braine

W.H. BRAINE
Director
Labour Sub-Commission

4045

Translation Latorrace

/js

CONFEDERAZIONE GENERALE ITALIANA DEL LAVORO

20 April 1945

TO: Mr. W. H. BRAINE
Director
Labour Sub-Commission
Rome

and

Ministry of Industry Commerce and Labour.
Rome

We have received the following telegram from
Spoleto:

"Plant Commission of Railway factory Spoleto
informs the distressed situation of its unemployed
personnel. The reactivation of the factory has been
completed. Allied Command does not want to grant
Electric current. Your intervention by Ministry and
Allied Command is urgent".

We shall be very grateful if you will take
action since plenty personnel could be thus given
work.

While awaiting a reply we send you our best
regards.

THE SECRETARIAT
(signed) Lizzedri

4014

57/4/28
PGE/a.TRANSPORTATION SUB-COMMISSION, A.C.,
(RAIL DIVISION)
C/o Transportation Increment,
C.M.F.

28 April 1945

Tel.: 843238

Ref.: 42/57/4/Fn.4

SUBJECT: Spoleto-Norcia RailwayTO : The Mayor of Spoleto.

Dear Mr. Mayor:

1. The receipt of the petition regarding the operation of the Spoleto-Norcia Railway sponsored by yourself and associate Mayors is acknowledged.
2. In order to commence operations on the Spoleto-Norcia Railway it is necessary to make arrangements with the military authorities for permission to tap the ISE lines.
3. This Sub-Commission has already forwarded such a request to the proper authority and when the necessary permission is received application for the electric energy will then have to be made by the Railway concerned.
4. You can rest assured that we are actively interested in the Spoleto-Norcia Railway and will do all we can to assist the management of the line in continuing operations.

Yours very truly

J. Gordon Mayor
For Director

4043

COMUNE OF SPOLETO
ref. N°3599

Spoletto, 9 April 1945

TO: Allied Commission
Electric Power S/Commission

I beg to forward to that S.Commission copy of the deliberation taken by the Mayors and Chairmen of the National Liberation Committees of Spoleto and Highlands, aiming to obtain authorization to reoperate the railway line Spoleto-Norcia and to secure the financial backing necessary to carry out the most urgent and essential rehabilitation works.

I trust that the unanimous deliberation of the Governmental and Political Authorities of this important District will be favourably investigated by that Allied Commission in order to comply with the justified requests of this population.

While waiting for your reply I remain

Yours faithfully
The Major

Comune of SpoletoSUBJECT: Rehabilitation of Spoleto-Norcia Railway.

Minute of a Meeting held at Spoleto on April 7th 1945, attended by following Officials:

DI FILIPPI	Filippo	Mayor of Spoleto (on the Chair)
CONTANTI	Luigi	Chairman Nat. Liberation Comm. Spoleto
RUGGERI	Celestino	" " " " Norcia
CORTELLI	Spartaco	Mayor of Norcia
SEIMI	Antonio	Chairman Nat. Lib. Comm. Cerreto
CAVALLETTI	Pietro	Mayor of Norcia
MEDEI	Francesco	" " S. Anatolia di Narco
AMICI	Antonio	" " Scheggino
ANDERLINI	Giuseppe	Chairman Nat. Lib. Comm. Vallo di Nera
STELLA	Quinto	Mayor of Vallo di Nera
BASLER	Paolo	Manager Spoleto-Norcia Rly
CORRA'	Gerolamo	Chief Secretary of the Comune of Spoleto

The Chairman says that the Meeting has been called in order to investigate, in agreement with the Mayors and the Representatives of the National Liberation Committees of Spoleto and Highlands, the problem of the rehabilitation of the Spoleto-Norcia Rly.

The Manager of the Rly., Mr. Basler Paolo, is then invited to report on the happenings that lead to discontinue the operation of the Rly. and on the negotiations made for its rehabilitation.

Eng. Basler makes a detailed report as to the reasons for which all traffic was suspended and the payment of wages and salaries to the personnel was discontinued.

He furthermore reports on the negotiations made with the Italian Ministries and with the Allied Commission in order to obtain the necessary authorization together with the financial backing and the supply of electric power for reoperation of the service.

He points out, to this purpose, that to carry out essential rehabilitation works of both the line and the rolling stock, at least 1,500,000 lire are required, to be supplied by the Ministry of Transports.

Above financial backing has been repeatedly requested for to above Ministry but no definite reply has been given yet.

It is therefore necessary that all Mayors and Chairmen of the National Liberation Committee of the district served by the Spoleto-Norcia Rly express their unanimous wishes to the purpose that suitable measures be taken by the Ministry of Transports and by the other concerned Authorities in order that the rehabilitation of the line and the financial backing for the most urgent and essential works be promptly granted.

./././ 601

- 2 -

All Members, having duly noticed Mr. Basler's report, confirm the urgent necessity that the railway line Spoleto-Norcia be soonest possible reoperated, as the whole traffic from the Highlands to the Valley cannot be moved but by truck and only at a very limited extend and owing to the bad conditions of the roads, the tires are quickly worn-out and much fuel is wasted, so that it is practically impossible to effect any transport at all, but at exhorbitant prices.

The Ministry of Transports' attention is drawn to above problem that must be solved without further delay, and it is requested that the authorization to reoperate the line together with the financial backing of 1.500.000 lire be soonest possible granted.

The Allied Commission is also requested to kindly investigate the possibility to grant the allocation of electric power, to be drawn from the Orte-Rome line.

The Chairman is unanimously delegated by the Members to undersign present Minute, to be submitted to the Ministry of Transports, to the Allied Commission and to the General Italian Labour Confederacy.

The Mayor

.....

The Secretary

.....

4820

57/4/26

PGM/lc

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

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

23 April 1945

SUBJECT : Spoleto-Norcia Railway

TO : MRS - Bldg. (Attention Major Kubale)
DAD Tn 3 ELEC.

1. Application has again been presented to us by the General Inspectorate MCTC to commence operations on the Spoleto-Norcia line.
2. Electric energy required is 400 KW between the hours of 0500-1000 and 1500-2100.
3. If the Electric energy can be obtained would it be permissible to tap the ISR lines at Spoleto.
4. The Spoleto-Norcia Railway serves local needs in its area and contributes little to outside districts except the haulage of a small amount of timber to mines in the vicinity of Spoleto.
5. We place a very low priority on the opening of this line, but being that the Railway is ready to operate and only needs electric energy, it would help to bring the community which it serves back to normal.

For the Chief Commissioner:

P.C. MATSON, Major

4029

MINISTRY OF TRANSPORTS
GEN. INSPECTORATE
RST-N°409/1273

Roma, 16 April 1945

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

SUBJECT: Spoleto-Norcia Railway
Supply of el. power.

1. Reference is made to yours 27 March ult. ref AC/57/4/Tn.4
2. The electric resistance, whose employment had been suggested in order to enable the E-cars of above railway to run with parallel-connected driving motors, while drawing the electric power from ISR net-work, can be omitted if the driving motors are connected in series,
3. No harm can be done to the insulators of the Spoleto-Norcia overhead system, by the omission of above resistance, as they are reckoned to stand a max. tension of 10.000 volt.
4. The Company suggests the operation of two couples of trains daily; not more than one train would be in operation at any moment.
5. The power required would be abt. 400 Kw. and the yearly power consumption abt. 600.000 Kw.hrs.
6. The power should be supplied daily from 0500 to 1000 and from 1600 to 2100 hrs.
7. That S/Commission is therefore kindly requested to arrange for allocation of said electric power to above railway.

THE DIRECTOR GENERAL
DE CUPIS

57/4/24

ACP/1c

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

Tel. 843238
Ref. AG/57/4/TN 4

29 March 1945

TO : Ministry of Transports
General Inspectorate MUTC

SUBJECT : Spoleto-Norcia Railway.

1. Reference your letter 27 March 45.
2. If the Company can produce all the equipment, including the suitable resistance, then the MRS would have no objection to current being supplied.
3. It would be necessary for a bid to be made to the Electric Power Committee for the electric energy, but technically the connection to 132 electric line at Spoleto could be undertaken.

A.A. PING, Major.

Copy to: MRS (ref. TN A 3(E)/9-8A)
" " Movements In Sub-Comm. (Rails).

607

57/4/23

Ministry of Transport
General Inspectorate MCTC

Rome, 27 March 1945

RST - N° 327/1273

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

SUBJECT: Spoleto-Norcia Railway.-

1. Reference is made to your letter AC 57/4 Tn 4 dated 20 March ult.
2. In the letter I refer to, you write: "However, as the equipment is not available, there is no case to be made out for the provision of a service." (para 5).
3. I want to point out, on this subject, that should it be possible to find a suitable resistance to reduce ISR 3000 volts direct current to 2600 volts, it would be only question to supply a small amount of electric power for the operation of a limited service.
4. As above resistance can be found more easily than a mercury rectifier, and considering that even a limited service would be very useful for conveying ~~the~~ labor required for the operation of the lignite mines near Spoleto, the only question which must be solved is the possibility to supply said small amount of electric power, 3000 volts.
5. Above limited service would not involve conveyance of further passenger or freight traffic to ISR lines, whilst it is very important to improve the output of the lignite mines near Spoleto. Please therefore kindly investigate this matter again and let me know your decisions on this subject.

For the Minister
sgd. DE CURTIS

4026

57/4/21

ACP/AV

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

20 March 1948

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

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

SUBJECT : Spoleto-Nord Railway.

1. Reference is to your letter RST No 292/1273 dated 7 March 1948.
2. No information was given to M.R.S. that it would be necessary to provide a mercury rectifier or a resistance, neither of which are available.
3. Your letter of 24 February stated that the railway company had all equipment available, and that it was only the question of power supply which required to be settled.
4. The careful examination of the type of traffic likely to arise in the area of this line made by our Movements Section led them to recommend that the line be not opened at the moment, but the fact that power might be provided and that all equipment was available caused them to agree that the line might open provided it did not convey passengers or freight to the main line.
5. However, as the equipment is not available, there is no case to be made out for the provision of a service. Even if steam locomotives were obtainable, it would not be possible to obtain authority for the use of coal on such a line.
6. The matter must therefore be left until there is a better prospect of obtaining the necessary electrical equipment.

O. H. Lindberg, Lt. Col.
O. H. LINDBERG
Lt. Col. R.E.
Chief, Rail Division
4035

Copy to: M.R.S.
Movements Tr. Sub-Commission (Rail)

57/4/22

Ministry of Transport
General Inspectorate R.S.S.C.
R.S.C. n° 214/513

Rome 9 Feb. 1945

TO: En S/Commission A.C.

Rehabilitation of Railways - Present conditions of
several railway - lines.

We beg to give you following detailed informations concerning some
private Railways in concession:

A) Compartimental Inspectorate of Bologna.

- 1) Railway line Rimini - Ravenna (length 35 Km): not in operation;
no rehabilitation works on hand.
With reference to above line we very much agree if that S/C could
send some Official to carry out a survey together with an official
of this Ministry, in order to investigate the possibility to carry
out some rehabilitation works enabling to re-operate the service
on the line.

B) Compartimental Inspectorate of Firenze.

- 2) Railway line Arezzo - Fiesole: length 134 Km; not in operation; no
rehabilitation works on hand.

C) Compartimental Inspectorate of Rome.

- 3) Railway line Umbertide - Perugia - Todi - Terni length 113 Km; presently
in operation the section Todi - Terni, length 42 Km. Works on hand:
reconstruction of a 6 mt-span rail-underbridge at Km. 50 + 350;
reconstruction of a 4 15mt-span bridge at Km. 50 + 854; repair works
at Marino Station Bldg.
Upon completion of above works it will be possible to operate a service
btw Perugia and Fiesole Todina, abt. 30 Km, thus rehabilitating the whole
section Perugia - Todi but for abt. 7 Km. Interruption btw. Todi and
Fiesole Todina on account of a very important metallic bridge spanning
the Tevere River at Km. 60 + 567.

- 4) Railway line Scalo - Perugia length 51 Km. not in operation. The
Tunnel Biselli at Km. 42 has been repaired. A rectifier, of a connection
with I.S.A. electric line or a steam loco have been requested; should
it be possible to grant one of above requests, a service could be
re-operated.

109/2

D) Compartimental Inspectorate of Ancona.

- 5) Railway line Porto S. Giorgio - Ancona length 59 Km. Not in operation.
A service was operated till 12 Nov. 44 on the section Porto S. Giorgio -
Servigliano but it was cancelled for lack of coal. Several damaged works
are being repaired. An application for supply of oil power has been put,
as both equipment and material are in operating conditions.
- 6) Railway-line Castelraimondo - Camerino: length 11 Km. No informations
are available.

no rehabilitation works on hand.
With reference to above line we very much agree if that S/C could send some Official to carry out a survey together with an Official of this Ministry, in order to investigate the possibility to carry out some re-habilitation works enabling to re-operate the service on the line.

B) Compartimental Inspectorate of Firenze.

- 2) Railway line Arezzo - Posanto : length 134 Km. not in operation; no re-habilitation works on hand.

C) Compartimental Inspectorate of Roma.

- 3) Railway line Umbertide - Perugia - Todi - Terni : length 143 Km; presently in operation the section Todi - Terni, length 42 Km. Works on hand : reconstruction of a 6 mt-span rail-underbridge at Km. 50 + 360; reconstruction of a 4 15mt-span bridge at Km. 50 + 354; repairworks at Marciano Station Bldg.

Upon completion of above works it will be possible to operate a service btw Perugia and Fusta Todiina, abt. 30 Km, thus rehabilitating the whole section Perugia - Todi but for abt. 7 Km. Interruption btw Todi and Fusta Todiina on account of a very important metallic bridge spanning the Tevere River at Km. 60 + 567.

- 4) Railway line Spoleto - Norcia : length 51 Km. not in operation. The Tunnel Biscelli at Km. 42 has been repaired. A rectifier, of a connection with I.S.N. electric line or a steam loco have been requested; should it be possible to grant one of above requests, a service could be re-operated.

D) Compartimental Inspectorate of Ancona.

- 5) Railway line Porto S. Giorgio - Ancona : length 59 Km. Not in operation. A service was operated till 12 Nov. 44 on the section Porto S. Giorgio - Servigliano but it was cancelled for lack of coal. Several damaged works are being repaired. An application for supply of oil power has been put, as both equipment and material are in operating conditions.

- 6) Railway-line Castelraimondo - Camerino : length 11 Km. No informations are available.

- 7) Railway line Fermo - Pescara : length 39 Km. not in operation - Rehabilitation works of both track and electric equipment are being carried out.

The General Director
sgd. DS MPTB

Rome 7 March 1945

Ministry of Transports
General Inspectorate

Ref.: R.S.T. No 292/1273

Subject: Spoleto-Norcia Rly.

TO: The S/Commission AC - Rails.

URGENT

=====

With reference to your letter 6 Feb. 1945 AC/57/4 Tn 4 addressed to M.R.S., copy of which has been sent here for information, we want to point out that with letter No 3 Jan. 1945 addressed to I.S.R. General Direction, this General Inspectorate MCTC has sponsored the application submitted to that S/Commission by the Company operating above line.

Said application included either the supply of a mercury rectifier 2600 volts, direct current or the authority to establish at Spoleto a connection with I.S.R. feeding line in order to draw on the Spoleto-Norcia line the 3000 V. current generated for the Orte-Falconara line.

Should this latter alternative be chosen, a resistor ought to be inserted in the Spoleto-Norcia power system in order to reduce the tension to 2600 Volts.

If neither of above alternatives could be granted, the Company requested for the allocation of two steam locos in order to may temporarily operate the line with steam traction.

This General Inspectorate is again recommending that the request be granted as the reoperation of this line would be very useful owing to the difficulty to reach by road the Area btw. Spoleto and Norcia; the line, length 51 Km, would require abt. 360 Kw. power.

The railway could be used, now, for conveying from Borgo Cerrato to Spoleto (32 Km) timber from those forests to be utilized in the lignite mines of Morgnano thus enabling to increase their output.

We want that S/Commission's decision on this subject.

The Director General

sgt. DE CUPIS

4003

INTER-OFFICE MEMORANDUM

CRW/etc

57/4/19

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division - Rail)

Tel : 478704

4 March 1945

353/3/Tn 3

SUBJECT : Re-operation of Private Railway
Spoleto-Morcia

TO : Transportation Sub-Commission,
Rail Division

1. Further to my 353/2/Tn 3 dated 3 Feb '45 and to conversation (Col. Thomas - Lt. Col. Lindberg - Major Worthington) of 3 March '45.
2. In view of the fact that the M.R.S. are prepared to allocate the necessary power for the operation of the Spoleto-Morcia line, there will be no objection to its reactivation, providing the Passenger and Freight Traffic carried is not for transshipment to destinations on the main line which is at present loaded to capacity.

TRANSPORTATION SUB-COMMISSION RAIL DIVISION	
	SEEN. INITIALS.
CHIEF.	
ASSISTANT	
ADMIN.	
CIVIL ENG.	
MECH. ENG.	
TRAFFIC.	
STORES.	

Mr Thomas Colonel
for MERRITT E. TAYLOR
Director, Transportation Sub-Commission

4032

ACP/ic

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

Tel. 843230
Ref. AC/57/4/Tn 4

6 February 1945

TO : Director,
Military Railway Service.

SUBJECT : Spoleto-Norcia Line.

1. This privately-owned narrow gauge line has received careful consideration by this Transportation Sub-Commission in the past, but it has been difficult to establish any factual basis for its re-operation in the light of information supplied by the AC area concerned.
2. Our Movements Division felt, indeed, that it would tend to bring some additional passenger and freight traffic in the direction of line 67 which could not be carried at the present time, but the fact the line has been repaired, and that electric rolling stock is available now suggests that it might make some local contribution to transport needs in an area difficult of access. The staff is apparently available and in receipt of remuneration, so that only the question of power has to be settled.
3. In all such circumstances, this Sub-Commission agrees that the line may re-operate within the power limitations which will presumably be placed upon it, and on condition that it fully understands it must not transport passengers into Spoleto with the promise that rail transport to Rome is available; in other words it must function as a purely local line.
4. The Ministry is being informed, and doubtless the Company itself will make the necessary applications for power based on the assent for operation now given.

1031

AC/ing may
R. G.H. LINDBERG

0526

SUBJECT : Spoleto-Marcia Line.

1. This privately-owned narrow gauge line has received careful consideration by this Transportation Sub-Commission in the past, but it has been difficult to establish any factual basis for its re-operation in the light of information supplied by the AC area concerned.
2. Our Movements Division felt, indeed, that it would tend to bring some additional passenger and freight traffic in the direction of line 87 which could not be carried at the present time, but the fact the line has been repaired, and that electric rolling stock is available now suggests that it might make some local contribution to transport needs in an area difficult of access. The staff is apparently available and in receipt of remuneration, so that only the question of power has to be settled.
3. In all such circumstances, this Sub-Commission agrees that the line may re-operate within the power limitations which will presumably be placed upon it, and on condition that it fully understands it must not transport passengers into Spoleto with the promise that rail transport to Rome is available; in other words it must function as a purely local line.
4. The Ministry is being informed, and doubtless the Company itself will make the necessary applications for power based on the assent for operation now given.

1031

asked may
p. O.H. LINDBERG
Lieut.Col. R.E.,
Chief, Rail Division.

Copy to: Ministry of Communications, General Inspectorate MOTC -ISR.

Roma - 24 Feb. 1945

Ministry of Transports
General Inspectorate MCTC
Serv.3; Uff.5; No2001; Ag.13.1

TO: Tn S/Commission AC

SUBJECT: Spoleto Norcia Rly (Private): reoperation of services.

With letter No L.7/18/1291/AL dated 12 Jan. 1945 addressed to both that S/Commission and Director MRS, the General Direction ISR requested Allied Authorities' consent for the supply to the Company operating above line, of the amount of electric power required to operate during night-time, two couples trains daily.

The connection with the feeding net-work would be effected at Galletto power station and the power would be drawn from amount available for the operation of the Falconara - Orte line.

We want to emphasize the opportunity of above solution enabling to re-operate a railway line of paramount importance for the area served by it, with a very modest consumption of electric power.

The Spoleto - Norcia Rly, length 51,485 Km., is one of the most important railways in concession and has both equipment and rolling stock in full operating condition. Above Rly line is very important on account of the montaneous nature of the zone so that the road connections are very difficult.

On the other hand, the full staff is available and although being completely inactive, they receive full pay as in normal times.

Above sketched situation, besides causing great discomfort for the populations, also seriously affects the financial position of the Grantee because they keep paying salaries & wages to the staff without any incomes.

That S/Commission is requested to kindly investigate the possibility to grant present request.

The Minister

-CERABONA-

1030

Subject:- Reopening of Spoleto - Norcia
Electric Railway.

Military Railway Service
C.M.F.

Tele: Firebox 84

Tn.A.3.(E)/9-8A.

2/ February 1945.

To:- Transportation Sub-Commission,
Rome.

Copy to:- I.S.R.

Reference I.S.R. letter L7/18/1291/A1 dated 12th January 1945 addressed to D.M.R.S. and A.C. Transportation Sub-Commission, will you please say whether the Transportation Committee have studied the proposal of re-opening the Spoleto - Norcia Electric Railway, and whether it has been decided that the proposal should be followed up.

Technically, it is possible to supply energy from the I.S.R. Electric Line at Spoleto and if the re-opening of the Railway is considered desirable a bid for the necessary electrical energy will have to be made to the Electric Power Committee.

J. C. Kubale

Major, R.E.
for Brig.,

Director, Military Railway Service

JWB/elc

INTER-OFFICE MEMORANDUM

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel : 478704

3 February 1945

363/2/Tn 3

SUBJECT : Re-operation of Private Railway : Spoleto - Nercia.

TO : Rail Division, Tn. Sub-Commission

1. Reference your Minute AC/57/4/Tn 4 dated 25 Jan '45.
2. This Division is unable to give support to request for re-operation of this private Railway at this stage.
3. We receive no demands for movement from the area in question, and any trans-shipment to standard gauge at Spoleto would be a complicated matter. The capacity of line 87 is always considerably over-bid and traffic on this line is strictly controlled at AFHQ Priority of Movement Conferences. If power is granted, this private Company will undoubtedly accept traffic (passenger and freight) for movement over ISR system and serious complications would result.
4. All papers are returned herewith.

M. J. Siefert
Lt. Col.
M. J. SIEFT, Lt. Col.,
Chief, Movements Div.

4028

Rome- 12 Jan. 1945.

The Minister of Transports.

Ref. L. 7.15/I291/A I.

to D.M.R.S.
and
to Tn S. Commission AC

Subject: Re-operation of private Railway : Spoleto-Norcia.

The Società Subalpina di Imprese Ferroviarie (Subalpine Co. for Railway Undertaking) operated the electric Railway Spoleto-Norcia for both passenger & freight traffic along the valleys of the rivers Nera and Corvo.

The line is 51,485 Km long and it is electrified, direct current, 2600 volt with overhead system.

The line was fed by the rectifying substation of Piedipaterno, which was demolished by German sappers; the whole electric system, (both feeding line & contact line) on the contrary, remained undamaged and it can be put immediately in operation again.

The Company which has the necessary automotrices available, has pointed out the opportunity to re-operate the service along above line, but as they cannot arrange for the machinery and equipment required to rehabilitate the substation of Piedipaterno, they applied to ISR in order to obtain the power through an emergency junction at Spoleto Station.

From the technical view-point no difficulties are presented by said junction which can be easily carried out with all safety arrangements.

The yearly consumption of power would be abt 800,000 KW.hrs as only two couples of trains would be operated.

In order not to interfere with the supply of power for other uses, the 4 trains scheduled for the Spoleto-Norcia line could be operated during the night or immediately before the sunrise.

The power to be supplied to the Spoleto-Norcia Railway would be drawn from the amount that Terni is going to put at ISR disposal in its power station of Galleto for the operation of the Orte-Falconara line and since said line is under MRS and AC Tn. S/Commission supervision, I would very much appreciate if ISR could be allowed to carry out above junction and to supply with el. power the Company.

IL Minister
CERABONA

*ISR very unlikely mds
would agree to this.*

2027

0531

58/4/13

AC2/10

INTER-OFFICE MINUTE

Our Ref. AC/57/4/Tn 4

TO : Movements Division, ACHQ
(Lt.Col. J. Baker)

SUBJECT : Re-operation of Private Railway : Spoleto-Norcia.

1. Will you please peruse the enclosed papers and submit any comments you may have.

2. You will observe Industry Sub Commission has previously indicated it is not interested.

3. It will be noted there is a suggestion that in 1940 the following tonnages were conveyed :

Brown coal	25,000 tons
Charcoal	4,000 tons
Wood	18,000 tons
Bldg materials	5,000 -

4. The line is narrow gauge, but apparently runs alongside the State line at Spoleto.

5. There are French interests in the Railway, and occasional enquiries are made from the French Embassy concerning it.

6. If there is justification for operation, it will still be difficult to obtain power, but the best effort would be made.

7. Please ensure return of papers with your reply.

2023

Sd ACP

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

Transportation Sub-Commission (Rails)

25 January 1945

Tel: 841218

0 5 3 2

1. Will you please peruse the enclosed papers and submit any comments you may have.

2. You will observe Industry Sub Commission has previously indicated it is not interested.

3. It will be noted there is a suggestion that in 1940 the following tonnages were conveyed:

Brown coal	25,000 tons
Charcoal	4,000 tons
Wood	18,000 tons
Bldg materials	5,000 -

4. The line is narrow gauge, but apparently runs alongside the State line at Spoleto.

5. There are French interests in the Railway, and occasional enquiries are made from the French Embassy concerning it.

6. If there is justification for operation, it will still be difficult to obtain power, but the best effort would be made.

7. Please ensure return of papers with your reply.

4026

Sd RCP

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

Transportation Sub-Commission (Rails)

25 January 1945

Tel: 843238

0 5 3 3

Rome- 12 Jan. 1945.

Minister of Transports.

Ref. L. 7. 18/1291/A D.

to D.M.R.S.
and
to Tn S. Commission AC

Subject: Re-operation of private Railway : Spoleto-Norcia.

The Società Subalpina di Imprese Ferroviarie (Subalpine Co. for Railway Undertaking) operated the electric Railway Spoleto-Norcia for both passenger & freight traffic along the valleys of the rivers Nera and Corno.

The line is 51,485 Km long and it is electrified, direct current, 2500 volt with overhead system.

The line was fed by the rectifying substation of Piedipaterno, which was demolished by German sappers; the whole electric system, (both feeding line & contact line) on the contrary, remained undamaged and it can be put immediately in operation again.

The Company which has the necessary automotrices available, has pointed out the opportunity to re-operate the service along above line, but as they cannot arrange for the machinery and equipment required to rehabilitate the substation of Piedipaterno, they applied to ISR in order to obtain the power through an emergency junction at Spoleto Station.

From the technical view-point no difficulties are presented by said junction which can be easily carried out with all safety arrangements.

The yearly consumption of power would be abt 800,000 Kw.hrs as only two couples of trains would be operated.

In order not to interfere with the supply of power for other uses, the 4 trains scheduled for the Spoleto-Norcia line could be operated during the night or immediately before the sunrise.

The power to be supplied to the Spoleto-Norcia Railway would be drawn from the amount that Terni is going to put at ISR disposal in its power station of Galleto for the operation of the Orte-Falconara line and since said line is under VRS and AC Tn S/Commission supervision, I would very much appreciate if ISR could be allowed to carry out above junction and to supply with el. power the Company.

Il. Minister
CERABONA

1005

Tel. 489081

MEMORANDUM

57/4/10
LWL/ac

Reference : 060/ /FWU
Subject : Spoletto-Norcia Railroad
To : TRANSPORTATION SUB-COMMISSION
From : P.W. & U. Sub-Commission

1 Dec. 44

1) - Reference your letter 25 Nov. 44 - file AC/57/4/Tn.
and also Lazio-Umbria Region's letter 18 Nov. - file R4/ENG/716.

2) - As requested we are enclosing copies of correspondence pertaining to the above subject which has already been furnished to Lazio-Umbria Region with the request that they begin the necessary investigations and which accounts for their letter of 18 Nov. to you.

3) - In the future we will make it a point to clear matters of this nature through your Sub-Commission first and appreciate you calling the matter to our attention.

enclosures :
letter 7/11/44
translation of letter 23/10/44 from
Municipal of Spoleto

W. M. Lapper
W.M. LAPPER
Lt-Colonel
Chief Elec. Div.

L

4024

Tel. 489081

HEADQUARTERS ALLIED COMMISSION

A.P.O. 794

Public Works and Utilities Sub-Commission

LWL/ac

Reference : 060/ /PWU

7 Nov. 44

Subject : Electric power for
Spoletto-Norcia RailwayTo : REGIONAL COMMISSIONER LAZIO-UMBRIA REGION
(Attention Regional Engineer)

1) - The attached request for 350 Kwh a day of power to operate the above railway is herewith transmitted for necessary action.

2) - Please inform this Sub-Commission of action taken.

E.J. BARRY

Major, C.E.

Acting Chief Elec. Div.

4023

TRANSLATION

MUNICIPIO OF SPOLETO

23 October 1944

Subject : Electric power supply to Spoleto-Norcia Railway

The Spoleto-Norcia Railway, operated by Società Subalpina links our head town with 10 communes up in the mountains, having more than 30.000 inhabitants all together. All these people were using everyday the railway, now out of service for electricity shortage, as the only mean for their needs.

It must be kept in mind that the road too is of no use now, because of bridges destructions. Among the main activities, both industrial and commercial employing railroad transport for most of their material, following will be remembered : fuel commerce (wood, coal and lumber) for Spoleto as well as nearby towns and communes, flour mill industry because of the fact that the communes up in the mountains are short of suitable machinery, therefore relying on Spoleto's.

Winter is approaching and the inhabitants of Spoleto do not have sufficient supply of fuels for heating, the people up in the mountains need in turn some means to provide flour, oil, paste a.s.o.

Considering what above stated and in order to meet the wishes of Spoleto; and mountain towns I beg to inform this Sub-Commission that an amount of 350 Kwh electric energy should, as an emergency and particular measure, be allocated for the Società Subalpina.

This is the least sufficient amount to rehabilitate the essential public service making it possible, at the same time, the use of other means for the actual urgent needs.

The requested energy would allow 2 daily runs from 0500 to 0700 and the other from 1700 to 1900 hours.

Being confident in your complete assistance I wish to thank you before-hand.

Yours truly

THE MAYOR

4022

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel: 4/8701
Our ref: AS/57/4 Tn.

Rome, 25 November 1944

SUBJECT: Spolito-Norcia Railway.

TO : Public Works & Utilities Sub-Commission

1. Lazio-Umbria Region AMG by letter RA/ENG/716 state your Sub-Commission is dealing with the question of supply of current to this railway.
2. It is requested that such applications be passed to this Sub-Commission before being passed to Regions for action.
3. In the case of the Railway, as far as we know they seek ISK machinery before being able to operate, and any such requirements is a matter for discussion with Military Railway Service.
4. The line has suffered considerable damage, and no authority can be given for operation before arrangements have been made with Ministry officials, the line being in concession from the State.
5. May the correspondence and other similar correspondence be passed to the Sub-Commission for attention please? When power is required, due approach will be made to you as in the past.

Copy to Engineering Div.
" " Lazio-Umbria Region
" " MRS

for *AD*
D.S. ADAMS
Colonel, C.E.
Director Tn. S/O.

4021

601761

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

Rome, 18th November 1944.

TO : Hq Allied Commission - Transportation SC.←
SUBJECT : Spoleto-Norcia electric railroad.
FILE N° : R4/ENG/716 (to quote in reply)

This division has received through PW&U SC a request by the Municipality of Spoleto for electric power to operate the above railroad.

The amount required is 350 KWh daily.

Please inform this division if the operation of this railroad has your sanction.

For Regional Engineer

E.P. Wade-Brown

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

Copy to :

Hq AC PW&U SC

L & U Region Transportation Division.

4020

REB/lr

MINISTRY OF COMMUNICATIONS

General Inspectorate for Civil Motorisation
and for Transports in Concession

Ref.: 1 R 011/3554

Rome, Aug 3rd 1944

TO : ACC Transportation Sub-Commission
and
MRS Advanced Echelon - Rome

SUBJECT : Railway Spoleto-Norcia

1. This General Inspectorate has been informed, through the MRS Advanced Echelon, that the direction of the Spoleto-Norcia Railway submitted an entreaty in order to conserve the estate of said Railway, seriously damaged by the Germans, to protect the interest of 75 employees, formerly needed to operate the railway and to re-operate, soonest possible, with emergency means, said railway.

2. Since it has been reported that that Sub-Commission, together with the managers of said railway is going to operate a survey of said line, which entirely runs inside the military zone, this Inspectorate would be grateful if one of his functionary could be present at said survey in order to enable the Inspectorate to better deliberate upon the requests submitted by the Company.

3. If the request of this Inspectorate can be accepted by that Sub-Commission, the functionary appointed to above survey is: Ispettore principale tecnico di 2a classe (2nd class, principal technical inspector) ing. GIORDANI GIUSEPPE.

4. Please kindly tell in due time the date of departure and give to said functionary the necessary pass.

The Minister

CERABONA

Copied from map - MRS

6019

Tel: 478471

ACP/at

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

57/4/6

Our Ref : ACC Tn/44/32

TO : Società Romana

Date : 27 July 44

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 ~~tariffs~~ 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.

Alb R. Capt 1018
D.S. ADAMS
Colonel, C.E.
Tn. Sub-Comm.

Copy to : Minister of Communications.

ALLIED CONTROL COMMISSION
TRANSPORTATION SUBCOMMISSION
ENGINEERING SECTION (NORTH)

Ref R/TN/8/6
July 29th 1944

TO: TRANSPORTATION SUBCOMMISSION
MAIN HEADQUARTERS

Attention: Lt.Col. L.E. Vining

Subject : Private Railways

I. As requested herewith particulars of Spoleto - Norcia Railway.

2. It will be noted that the total goods handled during 1940 were only 11 963 ^{tons} and that the return from goods traffic was only about one half that of passenger traffic.

The working percentage was 121.


A.H. STREET Major

CIVIL ENGINEER
ACC TRANS. SUBCOMMISSION
NORTHERN ITALY

4017

Attache
unrecd

July 29th 1944

TO: TRANSPORTATION SUBCOMMISSION
MAIN HEADQUARTERS

Attention: Lt. Col. L.E. Vining

Subject: Private Railways

I. As requested herewith particulars of Spoleto - Norcia Railway.

2. It will be noted that the total goods handled during 1940 were only 11 963 ^{tons} and that the return from goods traffic was only about one half that of passenger traffic.

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A.H. STREET Major

CIVIL ENGINEER
ACC TRANS. SUBCOMMISSION
NORTHERN ITALY

*Attache
purposes with
this*

6017

COMPANY : Società Subalpina di Imprese Ferroviarie

OFFICES : Spoleto

ROUTE: Spoleto - Norcia

LENGTH OF LINE : 51.486 Kilometres

GAUGE : 0, 95 Metres

MAX GRADE: 0/00 45

MIN. RADIUS OF CURVE : 70

WEIGHT OF RAIL : Kgs per metre 25

STATIONS: 15

COMMUNICATIONS: Telephone

MAX SPEED: 40

TRACTION: Electric Direct 2400 Volt

POWER CONSUMPTION : 871.700 Kw:h

WEIGHT OF TRAIN: Passenger mixed 49 Goods —

Goods Trains not run

PASSENGERS CARRIED : 143.534

GOODS CARRIED : 11.963 Tons

PASSENGER KILOMETRES : 3.656.886

GOODS TON KILOMETRES : 506.879

REVENUE PASSENGERS : 574.206

LUGGAGE : 6.394

GOODS: 221.304

VARIOUS : 34.025

TOTAL: 835.929

EXPENSES : 1.008.164

WORKING % 121.

ROLLING STOCK :

LOCOMOTIVES -----

COACHES 2 AXLES: ----- Regie 8

4016

MIN. RAILS OF CURVE :70
WEIGHT OF RAIL : Kgs per metre 25
STATIONS:15
COMMUNICATIONS: Telephone
MAX SPEED: 40
TRACTION: Electric Direct 2400 Volt
POWER CONSUMPTION : 871.700 Kw:h
WEIGHT OF TRAIN: Passenger mixed 49 Goode —

Goods Trains not run

PASSENGERS CARRIED : 143.534
GOODS CARRIED : 11.963 Tons
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TOTAL: 835.929

EXPENSES : 1.008.164
WORKING % 121.

ROLLING STOCK :

LOCOMOTIVES -----
COACHES 2 AXLE:---- Bogie 8
WAGONS : Open 19 -- Box 15
VARIOS : Railcars electric 5

These figures refer to year 1940.

4018

REB/lr

Società Subalpina di Imprese Ferroviarie.

Rome - July 17 1944

To the
Transportation Sub-Commission ACC
R o m e
Via Veneto

n. 103/S

Attached herewith copy of petition presented to the
Compartmental Inspectorate of the civil motorization and of the
transportation in Concession, dated the 27th of June, we hope
that the means we have suggested, for the maintenance and operation
of the service - which seems us great importance especially for
the Supplies for Rome - will be hurriedly approved.
With best regards

the President
Avv. Alberico Gentili

4015

REB/lr

90/s

Rome, 27th June 1944

Compartmental Inspectorate of Civil Motorization of transports
in Concession

R o m e

Interruption of the operating of the railway line Spoleto-Norcia

We attach herewith a report of the Direction of the railway line Spoleto-Norcia on the war events which have caused the interruption of the railway.

Owing to the destruction of the machinery of the power substation of Piedipaterno the railway is paralysed. But that doesn't mean a complete destruction: the electric plant and the ballast are nearly all intact. Therefore it can be repaired and we hope that every effort will not be useless.

During last years, through there have been limitations in the use of electric energy, the railway Spoleto-Norcia transported hundreds of tons of food of the fruitful highland of Norcia: 25000 tons of brown coal; 4000 tons of charcoal; 15000 tons of wood and 5000 tons of various constructing materials. So it has been done in the years 1927 and 1929 when it was transported lot of material necessary to the construction of the hydroelectric power-stations, built by the Terni Society.

Therefore until the day, which I hope near, of a complete operating of the railway line, we must preserve and maintain it. We will take care of the situation with means which the present, serious circumstances will permit us only for a short time, because the financial burden cannot be supported by the Social funds, which already since a long time doesn't receive any income from the railway between Domodossola and the Swiss boundary nor from shipping on the Lago Maggiore, and would for this reason suffer too much for this situation. During this last months our funds had to support the operation of the railway Spoleto-Norcia, which had serious losses during german occupation.

Considering the need of an adjustment for the persone and for adopting necessary measures with care and energy, it seems also especially useful for us - as for the supreme interest of the Government - that, in agreement with the Society, should be named a special Commissioner, who in complete freedom and independence will fulfill the necessary action, receiving monthly by the Government the necessary money for this task.

Controlling and upkeeping in this way the railway line it will also be possible to have work for some of the seventy-five employes attached to the line.

We hope to have work for another group of employes if we have the permission to institute a motor-transportation of persons and freight between Spoleto-Norcis. Therefore as the "Tettini" company of Spoleto - which has already efficient a bus - is resending and repairing the abandoned vehicles of the retreating German Army, we formally ask if you will at once requisite and allow us free of charge this bus, with the five other busses which the company is going to repair.

The transportation will begin as soon as the road between Spoleto and Norcia, presently impracticable for mines, will permit the passage of vehicles. The said bus will be used since now for the transportation of the personnel and of the salvage-material along the railway line.

This situation will end when, repaired the railway line Rome-Spoleto, it will be possible for us to have two diesel-cars (litterine) or two locomotives fit for a slope of 45‰ and for a 95 gauge (95 cm).

We ask formally since now that these engines should be given us free of charge.

With safety of each prerogative (right) of action and reason.

Best regards

The President
of the Società Subalpina di Imprese ferroviarie
(signed) Adv. Alberico Gentili

HEADQUARTERS
ALLIED CONTROL COMMISSION
INDUSTRY SUB COMMISSION
APO 394

TS/pm

29 July 1944

Tel. 556

Ref. ACC/5612/IND

SUBJECT: Light Railway - Spoleto-Norcia
TO : Transportation Sub-Commission
(Attn: Railway Div.)

1. Attached is a report by the Director of this railway submitted at the invitation of this Sub Commission.

2. Our view is that there is nothing of such economic value to the war effort along the valley^{as} to warrant an attempt at re-activation on our part.

3. Please let us have your views.

1 incl.:
Letter of Spoleto-Norcia
Railway's Director, dated
21 July 1944

Copy to:
Economic Section

John Stoda
J.S.E. TODD
Colonel,
Acting Director
Industry Subcommittee

6012

copy

SOCIETA' SUDAFINA DI INTERESSE PER EVIARE

FERROVIA SPOLETO-NORCIA
Direzione dell'Esercizio

Spoletto 21 luglio 1944

Sig. Major H.C. TARNITT-SMITH

Industrial Sub. Comm.

Prot. N. 636

A.T.C. A.C.C.

OCCETTO: Relazione.

ROMA

c.p. c. al Sig. Governatore
S.E. Cap. Jarvis

SPOLETO

- Invitati da V.S. di esporre in una relazione scritta:
- 1) Cosa manca in questo momento alla Ferrovia Spoleto Norcia per poter funzionare;
 - 2) Funzionando, che cosa potrebbe portare di utile:
- rispondiamo quanto segue:

Premessa-

La ferrovia Spoleto Norcia della lunghezza di Km. 52, dallo scartamento di metri 0,95 con pendenze massime del 45‰ e dall'andamento planimetrico ed altimetrico come da allegato disegno, a trazione elettrica corrente continua di 2400 Volt. erogata da una sottostazione di trasformazione e di conversione, situata alla prog. Km. 23 della linea, con 2 trasformatori 30.000/3.000 Volt di 800 K.V.A. e di n. 2 gruppi di conversione retanti - di cui uno di riserva - composti di due motori sincroni di 700 K.V.A. e 2 dinamo di 600 K.W. aveva inoltre il seguente parco di materiale rotabile:

- n. 5 automotrici di 38 tonn. carico, della capacita' di 70 persone (48 seduti e 22 in piedi) e della forza di 412 cav.
- n. 8 vetture viaggiatori della capacita' di 70 persone (48 seduti e 22 in piedi).
- n. 15 carri merci chiusi della portata di 12 tonn. ciascuno;
- n. 11 carri merci a sponde alte della portata di tonn. 12 ciascuno;
- n. 4 carri a sponde basse ribaltabili della portata di tonn. 12 ciascuno;
- n. 2 coppie di carri bilicali per trasporto di legname lungo della portata per ogni coppia di tonn. 24.

In occasione della ritirata tedesca nella nostra regione, i devastatori germanici hanno completamente distrutto:

- 1) la sottostazione elettrica di trasformazione e di conversione;
- 2) N. 5 automotrici elettriche;
- 3) N. 1 vettura viaggiatori;

- 4) N. 2 carri a sponde alte;
 5) Tutte le scorte di materiali per la manutenzione degli impianti fissi e del materiale rotabile;
 e danneggiato lievemente:
 1) N. 1 automotrice elettrica (riparabile)
 2) N. 3 vetture viaggiatori (riparabili)

Notasi che la ferrovia con tutti gli impianti fissi è in concessione alla Società Subalpina di Imprese Ferroviarie con Sede a Roma Via XI Settembre n. 27 a direzione di esercizio in Spoleto fino alla data dell'anno 1932; che il materiale rotabile è invece di proprietà dello Stato Italiano, in usufrutto alla predetta Società fino alla fine della concessione.

La sede stradale con le numerose grandi opere di arte (ponti e gallerie) è completamente intatta, mentre anche se vi fosse ora disponibile l'energia elettrica necessaria, la ferrovia non potrebbe funzionare elettricamente, perché manca la stazione di trasformazione e di conversione.

Risposta alla prima domanda:

Occorrerebbero quindi in un primo momento e provvisoriamente:
 da 1 a 5 locomotive a vapore, secondo la potenzialità che si vuole dare all'esercizio ferroviario, che abbiano lo scartamento di m. 0,95, capaci di superare con carico le pendenze del 45‰;

oppure:

altre macchine o vetture con motori termici a scoppio per trasporto merci e viaggiatori.

In un secondo momento, cioè quando ci sarà nuovamente disponibile la corrente elettrica necessaria per l'industria in generale;

un trasformatore con raddrizzatore a vapori di mercurio della potenza di circa 600 K.W., capace di trasformare e convertire la corrente alternata di 20.000 Volt in corrente continua di 2.400 Volt (con i motori di trazione delle automotrici in parallelo), oppure di 1.200 Volt circa (con i motori di trazione in serie).

In questo caso la ferrovia potrebbe subito funzionare quasi in pieno elettricamente, poiché abbiamo disponibili due automotrici ed il parco delle vetture e carri merci quasi intatto.

Risposta alla domanda seconda:

La ferrovia Spoleto Norcia nel suo ultimo anno di esercizio aveva eseguito i seguenti trasporti:

viaggiatori n. 415.000

lignite da Cascia Serravalle a Spoleto (Miniera del Ruscio)

	Monteleone	tonn.	25.000
legna da ardere trasportata a Spoleto	"	"	8.000
carbone vegetale	"	"	3.000
merci vari	"	"	8.000

Totale Tonn. 44.000

La potenzialità della ferrovia Spoleto Norcia dipende dal numero dei mezzi di trazione disponibili.

Con 2 automotrici per esempio, la ferrovia sarebbe capace di trasportare

con 6 coppie di corse nelle 24 ore:

n. 750 viaggiatori in ogni senso;

o, pure

n. 420 viaggiatori in ogni senso e tonn. 50 di merci in ogni senso.

Con un numero superiore di automotrici, la capacità aumenta proporzionalmente.

Con locomotive a vapore (combustibili di lignite o legna di quercia), considerato le forti pendenze, la potenzialità sarebbe minore a secondo il peso e la potenza delle macchine.

Occorre tenere presente che nella zona percorsa dalla Ferrovia Spoleto-Norcia o facente scalo alla ferrovia predetta, vi sono ancora poco sfruttati - vasti giacimenti di lignite (Miniera di Monteleone Ruscio) a circa 35 Km. dalla Stazione di Cascia Serravalle.

Vi sono inoltre estesi boschi montani lungo la ferrovia che possono fornire ingenti quantitativi di legna da ardere (quercia, elce, faggio) legname da lavoro in tronchi (quercia per costruzioni navali, traverse ferroviarie e carbone vegetale).

La ferrovia Spoleto-Norcia, raccordata con le Ferrovie dello Stato a Spoleto, ha sempre fornito nel passato grandi quantitativi di questi prodotti a tutta l'Umbria, Roma, Firenze, Ancona, specialmente legna e carbone vegetale e per centri anche più lontani dell'Italia settentrionale e meridionale tronchi di legname di ogni genere.

Per la momentanea mancanza del funzionamento della ferrovia, tutta questa zona montana, tagliata fuori di ogni, anche minimo traffico, è completamente inoperosa.

D'altra parte aumenta forzatamente la disoccupazione e, dovendo durare questo stato di inattività di questa ferrovia, piccoli e grandi centri dell'Italia Centrale rimarranno quest'inverno senza combustibili.

Crediamo con questo, di aver risposto esaurientemente alle due domande poste, ma restiamo sempre a disposizione per eventuali ulteriori delucidazioni sull'argomento ed osiamo sperare che, nell'interesse pubblico, il Governo Alleato voglia fare del tutto, per aiutare a dare nuova vita a questa arteria di traffico italiana che rappresenta l'esercizio della ferrovia Spoleto-Norcia.

Chiudendo vogliamo aggiungere che la più vicina ferrovia che possiede lo stesso scartamento della ferrovia Spoleto-Norcia è la ferrovia Arezzo-Fossato di Vico che aveva in dotazione fra l'altro un parco di n. 16 locomotive a vapore e n. 4 o più automotrici a nafta.

Ci risulta che la sede stradale abbia fortemente sofferto dalla guerra, di modo che ci vorrà del tempo alquanto lungo per ricostruire le opere d'arte distrutte e permettere nuovamente un funzionamento regolare della ferrovia Arezzo-Fossato di Vico. Se vi sono rimasti dei mezzi di trazione su tale linea che sono in efficienza o facilmente riparabili, vorremmo vivamente pregare il Governo Alleato che disponga il temporaneo trasferimento di qualche locomotiva a vapore e "littorina" da quella ferrovia alla ferrovia Spoleto-Norcia e ci teniamo a disposizione per gli eventuali accordi da prendersi con la Direzione della Ferrovia Arezzo-Fossato di Vico che ha sede a Perugia.

Con ogni ossequio.

Soc. Subalpina Imprese Ferroviarie
Il Direttore della Ferrovia
F.to Paolo BAIER

Soc. Subalpina di Imprese Ferroviarie .

Ref.: 108/S

Rome, July 28th 1944.

TO : Major Mole Esp.
C/O Transportation S/C - Rome

I beg to send you herewith:

- 1) Copy of relation of the Operating Department of the Railway line Spoleto - Norcia, upon the damages suffered by said line on March 18th 1944 -
- 2) Copy of relation dated June 20th upon the war events, which caused the interruption of operating of said railway line
- 3) Copy of "Pro-memorie" dated June 27th, addressed to the Ministry of Communications (General Inspectorate for Civil Motorization and for transport in concession), in which we suggested the measures which must be immediately taken in the interest both of the Railway line and of the State

Your faithful

Soc. Sub. di Imp. Ferrovi.
The President

3 enclosures

Spoleto, March 22nd 1944.

Ref.: n.331

TO : Adv. A. Gentili Esp.
President of the Soc. Subalp. di Imprese Ferrov.
Rome

SUBJECT : Damages caused to the Railway Line by the Bombardement of Spoleto of March 18th 1944.

On Saturday 18th inst. the station of Spoleto and surrounding as well as the Via Flaminia (Flaminia Highway), have been bombed three times.

The explosion of a high explosive ammunition train, directly hit by the bombers inside the station, thoroughly destroyed the State Railway Station together with its installations and it caused such damages to the town that the lower part of same cannot be inhabited any longer.

The damages to our station of Spoleto-Norcia were very serious too.

All buildings had the roofs, the doors, the windows, the ceilings and the partitions destroyed, so that they can no longer be utilized.

An even emergency repair cannot be operated, yet, for the necessary materials (tiles, lumber, window-panes, hydraulic lime etc.) as well as the main power cannot be purchased.

An E-car and a coach were also rather seriously damaged for crystals were ~~out~~, partially, the roofs were broken. The electric line was lightly damaged so that it could provisorily restored within 60 hours.

The traffic was interrupted from 0830 hours Saturday, when the explosion occurred, to Monday 20th inst. at 1600 hours.

The departure and the arrival of the trains during the alarms and the air raids takes place, presently, at Spoleto, at Km. 1.600, where the chief of the movement departure is settled in a small booth.

Since Spoleto has been almost completely evacuated, the traffic both of passengers and goods, will still decrease.

The tickets for the passengers leaving for Spoleto, are sold into the train.

The goods are accepted and delivered at Spoleto at the sender's risk.

I will transport to Piedipaterno, in a small shed near the power-substation, both the repair-shop and the batteries-recharge shop.

In the next day, as soon as I shall have time, I will try to calculate the damages which I estimate at about 500.000 liras without reckoning the indirect damage of the decreased traffic,

4038

which is also serious, but cannot be easily estimated.

No damages to our staff or to the passengers.

In sending this relation I feel exceedingly sorry and tired both for the material work that a worse lot will be spared both to Rome and Spoleto.

The director of the Operating Department
of the Railway line Spoleto-Norcia
Ing. P. Basler

Confidential

4007

RELATION UPON THE LAST WAR EVENTS WHICH CAUSED THE
INTERRUPTION OF THE OPERATING OF THE RAILWAY LINE SPOLETO
NORCIA AND SUGGESTIONS OF MEASURES.

----- : -----
After the increasing bombardments of the Spoleto, Terni and Foligno zone during the very first days of the month of June, there were frequent interruptions in the electric power supply for the traction on account of damages on the electric lines arriving to Spoleto.

T Then I decided to interrupt the service, being same too exposed to all dangers, and to shelter the running material and the stock in safe places (tunnels etc.) but I was obliged by the German Command to keep operating transports of materials and workmen for a new airfield the construction of which had been recently started at Norcia by the Todt Organization.

On June 9th at 0620 hours, after the first train had left Norcia, the Railway line Spoleto-Norcia was compelled to definitively stop operating in consequence of a heavy bombardment upon the high-tension electric lines near Terni and Foligno.

At the same date it began in our entire zone the German troops' retreat. Every night thousands of war-cars of any kind passed over; they stopped over day time in the towns and villages sheltering with every available means from the aerial reconnaissance, and started running again at sunset. All our houses, stations, workshops, were overbearingly requisitioned so that it was impossible both to employees and to employees, to stay and even to approach the occupied buildings.

On June 10th all service telephone lines were interrupted in several points but on June 11th the chief of our transportation and rectifying station at Piedipaterno, who had succeeded in re-connecting the telephone line during the night, told me that said substation had been mined and everything was ready for its destruction.

The thorough destruction of the substation together with all its installations was accomplished on June 14th at 1400 hours and nowadays there is nothing else than a huge heap of still smoking wreckage.

At the same date German sappers blew up and set on fire, inside the same station of Piedipaterno, two E-cars and a car upon which the Germans had gathered all available stock materials from our depot which had been transported at said station since the bombardment of March 18th had almost destroyed and made unserviceable all buildings and the depot at station of Spoleto.

4006

At the same date (June 14th) the retreating German army blew up and set on fire the train (E-car, coach, and freight-car) which on June 9th at 0620 hours had been sheltered into the Serravalle tunnel, while another section had seriously damaged with bombs the fourth E-car and two coaches at station of Borgo Cerreto.

Successively the German troops blew up all power - and transformation stations of that zone as well as the most important bridges along the road between Norcia and Spoleto; latter town remained without water and lighting

The explosion of the remains of the State Railway Station had caused the falling of some poles and consequently of the contact line of the traversing yard of the Spoleto Norcia line at Spoleto. Some supports of the primary three-phase 30.000 V. line were blow up near Forca di Cerro and a small lenght of the Biselli tunnel collapsed in consequence of the distruction by mines of the bridges of the road.

The buildings of the Stations of Caprareccia, Piedipaterno and Borgo Cerreto were devastated. In the Caprareccia building, were the Direction offices had provisoriely settled down, the German troops, after having ransacked all files and documents, many of them were burnt, carried away or destroyed all geodetic instruments, drawing tools, typewriters, letterbook press, duplicator etc. Together with the greatest part of our office material. At Borgo Cerreto and Spoleto the station rooms were employed as stable for horse and mules.

We can still hear the battle bustle north of Perugia but here the quietness has come again and we have the opportunity to muse upon the disaster which hit the railway line Norcia - Spoleto; its track is almost undamaged but, its heart, the electric substations, has been broken and besides three of its five E-cars have been destroyed and a fourth E-car has been seriously damaged, one coach, two freight-cars, all stock and reserve materials were also destroyed while three coaches were seriously damaged.

On account of the several interruptions along the road, it is still impossible to go to the disastared places except on foot, along the railway line.

For the time being we have provisoriely repaired our service telephone line in order to communicate with the staff living along the whole line from Spoleto to Norcia and to give them eventual instructions.

Parts of our workmen is presently employed for the post

4005

urgent emergency repairs to the roads, other workers are employed for the salvage of the material for the destroyed plants and of the running material but the most workmen are forcedly idle along the railway line.

I am of opinion that the first thing, which must be done after the road has been repaired, is to institute, on behalf of our company, a motor car service both for passenger and for freight, between Spoleto and Norcia with eventual traversing through Biselli tunnel, not only for the actual urgent needs of the population, but also for employing even a small part of the Company's staff for on account of the interruption of the railway service, of 5 families has been reduced to beggary.

Successively it will be possible to put in operation some Diesel rail car and at last, when it will be possible and when the electric power station will be reconstructed, the electric traction will be possible again by installing a mercury rectifier.

To this purpose I am doing my utmost, provided that both the English and the Italian Authorities are prepared to give all necessary help.

Ref.: 90/5

Rome, 27 ~~July~~ ^{June} 1944.

TO / Compartmental Inspectorate of Civil Motorization of Transport in Concession.

INTERRUPTION OF THE OPERATING OF THE RAILWAY LINE
SPOLETO - NORCIA

We attached herewith a report of the Direction of the railway line Spoleto-Norcia on the war events which have caused the interruption of the railway.

Owing to the destruction of the machinery of the power-station of Fiedipaterno the railway is paralyzed. But that doesn't mean a complete destruction; the electric plant and the ballast are nearly all intact. Therefore it can be repaired and we hope the every effort will not be useless.

During last year, though there have been limitations in the use of the electric energy, the railway Spoleto-Norcia transported hundreds of tons of food of the fruitful highland of Norcia, 25.000 tons of brown coal; 4.000 tons of charcoal; 15.000 tons of wood and 5.000 tons of various constructing materials. So it has been done in the year 1927 and 1929 when it was transported lot of material necessary to the construction of the hydro-electric power-stations, built by the Terni Society.

Therefore until the day, which we hope near of a complete operating of the railway line, we must preserve and maintain it. We will take care of the situation with means, which the present, serious circumstances, will permit us only for a short time, because the financial burden cannot be supported by the special funds, which already since a long time doesn't receive any income from the railway between Domodossola and the Swiss boundary, nor from shipping on the Lago Maggiore, and would for this reason suffer too much from this situation. During these last months our funds had to support the operation of the railway Spoleto-Norcia, which had serious losses during German occupation.

Considering the need of an adjustment for the personnel and for adopting necessary measures with care and energy, it seems also especially useful for us - as for the supreme interest of the Government - that, in agreement with the Society, should be named a special Commission, who in complete freedom and independence, will fulfill the necessary action, receiving monthly by the Government the necessary money for this task.

Controlling and respecting in this way the railway-line, it will also be possible to have work for some of the twenty-five

employees attached to one line.

We hope to have work for another group of employees if we have the permission to institute a motor transportation of person and freight between Spoleto-Norcia. Therefore as the "Tattini" company of Spoleto - which has already efficient a bus - rescuing and repairing the abandoned vehicles of the retreating German army we formally ask if you will at once requisite and allow us free of charge this bus, with the five other busses which the company is going to repair.

The transportation will begin as soon as the road between Spoleto and Norcia, presently impracticable for mines, will permit the passage of vehicles. The said bus will be used since now for the transportation of the personnel and of the salvage-material along the railway line

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This situation will end, when repaired the railway line Roma-Spoleto, it will be possible for us to have two diesel-cars (littorine) or two locomotives fit for a slope of 45°/oo and for a 95 cm. gauge

We ask formally since now that these engines should be given us free of charge.

With savety of each prerogative of action and reason

Best regards

/signed/ Adv. Alberto Centili

The President
Of the Società Subalpina d'impres
Ferroviarie

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