

TO : R.A.A.C., Rome.

1. Complaints are being received from the Società per Azioni delle Tramvie e Ferrovie Elettriche di Roma (Rome - Fregene - Frosinone Railway) that members of the Allied Forces are removing rails from their track.

2. Two instances recently reported are as follows:

(a) Aug. 8. Removed from Terranova Station 25 rails, 3 sleepers. Loaded on to lorry H777600 and trailer H36435.

(b) Aug. 23. Removed from Terranova Station 18 rails (12 St. lengths). Loaded on to lorry H777600.

3. It will be observed that in both instances the same lorry was used to remove the material which seems to indicate that one particular Unit is concerned. I gather the lorry was bound for the Direction of Valmontone.

4. If you are in a position to identify this Unit from the information given above, will you please take steps to see that the property is returned to the Company concerned, as the rails are necessary for the work of repairing the track.

5. In this connection attention is directed to General Orders 60 AFHQ 1943 which places the disposal of all railway property in the hands of the Director General, Military Railway Services, and no material should be removed without his consent.



1264
D.S. Adams

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



/10

TRANSLATION

MINISTRY OF COMMUNICATIONS
Compartmental Inspectorate of Civil
Motorization and Transport in Concession

Rome, 11 Sept. 1944

Ref.: 2430-105.0-1-2
2 enclosures

To : Tn. S/O.
Liaison Officer
Via Regina Elena 67
Rome

Subject : Damages suffered by the Railroad Roma-Fluggi-
Frosinone and branch-lines.

With reference to the information requested by that office,
we beg to send copy of the statement of the damages suffered by above
Railroad, as well as copy of the list of materials required to re-habil-
itate said Railroad.

The General Inspector
Compartmental Director
sgd. illegible

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Summary of the damages suffered by the Railroad Roma-Fiuggi-Trosino and branch-lines on account of air-raids and war-action.

Overhead system

- Poles to be replaced	abt. No. 100
- Supports to be replaced	" " 150
- Overhead system to be put in order again	" mts. 43.000
- Overhead system to be reconstructed as the materials have been either destroyed or taken-away.	" " 32.000
- Feeding line, triphase, high tension (20000 V)	
- Cave-S. Cesareo, to be reconstructed, as the copper conductor has been taken away (insulators excluded).	" " 10.000
- Telegraph and telephone lines to be reconstructed as the materials have been either destroyed or taken away	" " 25.000
- Repair works to the Feeder Gennazzano-Serrone, copper cable	" 5.000
- Reconstruction of above Feeder	" 1.000

Track

- Rails weighing 27,6 kgs. per mt. Wignole type, length 12 mts, to be replaced because destroyed or inutilizable	Ro. 500
- Track to be thoroughly put in order again	mt. 5.000

Permanent way

landslides to be cleared:

No. 100 small (works already under way)

" 1 large, near Cave (abt. 10000 mts. works already under way)

" 40 interruption of the permanent way (works under way)

heavy damages to the wall btw. P.W. and road.

several other damages, debris and other wreckage to be cleared, (works under way).

Works

Light damages to the less important works (abutement walls, culverts Bridges in common with the road:

2 slightly damaged

1 (Cave viaduct) : 1 arch partially demolished

1 destroyed (reconstruction under way)

Rail-bridges

2 slightly damaged to the crown, easily repairable

1-one spare - 3mt; crown to be reconstructed

1 -one spare) 10mt. reinforced concrete, to be partially reconstructed

Buildings

Heavy damaged the station-buildings of Rome S. Lorenzo-Prascati

Trosinone

Nearly all remaining buildings, have been only slightly damaged to the walls and to the roofs and seriously damaged to the windows and doors.

- conductor has been taken away (insulators excluded). 10,000
- Telegraph and telephone lines to be reconstructed as the materials have been either destroyed or taken away " 25,000
 - Repair works to the Feeder Gennazano-Serrone, copper cable " 5,000
 - Reconstruction of above Feeder " 1,000

Track

- Rails weighing 27,6 kgs. per mt. Vignole type, length 12 mts, to be replaced because destroyed or inutilizable No. 500
- Track to be thoroughly put in order again mt. 5,000

Permanent way

landslides to be cleared:

No. 100 small (works already under way)

" 1 large, near Cave (abt. 10000 mts. works already under way)

" 40 interruption of the permanent way (works under way)

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1-one spare-3mt; crown to be reconstructed

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Buildings

Heavy damaged the station-buildings of Rome S.Lorenzo-Frascati

Trosinone

Nearly all remaining buildings, have been only slightly damaged to the walls and to the roofs and seriously damaged to the windows and doors.

4 warehouses and 1 coaches-depot with workshop destroyed (reconstruction not necessary, for the time being)
damages and partial destructions to the station-equipments (telegraph apparatuses, furniture etc.)

/fd

List of the material required to re-habilitate the Railroad
Rome-Fiuggi-Frosinone.

Copper wire; S-shaped; 106 mq.mm. section for the section Rome-Fiuggi and S. Cesereo-Frascati:	Quintals	300
Zinc-coated steel wire for the telegraph and telephone lines - 3 mm. diameter	"	15
steel cord from 3 to 6 mm. diam.	"	15
steel cable, 7 wires, 8 mm. diam.	"	150
Bronze clamps for overhead system	"	24
Rails-Vignole type, weight per mt. 27,6 Nos, lenght 12m. No	No	500
Sleepers oak, mm. 1800x180x130	"	10,000
accessories (spikes, fish-plate, bolts, etc.)	Quin.	100
lime	"	500
cement	"	1,000
dry-batteries	No	200
copper sulphate for the batteries	Quin.	15
zinc-electrodes for Callaud batteries	"	2
tinned copper cable and cord, various section for motors	"	3
coated electrodes for welding; various size	No.	20,000
steel tires and axles complete, various types	Quin.	300
steel plates - various sizes	"	10
bulb-sockets, various types	No	200
bulbs, various voltage from 150 to 240V, 40 to 100 W	"	5000
varnishes and painting various types	Quin.	10
timber (fir 20 cb.mt., pitch-pine 30 cb.mt.)	cb.mt.	50
tir, pure	Quin.	4
lead	"	2
lubricating oil and grease for motors, axle-boxes etc.	"	100
insulators central type for overhead system	No	1000
" bell type	"	2000
" for telegraph line	"	5000

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MUB.IGM.77

 Roma, 11 SET. 1944
 VIA ALESSANDRIANA 11 TELEF. 80341-80342

Ministero delle Comunicazioni

 ISPettorato COMPARTIMENTALE DELLA MOTORIZZAZIONE CIVILE
 E DEI TRASPORTI IN CONCESSIONE DI ROMA

 M. A. S. C. - Transporta-
 tion Subcommission Liaison
 Officer

R O M A

Via Reg. Elena 67

 Prot. N° 2430
 105.0 I.2

Allegati 2

 Reparto di del
 Div. Te. N°

 OGGETTO: Danni subiti dalla ferrovia Roma-
 Fiumi Frosinone e diramazioni.

URGENTE

In relazione alle notizie richieste da
 codesto Comando, si trasmette copia dei danni
 subiti dalla ferrovia Roma-Fiumi-Frosinone e
 diramazioni, in conseguenza dei bombardamenti
 aerei ed azioni di guerra, e copia dell'elenco
 materiali occorrenti per il ripristino della
 ferrovia stessa.--

 L'ISPETTORE GENERALE
 DIRETTORE DEL COMPARTIMENTO

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re-

C O P I A

RIASSUNTO DEI DANNI SUBITI DALLA FERROVIA ROMA-FIUGGI-TROSINONE E
DIRAMAZIONI IN CONSEGUENZA DEI BOMBARDAMENTI AEREI ED AZIONI DI GUERRA.

<u>Linee aeree</u>		
- pali da sostituire		circa n. 100
- mensole da sostituire		" " 150
- linea aerea da riordinare in totale		" ml. 43.000
- linea aerea da ricostruire ex novo per dispersione, distruzione od asportazione dei materiali relativi		" " 32.000
- linea trifase di alimentazione A.T. 20.000 V. Cava-S. Cesareo, da ricostruire ex novo per asportazione del filo di rame (escluso isolamento)		" " 10.000
- Linee telegrafiche da ricostruire per distruzione, dispersione od asportazione del materiale relativo		" " 25.000
- Riparazioni varie al Feeder Genazzano-Serrone, in treccia rame, in totale		" " 5.000
- Ricostruzione di detto per distruzione, asportazione o danneggiamento della treccia di rame - in totale		" " 1.000

<u>Binari</u>	
- rotaie da kg. 27,6 il ml. (Vignole) e da n.12, da sostituire per distorsione e distruzioni - in totale	circa N. 300
- binario da riordinare a fondo	circa ml. 5.000

<u>Sede</u>	
- frane da sgombrare :	
: N.10 di piccola entità (lavori in corso di esecuzione)	
: " 1 presso Cave di circa mq. 10.000 (come sopra)	
- N.40 interruzioni alla sede stradale (lavori in corso di esecuzione)	
- danni gravi al muretto di separazione della via provinciale	
- danni vari alla sede, cunette, recinzioni, ecc. ingombri da rimuovere, quali detriti, mezzi di guerra, proiettili, ecc. (lavori in corso di esecuzione).	

<u>Opere d'arte</u>	
- danni lievi alle opere d'arte minori, chiavicotti, muretti di sostegno ecc.	
- ponti in comune con la sede provinciale	
: N.2 lievemente danneggiati	
: N.1 (viadotto di Cave) crollo parziale di un volto	
: N.1 distrutto (in corso lavori di ricostruzione)	
- ponti in sede propria	
: N.2 lievemente danneggiati al volto, di facile manutenzione	
: N.1 da n.3 di luce da ricostruire il volto.	
: N.1 da n.10 di luce in cemento armato da ricostruire in parte sal-	

Linee aeree

- pali da sostituire	circa n. 100
- mensole da sostituire	" " 150
- linea aerea da riordinare in totale	" ml. 45.000
- linea aerea da ricostruire ex novo per dispersione, distruzione od asportazione dei materiali relativi	" " 32.000
- linea trifase di alimentazione A.T. 20.000 V. Cave-S. Cesareo, da ricostruire ex novo per asportazione del filo di rame (escluso isolamento)	" " 10.000
- Linee telegrafiche da ricostruire per distruzione, dispersione od asportazione del materiale relativo	" " 25.000
- Riparazioni varie al Feeder Genazzano-Serrone, in treccia rame, in totale	" " 5.000
- Ricostruzione di detto per distruzione, asportazione o danneggiamento della treccia di rame - in totale	" " 1.000

Binari

- rotaie da Kg. 27,6 il ml. (Vignole) e da m.12, da sostituire per distruzione e distruzioni - in totale circa N. 300
- binario da riordinare a fondo circa ml. 5.000

Sede

- frane da sgombrare :
 - : N.10 di piccola entità (lavori in corso di esecuzione)
 - : " 1 presso Cave di circa mc. 10.000 (come sopra)
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- danni gravi al muretto di separazione della via provinciale
- danni vari alla sede, cunette, recinzioni, ecc. ingombri da rimuovere, quali detriti, mezzi di guerra, proiettili, ecc. (lavori in corso di esecuzione).

Opere d'arte

- danni lievi alle opere d'arte minori, chiaiole, muretti di sostegno ecc.
- ponti in comune con la sede provinciale
 - : N.2 lievemente danneggiati
 - : N.1 (viadotto di Cave) crollo parziale di un volto
 - : N.1 distrutto (in corso lavori di ricostruzione)
- ponti in sede propria
 - : N.2 lievemente danneggiati al volto, di facile ~~4233~~azione
 - : N.1 da m.3 di luce da ricostruire il volto.
 - : N.1 da m.10 di luce in cemento armato da ricostruire in parte salvo migliori accertamenti.

ELenco MATERIALI OCCORRENTI PER IL RIPULISTINO DELLA FERROVIA
ROMA FINGGI PROSIMONE

Filo di rame sagomato ad 8 della sezione di mmq. 106 per il tratto Roma-Finggi e S. Cesareo-Prascati.	glti 300
Filo di ferro zincato per le linee telegrafiche da mm. 3 di diametro.	" 15
X Filo d'acciaio tipo tortiglione da mm. 3 a mm. 6 di diam.	" 15
X Treccia di acciaio a 7 fili da mm. 8 di diametro.	" 150
Morsetteria di bronzo per pendini, griffe ecc.	" 24
Rotaie tipo Vignole da Kg. 27,6 il ml. e da m. 12 ciascuna . N.	500
Traverse di quercia rovere da m. 1,80 x 0,18 x 0,13	" 10.000
Materiale minuto d'armamento-caviglie, chiavarde ecc.	glti 100
Calce idraulica.	" 500
Cemento	" 1000
Pile a secco.	N° 200
Solfato di rame per pile.	glti 15
Zinchi per pile Callaud	N° 1000
Piattine di rame di sezioni varie per pare motori	glti 15
Corde di rame stagnato di sezioni varie	" 2
Filo di acciaio per bandaggi	" 3
Elettrodi di diametri diversi.	N° 20.000
Cerchioni di acciaio e assi montati - tipi vari	glti 500
Lamiere di ferro - sezioni varie	" 10
Portalampe di vario tipo	N° 200
Lampadine di vario voltaggio volt 150-240 watta 40-100	5000
Vernici tipi vari	glti 10
Legname vario (abete no. 20-Pich-pine no. 30)	mc. 50
Stagno vergine	glti 4
Piombo	" 2
Olii e grassi per motori, boccole ecc.	" 100

- isolamento

Isolatori centrali per cavi e cavi di trazione

il tratto Roma-Fiuggi e S. Cesareo-Prascati	q.li	300
Filo di ferro zincato per le linee telefoniche da mm. 3 di diametro	"	15
* Filo d'acciaio tipo tortiglione da mm. 3 a mm. 6 di diam.	"	15
* Treccia di acciaio a 7 fili di mm. 2 di diametro	"	150
* Morsetteria di bronzo per pendini, griffe ecc.	"	24
Rotale tipo Vignole da kg. 27,6 il ml. e da m. 12 ciascuna	N.	500
Traverse di quercia rovere da m. 1,80 x 0,18 x 0,13	"	10.000
Materiale minuto d'armamento-caviglie, chiavarda ecc.	q.li	100
Calce idraulica	"	500
Cemento	"	1000
Pile a secco	N°	200
Solfato di rame per pile	q.li	15
Zinchi per pile Gallaud	N°	1000
Piattine di rame di sezioni varie per hane motori	q.li	15
Corda di rame stagnato di sezioni varie	"	2
Filo di acciaio per bandaggi	"	3
Elettrodi di diametri diversi	N°	20.000
Cerchioni di acciaio e assi montati - tipi vari	q.li	300
Lamiere di ferro - sezioni varie	"	10
Portalampe di vario tipo	N°	200
Lampadine di vario voltaggio volt 150-240 watta 40-100	"	5000
Vernici tipi vari	q.li	10
Legname vario (abete no. 20-Pich-pine no. 30)	mo.	50
Stagno vergine	q.li	4
Piombo	"	2
Olii e grassi per motori, boccole ecc.	"	100
- isolamento		
isolatori centrali per cavalletti da treccia e supporti da puntone	ca.	N. 1000
isolatori a campana per detti	"	" 2000
" per telegrafi	"	" 5000

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57/6/10

LIMITED SOCIETY OF TRAMWAYS AND ELECTRIC RAILWAYS OF ROME

Rome - Pignoli - Frosinone railways

Direction

Rome, Boulevard Principe di Piemonte, 65

Rome, 7th September '44

Ref. No. 1545-187

TO : Allied Control Commission
Transportation Sub-Commission
Via Veneto, Rome

Soldiers of the Allied Army have carried away on 23rd of August 1944, eighteen rails of the weight of 27 Kg/l.m. and of the length of 12 m., which were of our own property and were near the Station of Torrens.

These rails have been loaded on a truck, licence plate No. H777600, and taken away.

Referring to our letter No. 1506-94 of 11th August 1944, concerning the carrying away of twenty five other rails, effected by soldiers of the Allied Army, we take the opportunity of informing you that these rails are necessary for us to the continue repair works, as they are used to substitute all those, which in many places have been irreparably damaged owing war facts, which took place along the line.

We therefore ask again to this office in order to do his utmost in order to allow us the giving back of the material carried away and to avoid other similar deductions.

The Director of the operating
Department

Dr. Ing. A. ARMANI

4287

SOCIETÀ PER AZIONI DELLE TRAMVIE E FERROVIE ELETTRICHE DI ROMA
ANONIMA CAPITALE L. 8.250.000

FERROVIA ROMA - FIUGGI - FROSINONE
E DIRAMAZIONI

DIREZIONE DELL'ESERCIZIO

ROMA - VIALE PRINCIPE DI PIEMONTE, 65

Prot. N. 1645-18 Allegati

Risp. al foglio del N. _____

Oggetto:

ROMA 7 Settembre 1944

C.C.

i.1

SOTTOCOMMISSIONE TRASPORTI A.C.C.

Via Veneto

ROMA

In data 23 Agosto u.s. sono state prelevate, da parte di soldati dell'Esercito Alleato, n.13 rotaie di nostra proprietà del peso di 27 Kg./ml. e della lunghezza di m.12 già centi presso la stazione di Torrenova di questa Ferrovia.

Tali rotaie sono state poi caricate sull'autocarro targato H.777600 e portate via.

Riferendoci a quanto abbiamo già comunicato a questo Ufficio con la nostra n.1506-94 in data 11 Agosto in occasione di un altro prelevamento di n.25 rotaie, effettuato parimenti da militari dell'Esercito Alleato, ci permettiamo nuovamente far presente che tali rotaie sono per noi indispensabili per la continuazione dei lavori di ripristino attualmente in atto sulla nostra ferrovia, giacchè servono per sostituire tutte quelle che, in molti punti, sono andate fuori uso a causa delle azioni belliche verificatesi lungo la linea.

Pregiamo nuovamente pertanto questo Ufficio affinché voglia compiersi di fare quanto è possibile onde permetterci di ottenere la restituzione del materiale prelevato e impedire che tali prelevamenti abbiano ancora a ripetersi.

Con ossequio.

IL DIRETTORE DELL'ESERCIZIO
(Dr. Ing. A. Armanni)

Armani

Prot. N. 1645-18 Allegati

Risp. al foglio del N. _____

Oggetto:

SOTTOCOMMISSIONE TRASPORTI A.C.C.

Via Veneto

ROMA

In data 23 Agosto u.s. sono state prelevate, da parte di soldati dell'Esercito Alleato, n. 18 rotaie di nostra proprietà del peso di 27 Kg./ml. e della lunghezza di m. 12 già centi presso la stazione di Torrenova di questa Ferrovia.

Tali rotaie sono state poi caricate sull'autocarro targato H. 777600 e portate via.

Riferendoci a quanto abbiamo già comunicato a questo Ufficio con la nostra n. 1506-94 in data 11 Agosto in occasione di un altro prelevamento di n. 25 rotaie, effettuato parimenti da militari dell'Esercito Alleato, ci permettiamo nuovamente far presente che tali rotaie sono per noi indispensabili per la continuazione dei lavori di ripristino attualmente in atto sulla nostra ferrovia, giacchè servono per sostituire tutte quelle che, in molti punti, sono andate fuori uso a causa delle azioni belliche verificatesi lungo la linea.

Preghiamo nuovamente pertanto ctesto Ufficio affinché voglia compiacersi di fare quanto è possibile onde permetterci di ottenere la restituzione del materiale prelevato e impedire che tali prelevamenti abbiano ancora a ripetersi.

Con osservanza.

IL DIRETTORE DELL'ESERCIZIO
(Dr. Ing. A. Armani)



in 5c
57/16/9
Allied Force
MILITARY RAILWAY SERVICE
Office of Director General

A. P. O. 400
23 August 1944

Subject: Rome - Fiuggi - Frosinone Railway.

To: HQ, A.C.C., Transportation Sub-Commission, A.P.O. 394.

1. Reference your letter Tn/57/12/2 of 15th August concerning complaint of above railway official that 25 rails and 3 sleepers were removed from its premises on 8th August by Allied soldiers using truck H-777600 and trailer H-36435 and taken toward Valmontone.

2. We have checked with both American and British railway forces of Military Railway Service, and neither of them were working nearer than 40 miles from Terranova at the time. It is our experience that this type of material is frequently sought by Allied units working on highway reconstruction.

3. Letter of 11th August the railway returned attached hereto.

For the Director General:

Robert J. Crane
ROBERT J. CRANE
Lt. Col., TC
Chief Maintenance Engineer

RECEIVED
MILITARY RAILWAY SERVICE
AUG 24 1944

4235

COPY

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Ref: AGC.Mn/44/37
Date : 22 August 1944

TO : Minister of Communications
Inspector General for Motorization
and Transports in Concession

SUBJECT: Rome-Viterbo, Terni-Ferentillo, Rome-Lido, Rome-Alatri
Alatri-Frosinone, Railway Lines.

1. Reference is to your letter Serv.V.Off.3 No.2020
of 9 August 1944.

2. In respect of the Rome-Viterbo Railway, a careful
examination is being made, in conjunction with your inspecting
Engineer, upon the merits of the line and the desirability of
making facilities available for the reconstruction of the Tiber
and Treja Bridges to enable a through service to operate to
Viterbo.

3. It is not intended, at the moment, to close the section
which is operating on power made available between 2400 and 0500
hours, but the question is one which will form the subject of
another letter to you shortly.

4. In respect of the Rome-Lido, no case has been made out
to justify the operation of the line on coal, which is in very
short supply, and it is therefore not possible to provide fuel for
the working. If the Company can make out a satisfactory case
for re-opening under electric current when available, based on what
are fundamental requirements at the present time, a contribution
to the war effort by the movement of passengers working for war
purposes or essential foods for feeding the people, and will
submit through you a detailed statement of repairs needed, with
particulars of material and stock on hand, consideration will be
given.

5. As to the Terni-Ferentillo and Rome-Alatri lines, you
will undoubtedly be able to submit full particulars as to their
present usefulness based on the requirements outlined in para.4
and on your submission further consideration will be given to the
continuance of the Services.

6234

SUBJECT:

Rome-Viterbo, Terni-Ferentillo, Rome-Lido, Rome-Alatri
Alatri-Frosinone, Railway Lines.

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of 9 August 1944.

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will undoubtedly be able to submit full particulars as to their
present usefulness based on the requirements outlined in para.4
and on your submission further consideration will be given to the
continuance of the Services.

6. When writing further, please give full particulars
of the railways concerned, and their staff, stock, type of
railway, system of rates and fares, and all other relevant
information.

1234

D.S. ADAMS
Colonel, C.E.
Transportation S/C

C O P Y

/aa

Ministry of Communications.
General Inspectorate
of civil motorization and
of transport in concession.

Rome, 9 August 1944

Ref : Ser.V.off.3.
Prot. N° 2020.
Reply to letter ACC.Tn.44/29
of 24/7/44.

TO : Allied Control Commission
Transportation Sub-Commission
Apo 394

SUBJECT : Rome-Viterbo, Terni-Ferentillo, Rome-Lido, Rome-Alatri;
Alatri-Frosinone, railway-lines.

In order to assure you of having given proper orders to these companies, so that in future every measure concerning the operation of their own railways should be first approved by this Commission, through General Inspectorate; we beg you to let us know if the statement made by this Commission, reference the above mentioned letter, had the purpose to call the attention of these societies or to stop also the operation of railway-lines Rome-Viterbo and Terni-Ferentillo.

We take the opportunity to asking you if this Sub-Commission must approve also orders concerning the operation of railway-lines or those concerning tramway and bus lines or even those concerning the re-operation of lines.

The General Director.

6233

COPY

57/16/7

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Qdr WSW: AGC.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
Colonel, G.E.
Tn. Sub. Comm.

Copy to: Minister of Communications

4232

/aa

C O P Y

ACP/gh

Tele : 478471

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

24 July 44

Ref : ACC Tn/44/29

TO : Minister of Communications
for Undersecretary of State for Railway & Highways.

SUBJECT : Privately Owned Railways.
(a) S.R.F del Nord Roma (Rome-Viterbo)
(b) Terni-Ferentillo
(c) Rome-Rome Lido
(d) S.A.F.V. Rome-Alatri, Alatri-Frosinone.

1. I am enquiring into the condition of these railways, and find through a misapprehension authority was given locally for the recommencement of services limited in character on the Rome-Viterbo line as far as Ponte sul Trigo, and that the Terni Ferentillo railway is operating a limited service.

2. Will you please communicate with the companies concerned and advise them that application for any service must be submitted to ACC., through your appropriate department, i. view of the many complications and requirements which may arise.

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

Copy to : - Lt.Col. Birchett, T.O.U.Division, Rome Region.
Regional Engineer, Region IV.

4221

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

File
54/16/6
ACP/ab

57/6/2

Tel: 478701

Our reference: ACC Tn/57/12,
Date : 15 Aug. 44

TO : D.G.M.R.S.

SUBJECT: Rome - Piuggi - Frosinone Railway.

1. The attached is copy of a letter received from the Director of the Società per Azioni delle Tranvie e Ferrovie Elettriche di Roma.
2. It may be that the rails and sleepers were removed for your purposes and perhaps you will so advise me.
3. The private railway concerned has not yet consulted me as to repairs, and in such circumstances no authority for opening has been given.

ADAMS
D.S. ADAMS
Colonel, C.E.
Tn. Sub-Commission

4230

RACCOMANDATO

57/16/5

TEL. 41740 - 40617 - C. P. C. DI ROMA N. 2039

SOCIETÀ PER AZIONI DELLE TRAMVIE E FERROVIE ELETTRICHE DI ROMA
ANONIMA CAPITALE L. 8.250.000

FERROVIA ROMA - FIUGGI - FROSINONE
E DIRAMAZIONI

DIREZIONE DELL'ESERCIZIO

ROMA - VIALE PRINCIPE DI PIEMONTE, 65

ROMA 11 Agosto 1944

A.C.C.

SOTTOCOMMISSIONE TRASPORTI

Via Veneto ROMA

(ex Ministero Corporazioni)

Prot. N. 1506-94 Allegati

Risp. al foglio del N.

Oggetto:

Facendo seguito a quanto è stato riferito da un nostro incaricato recatosi il giorno 10 corrente presso codesto Ufficio, rendiamo noto che il giorno 8 corrente, da alcuni militari dell'Esercito Alleato sono state prelevate n. 25 rotaie e n. 3 traverse usate giacenti presso la nostra stazione di Torrenova: tale materiale è stato caricato sull'autocarro targato H 777600 e sul rimorchio H 36435 diretto a Valmontone.

Poichè le rotaie e le traverse servono per riattamento in corso della nostra linea, facciamo presente tale fatto affinché codesta Autorità voglia compiacersi di fare quanto le è possibile per ottenere la restituzione del materiale in parola e per impedire che tali prelevamenti abbiano a ripetersi: in caso contrario non potremmo più continuare i lavori che abbiamo in corso per ripristino della nostra linea che per gli eventi bellici è stata interrotta in vari punti.

Con osservanza

IL DIRETTORE DELL'ESERCIZIO

(Dr. Ing. A. Armanni)

1229

Si prega inviare le risposte al VIALE PRINCIPE DI PIEMONTE, 65 - ROMA

RAILWAYS & ELECTRIC RAILWAYS OF ROME - Ltd -
RAILWAY ROME - FIUGGI - FROSINONE.
OPERATING DEPARTMENT

Rome Aug. 11th 1944

To : ACC Transportation S/C
R O M E

Following what has already been reported to you by one of our officials, who visited you on Aug. 10th, we beg to inform you that on Aug. 8th some Allied soldiers have carried away 25 rails and 3 sleepers, second-hand material, lying in our station of Terranova, above material has been loaded upon the truck marked with No. H.777600 and upon the trailer marked with No. H.36435, which were bound for Valmontone.

We point out that above rails and sleepers are necessary to the repair works already started upon our railway-line and we beg you therefore to kindly do all your best so that above material be given back and no further materials be taken away, otherwise we shall not be able to continue the repair works of our line, which has been interrupted in several points on account of the war.

The Director of the operating dpt.

/t/
/sgd./

Dr. Ing. A. Armanni
Dr. Ing. A. Armanni

new file Privately Owned Railways
- Rome-Alatri - Cassino-Frosinone.

57/11/44

ACF/lr

Ref.: 478701

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference: AOS Tn/44/37
Date: 21 August 1944

TO : Minister of Communications
Inspector General for Motorization and
Transportation in Concession

SUBJECT: Rome-Viterbo, Terni-Verettillo, Rome-Lido, Rome-Alatri,
Alatri-Frosinone, Railway-lines.

1. Reference is to your letter Serv. V. Off. 3 No. 2020
of 9 August 1944.

2. In respect of the Rome-Viterbo Railway, a careful
examination is being made, in conjunction with your inspecting
Engineer, upon the merits of this line and the desirability of
making facilities available for the re-construction of the
Tiber and Trejer Bridges to enable a through service to operate
to Viterbo.

3. It is not intended, at the moment, to close the section
which is operating in power made available between 2400 and 0500
hours, but the question is one which will form the subject of
another letter to you shortly.

4. In respect of the Rome-Lido Railway, no case has been
made out to justify the operation of the line on coal, which is
in very short supply, and it is therefore not possible to pro-
vide fuel for the working. If the Company can make out a satis-
factory case for re-opening under electric current when available,
based on what are fundamental requirements at the present time,
a contribution to the war effort by the movement of passengers
or essential foods for feeding the people, and will submit through
your detailed statement of repairs needed, with particulars of
material and stock on hand, consideration will be given.

5. As to the Terni-Verettillo and Rome-Alatri lines, you
will undoubtedly be able to submit full particulars as to their
present usefulness based on the requirements outlined in para-
graph 4, and on your submission further consideration will be
given to the continuance of the Services.

6. When writing further, please give full particulars
of the railways concerned, their staff, stock, type of railway,
system of rates and fares, and all other relevant information.

Alatri-Frosinone, Railway-Lines.

Reference is to your letter Serv. V. Off. 1 Mo. 2023

1. of 9 August 1944.

2. In respect of the Rome-Viterbo Railway, a careful examination is being made, in conjunction with your inspecting Engineer, upon the merits of this line and the desirability of making facilities available for the re-construction of the Tiber and Trajer Bridges to enable a through service to operate to Viterbo.

3. It is not intended, at the moment, to close the section which is operating in power made available between 2400 and 0500 hours, but the question is one which will form the subject of another letter to you shortly.

4. In respect of the Rome-Lido Railway, no case has been made out to justify the operation of the line on coal, which is in very short supply, and it is therefore not possible to provide fuel for the working. If the Company can make out a satisfactory case for re-opening under electric current when available, based on what are fundamental requirements at the present time, a contribution to the war effort by the movement of passengers or essential foods for feeding the people, and will submit through your detailed statement of repairs needed, with particulars of material and stock on hand, consideration will be given.

5. As to the Terni-Perettillo and Rome-Alatri lines, you will undoubtedly be able to submit full particulars as to their present usefulness based on the requirements outlined in paragraph 4, and on your submission further consideration will be given to the continuance of the Services.

6. When writing further, please give full particulars of the railways concerned, their staff, stock, type of railway, system of rates and fares, and all other relevant information.

1227

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

Ministry of Communications.
General Inspectorate
of civil motorization and
of transports in concession.

4 copies
57/16/3
Rome, 9 August 1944.

To: Allied Control Commission
Transportation Subcommittee
APO 394.

Refer: Serv.V. off.3.
Prot.No.2020.
Reply to letter ACC.Tn.44/29.
of 24/7/44.

Sub: Rome-Viterbo, Terni-Ferentillo, Rome-Lido, Rome-Alatri;
Alatri-Frosinone, railway-lines.

In order to assure you of having given proper orders to these companies, so that in future every measure concerning the operation of their own railways should be first approved by this Commission, through General Inspectorate; we beg you to let us know if the statement made by this Commission, reference the above mentioned letter, had the purpose to call the attention of these societies or to stop also the operation of railway-lines Rome-Viterbo and Terni-Ferentillo.

We take the opportunity of asking you if this Subcommittee must approve also orders concerning the operation of railway-lines or those concerning tramway and bus lines or even those concerning the re-operation of lines.

The general director.

1226

57/16/2

ACP/mb

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tel: 478701

Our reference: ACC Tn/57/16/2
Date: 15 Aug. 44

TO : D.C.M.R.S.

SUBJECT: Rome - Fregene - Frosinone Railway.

1. The attached is copy of a letter received from the Director of the Società per Azioni delle Tranvie e Ferrovie Elettriche di Roma.
2. It may be that the rails and sleepers were removed for your purposes and perhaps you will so advise me.
3. The private railway concerned has not yet consulted me as to repairs, and in such circumstances no authority for opening has been given.

a. P. Adams
D.S. ADAMS
Colonel, C.E.
Tn. Sub-Commission

4220

