

ACC AC57/22/TN.4 10000/148/2047 PRIVATELY OWNED RAILWAYS -
SEPT. 1944 - JULY 1945

1/20/77 PRIVATELY OWNED RAILWAYS - PORTO S. GIORGIO TO AN ANDOLA
SEPT. 1944 - JULY 1945

CUL/AG

TRANSPORTATION COMMISSION, A.C.,
(RAIL DIVISION)
C/o Transportation (Dr.) Main,
C.A., 7.

File : 24,5278
Our ref: 15/44/74.4

23 July 1942

22 : Planning Division,
2nd, Sub-Commission,

SUBJECT: Rehabilitation of Secondary Lines,
Part 6, Chapter - Amulole,

1. Reference is made of your letter 231/5/38/74.2 of 16 July to Director of General Inspection covering private railways.
2. Requests for information as to lines in service and suggestions for opening of lines not in service, should be addressed to this Division, whose responsibility it is to supply the information desired.

AL
O.R. LINDBERG, Lt. Col.
Chief,
Rail Division,

Copy to: Lt. Col. A.H. Street, Civil Engineers,
Major A.C. Ping, Operations Section,

4412

1068

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

Tel: 409-51
ext: 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

FPR/13

Ref: 233/58/28/Tn.2

16 July 1945

Subject : Rehabilitation of Secondary Line,
Porto S. Giorgio - Amendola.

To : Comm. Torquato di Capia,
Director General, Inspectorate of Civil Motorization
and Railways under Concession,
Ministry of Transport,
Rome.

(1) It is understood that the first portion of the
above line from Porto S. Giorgio to Ponte di Servigliano has
been operating since 3 March 1945.

(2) Will you kindly advise me when the whole section
of the line from Porto S. Giorgio to Amendola will be open
to traffic.

For the Director:



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

4411

copies to: 1. Rail Division TN 4
2. Rail Division TN 4 (attn. Maj. A.H. Street D.S.O.)
✓ 3. Rail Division TN 4 (attn. Maj. A.C. Ping.)

57/22/20

PGM/1c

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

6 June 1945

Tel. 643238
Ref. AC/57/22/Tn 4

SUBJECT : Amandola-Porto San Giorgio Line

TO : Movements Rail Tn Sub-Comm. HQ AC

Attached is a report from the Ministry of Communications on the present situation of the Amandola-Porto San Giorgio line for your information.

Ammon
for
Chief,
Rail Division.

6 June 1945

tel. 843238
Ref. AG/57/22/In 4

SUBJECT : Amandola-Porto San Giorgio Line

TO : Movement's Rail in Sub-Comm. HQ AC

Attached is a report from the Ministry of Communications on the present situation of the Amandola-Porto San Giorgio line for your information.

W. M. M. M.
Chief,
Rail Division.

2240

1071

57/22/19

MINISTERO DI COMUNICAZIONE
ISPEZIONE GENERALE DELLA MOTORIZZAZIONE
CIVILE E DEI TRASPORTI DI CONCESSIONE

Rome June 1st, 1949

To: In. Sub-Commission A.C.
Rail Division
Blat

Dir. R.S.R.
FILE. 515/1269

SUBJECT: Porto S. Giorgio -
Fermo-Amandola. =

As by request of your Allied Commission through I.S.R., concerning
news for Porto S. Giorgio -Amandola restoration we report here after the
statement shown the damages war and relative amounts for executed works
and to execute.

Statement of masonry works	Works amount	
	Executed	To execute
Viaduct Bridge of the Ferro (at Km. 11 + 347) At three spans, the central one mts. 800 and laterals of mts. 6,00 complete destruction by mines of the arches. Damages to the piers of the bridge.	£. 362.000	100.000
Bridge on Terna river near Grottafollina - (at Km. 25 + 085) No low mounds arches of spans mts. 10,00 - Complete destruction by mines of three spans and two piers.	" 728.000	-
Bridge on Terna river near Servigliano - (at Km. 35 + 461) No circular arches and spans of mts. 15,50. Complete destruction of three spans. Heavy damages to span and to two piers.	-	3.000.000
Building of the exercise direction (at Km. 10 + 313) near Fermo very heavy damages with partial destruction of the building.	" 112.000	14.000
Cantine of Ponte Maglio - Under Station for modification of motion 80.000/30.000. A shell transformer 80.000/30.000 of 1000 Kw. and all concerned electrical preparations destroyed by mines.	-	3.000.000
Damages of light entry to the railway formation	£. 42.000	449
Damages to the permanent way	146.000	
" to signal apparatus	10.000	
" to the areal lines	134.000	
		92.000

and to execute.

Statement of masonry works

Viaduct Bridge of the Ferro (at Km. 11 + 347)

At three spans, the central one mts. 000 and laterals of mts. 0,00 complete destruction by mines of the arches. Damages to the piers of the bridge.

2.302.000 100.000

Bridge on Tenna river near Grottasolinas -

(at Km. 25 + 005) To low mould arches of spans mts. 10,00 - Complete destruction by mines of three spans and two piers.

" 728.000 -

Bridge on Tenna river near Servigliano -

(at Km. 35 + 401) To circular arches and spans of mts. 15,50. Complete destruction of three spans. heavy damages to span and to two piers.

- 3.000.000

building of the exercise direction (at Km. 10 + 513)
near Ferro very heavy damages with partial destruction of the building.

" 112.000 14.000

Cantine of Ponte Maschio - under station for modification of motion 60.000/30.000. A shelltrasmorner 60.000/30.000 of 1000 Kw. and all concerned electrical preparations destroyed by mines.

- 3.000.000

Damages of light entity to the railway formation

2. 42.000

Damages to the permanent way

146.000

" to signal apparatus

10.000

" to the areal lines

134.000

rolling Stock

Damages to 4 locomotors to 15 coaches and to 524 freight cars

1.150.000 5.000.000

Storehouse Stocks

- 350.000

Totals

22.144.000 11.550.000

449

We inform that for total recuperation of the line it needs before repair the bridge over the Tenna (Savigliano) and also the rolling stock; later should be repaired the modification of motion cabine to Ponte Maglio. For the reconstruction of the Bridge of Savigliano the Society has presented a grant application for Q.li 150 which has been forwarded to Industry Ministry.

The Railway at the moment is operating by electrical power on the Section F.S. Giorgio Station of Falerone (Km. 34) utilizing electrical power of a small central cabine served by expedient means over the ruins of the U.M.E.S. central situated on Tenna Valley near Fermo.

THE GENERAL AIRBORNE

Railway in concession PORTO S. GIORGIO - FERMO - AMANDOLA

Grantee: Società per le Ferrovie Adriatico-Appennino

Length: 57 km
narrow gauge 0,950 mt.
minimum radius of curves 80 mt.
maximum gradient: 3 percent
rail weight: 22 kos/mt
Electric traction 2,500 Volt.

Principal Stations:	P.S. Giorgio	km. 0.00
	Fermo	" 11.00
	Monturano	16.00
	Grottazzolina	25.00
	Magliako di Tenna	26.00
	Servigliano	37.00
	S. Vittoria	44.00
	Montefalcone	49.00
	Amandola	57.00

TAR DAMAGES

1. P.W. & Works:

P.W. only slight damage
Major works: Viaduct km. 11,347; one 8-mt span arch,
two 6-mt span arches and two piles blown-
up by mines.
-Tenna bridge, km. 25,085; three 10,50-mt
span arches and two piles blown-up by mines
-Tenna bridge, km. 35,481 (promiscuous
with the road) four 15,50-mt span arches
and three piles completely demolished by
mines.

Minor works: one small bridge, 1-mt span, km. 0,637

Track:

following material destroyed:
15,8 tons rails
2,2 " fastenings
5 " N. swatches
352 " N. sleepers

2. Buildings

Station buildings: slightly damaged those at Monturano
Magliano, S. Vittoria, Montefalcone,
Amandola;
Major damage to the station bldgs.
at P.S. Giorgio Marina and P.S.G.
Transito.

Heavy damage to the Operating Direct.

Bldgs. km. 10,513

Workshops & Depots: slightly damaged loco shed and
water column at Amandola.

Warder's houses: slight damage to that km. 1;192
telephone comm.: various slight damages

3. Feeding System

Overhead system: demolished: 151 kos. tubular poles,
800 kos. lattice poles; 882 kos.

cooper wire and clamps; 1750 kos.

catenary wire (steel); 100 insulators.

seriously damaged by mines Poste Maglio
s/station with following equipment:
8 transformers, 2 interruptors, 16

Sub-stations:

44.00
49.00
57.00

S. Vittoria
Montefalcone
Amandola

WAR DAMAGES

1. P.W. & Works:

P.W. only slight damage
Major works: - Viaduct km. 11.347; one 8-mt span amch,
two 6-mt span arches and two piles blown-
up by mines.
- Tenna bridge, km. 25.085; three 10.50-mt
span arches and two piles blown-up by mines
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with the road) four 15.50-mt span arches
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2,2 " fastenings
5 " switches
352 " sleepers

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Major damage to the station bldgs.
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Heavy damage to the Operating Direct.
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Telephone com.: various slight damages

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Overhead system: demolished: 151 kos. tubular poles,
800 kos. lattice poles; 882 kos.
copper wire and clamps; 1750 kos.
catenary wire (steel); 100 insulators.
seriously damaged by mines Ponte Maglio
s/station with following equipment:
8 transformers, 2 interruptors, 16
insulators, and other equipment.

Sub-stations:

4. Rolling stock:

Steam locos: slightly damaged one 29 tons, 250 HP loco
Electric locos: slightly damaged 4 E-locos (31 tons,
350 HP)
Coaches: slightly damaged 15 coaches (bogie,
8 tons)
Wagons: slightly damaged 34 box-cars (2-axle,
8 tons tare); one demolished.
slightly damaged 28 gondolas (2-axle,
5 tons tare); one demolished.

REHABILITATION

1. P.W. and Works

P.W. completely repaired. emerge repairs, with steel lattice girders, effected for the viaduct km. 11,447 and both Tenna bridges. 10,9 tons rails, 1,1 tons fastenings and N. 202 sleepers replaced. Service re-opened btw. P.S. Giorgio and Servigliano bridge with electric traction, on March 3rd 1945.

2. Buildings;

Operating Direction Bldg, km. 10,513, reconstructed. Warder's house km. 1,192, repaired. Telephone communications rehabilitated.

3. Feeding System:

The Government's Commission which is going to U.S.A. to this purpose, will request one transformer, 3000 KVA, 60,000/30,000 Volt. In October 1944 abt. 60 percent of all damaged material belonging to the overhead system, had been replaced.

4. Rolling Stock:

Emergency repairs effected to all damaged stock, excluding wagons

Railway in concession:
MARINA S. VITO - CASTEL DI SANGRO and branch lines: MARINA ORTONA - CROCETTA
ARCHI - ATESSA

Grantee: Società per le Ferrovie Adriatico-Appennino.

Length 158,947 km.
narrow gauge 0,950 mt.
minimum radius 80,000 mt
max. Gradient 3.5 percent
rails 25.0 kos/mt, Vignole type
Traction 2600.0 Volt, electric

Principal Stations:

Marina di S. Vito	km. 0.00
S. Vito	" 7
Ianciano	" 17
Castelfrentano	" 23
Crocetta	" 28
Casoli	" 42
Archi	" 48
Bomba	" 57
Colledimezzo	" 63
Villa S. Maria	" 68
Quadri-Borello	" 77
Ateleta	" 89
Castel di Sangro	" 104

Marina Ortona	km. 0.00	Archi	km. 0.00
Ortona Città	" 3	Perano	" 3
Orecchio	" 16	S. Luca	" 8
Arielli	" 18	Atessa	" 17
Orsogna	" 25		
Guardiagrele	" 29		
Crocetta	" 40		

WAR DAMAGES

1. EX P.W. and Works Permanent Way; slight damage on account of bombs.

Major Works: Total length of demolished bridges & viaducts (excluding beyond 10-mt span): 2600 meters
Total length of demolished tunnels: 100 meters

Minor Works: Total length of demolished or damaged bridges & viaducts (less than 10-mt span): 60 meters. **4406**

Track: Taken away: 12 km. track = 600 tons rails;
broken or otherwise damaged: 30 km. track = 1500 tons rails
Damaged or taken away: 150 switches
" " " 600 tons fastenings
" " " 100000 sleepers

2. Buildings:

Total volume of demolished Station Bldgs. 8000 cu. mt.
" " " Wardens houses 5000 " "
" " " Shops & Sheds 5200 " "
plus 6 water towers for abt. 300 cu. mt.

Marina Ortona	km. 0.00	Archi	km. 0.00
Ortona Città	" 3	Gerano	" 3
Orecchio	" 16	S. Luca	" 8
Arielli	" 18	Ateesa	" 17
Orsogna	" 25		
Guardiagrele	" 29		
Crocetta	" 40		

Archi	" 48
Bomba	" 57
Colledara	" 63
Villa S. Maria	" 68
Quadrì-Borello	" 77
Ateleta	" 89
Castel di Sangro	" 104

WAR DAMAGES

1. EX P.W. and Works Permanent Way: slight damage on account of bombs.

Major Works: Total length of demolished bridges & viaducts (having beyond 10-mt span): 2600 meters
Total length of demolished tunnels: 100 meters

Minor Works: Total length of demolished or damaged bridges and viaducts (less than 10-mt span): 60 meters. **4406**

Track: Taken away: 12 km. track = 600 tons rails;
broken or otherwise damaged: 30 km. track = 1500 tons rails
Damaged or taken away: 150 switches
" " 600 tons fastenings
" " " 100000 sleepers

2. Buildings: Total volume of demolished Station Bldgs. 8000 cu. mt.
" " " Wardens houses 5000 " "
" " " Shops & Sheds 5200 " "
plus 6 water towers for abt. 300 cu. mt.

Signalling plants: various damages

3. Feeding System taken away: 235 tons copper and bronze wire
70 " steel wire & cord
700 " steel poles
230 " brackets
500 N. timber poles
53 tons bronze clamps
9300 N. insulators
32 N. interruptors

heavily damaged: two transformers 30000/3300 Volts

1000 KVA;
two 800 kw triphase asynchronous mot.
two direct curr. 2600 V. dynamos

4. Rolling Stock:

Steam locos: three 250 HP locos seriously damaged
Automotrices: six 260 kw E-automotrices seriously damaged
El. Locos : nine 300 kw and two 130 kw E-locos
seriously damaged
Coaches : 36 bogie-type coaches damaged
Wagons : 88 two-axle box-cars, 58 two-axles
gondolas, 13 two-axle special cars
damaged.

REHABILITATION

1. P.W. and Works:

In November 1944 an applocation was submitted to
Applied Authorities for supply of el. power to the
P.S. Giorgio-Amandola line in order to release two
steam locos to be employed for the rehabilitation
of the less damaged section of this Rly (S.Vito-
Castelfrentano) thus making it possible to re-open
to traffic that section, serving the important center
of Lanciano (23000 inhabitants). See also, on this
subject, the Pescara-Penne line.

2. Buildings:

Nothing has been done

3. Feeding System:

The Governmental Commission will request from U.S.A.
the supply of 5 transformer-rectifier groups,
1000 kw each, 30000/3300 Volts (direct current)

4. Rolling Stock

Nothing has been done

Remark: A letter is being written by General Inspectorate MCTC to the
Company operating above Railway in concession, asking for
up-to-date information on the rehabilitation of said line.

Railway in Concession:
PESCARA - PENNE (Pineta di Pescara-Pescara-Montesilvano-Penne)

Grantee:
Societa per le Ferrovie Elettriche Abruzzesi.

Length 39 km.
narrow gauge 0.950 mt.
minimum radius 100 mt.
max. gradient 3.5 percent
Electric traction 2600 V. Direct current

Principal Stations:	Pineta di Pescara	km. 0.00
Pescara	"	3
S. Filomena	"	8
Montesilvano Sp.	"	11
Montesilvano Colle	"	13
Cappelle	"	17
Moscufo	"	22
Collecorvino	"	24
Loreto A?	"	32
Penne	"	39

WAR DAMAGES.

1. P.W. and Works Major works: Buttarana bridge, 10-mt span, concrete, reinforced with steel beams, masonry abutments; demolished. (km. 22.391)

Minor Works: one 1-mt span culvert demolished
slight damaged; Loreto and Penne tunnels.

Track: 21 km. track taken away (btw. 1,969-6,432 and 20,666-32,324); 1200 tons Vignole rails weighing 27.3 kos/mt.
10 tons channel rails taken away.

embankment demolished for abt. 500 mt.
" encumbered with rubble for
abt. 4.300 mt.

switches taken away or demolished: N. 14
fastenings " " " tons 383
sleepers " " " N. 27000
ballast taken away cu.mt. 7930

2. Buildings

Station Bldg. at Montesilvano Spiaggia, together with
Warehouse, almost completely wrecked.
Warder's house at Montesilvano; roof missing
Minor damage to other Sta. bldgs. and warder's houses.
Workshops: one 3-HP el. motor, one acetylene gas gen-
erator for welding, leather belting, tools
and other equipment damaged for abt. 500000 L.

3. Feeding System:

six steel poles taken away
six tons steel cord for catenary taken away 4400
16 " copper wire " " "
one " bronze clamps " " "
5000 insulators " " "

damaged: two 700-kw transformers at Moscufo

WAR DAMAGES

1. P.W. and Works

Collescorvino " 24
Loreto A? " 32
Penne " 39

Major works: Buttarana bridge, 10-mt span, concrete, reinforced with steel beams, masonry abutments; demolished. (km. 22,391)

Minor Works: one 1-mt span culvert demolished slight damaged; Loreto and Penne tunnels.

Track: 21 km. track taken away (btw. 1,969-6,422 and 20,666-32,324); 1200 tons Vignole rails weighing 27,3 kos/mt. 10 tons channel rails taken away.

embankment demolished for abt. 500 mt. encumbered with rubble for abt. 4,300 mt.

switches taken away or demolished; N. 14 fastenings " " " tons 383 sleepers " " " N. 27000 ballast taken away cu.mt. 7930

2. Buildings

Station Bldg. at Montesilvano Spiaggia, together with Warehouse, almost completely wrecked. Warder's house at Montesilvano; roof missing. Minor damage to other Sta. bldgs. and warder's houses. Workshops: one 3-HP el. motor, one acetylene gas generator for welding, leather belting, tools and other equipment damaged for abt. 500000 L.

3. Feeding System:

six steel poles taken away
six tons steel cord for catenary taken away 4400
16 " copper wire " " "
one " bronze clamps " " "
5000 insulators " " "

damaged: two 700-kw transformers at Moscufo
two mercury rectifier; 24 quintols special oil and 4 kos. mercury lost.
gauges and panels damaged.

4. Rolling Stock:

One E-loco completely wrecked and one slightly damaged
One El. automotrice completely wrecked and others with minor damages.
One stree-car demolished and one with minor damages.
Nine box-cars with heavy damages and 10 more cars with minor damages.

REHABILITATION

1. P.W. and Works: P.W. and track rehabilitated in Paesara City.

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1082

Other works on hand btw. km. 5,218-6,422 (relaying of track) and at both Montesilvano Colle and Montesilvano Spiaggia (clearing of the P.W. fire rubble). Several material salvaged by the personnel (sleepers, fastenings, a few rails, etc.).

2. Buildings:

Nothing has been made

3. Feeding System:

In Nov. 1944 the Governmental Commissioner in charge with said Railway applied to Ministry of Transports, General Inspectorate WTC, for authority to requisition from Sangritana Rly. 6 tons contact line, two trolleys with jack, 200 bronze clamps, claiming that Sangritana Rly had been wrecked beyond repair.

In Jan. 1945 Sangritana Rly. informed Gen. Insp. WTC that negotiations were on hand for rehabilitation of the section S.Vito-Lanciano, not so badly damaged. Gen. Insp. supported Sangritana's request that no requisition was to be carried out as, though fully acknowledging the importance of the Pescara-Penne Rly, it is far more important to secure the rehabilitation of the Sangritana Rly., even if limited to the small section up to Lanciano.

The Pescara-Penne Rly. serves many important localities, among which Pescara (50000 inhab.) is the most important. But Pescara is served also by other means of transportation, which is not the case of the localities served by the Sangritana Rly (Lanciano, 23000, being the most important), that depend exclusively on the railway. While the Pescara-Penne, with 39 km. length, serves about 94,000 inhabitants, the sections of the Sangritana for which an early rehabilitation could be expected, totalling about 45 km length, would serve 169,000 people.

Several material was salvaged by the personnel, among other some 700 mt. copper wire plus other copper wire. Several poles & brackets were repaired. Both the transformers and the rectifier from Moscufo are being repaired, partially by cannibalization, but to rehabilitate the sub-station, many other material is necessary.

4. Rolling Stock:

Nothing has been done.

27/22/16

Ministry of Transport
General Inspectorate S. S. S.
S. S. S. 10215/413

Roma 9 Feb. 1945
TO: The 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 connection:

A) Compartimental Inspectorate of Bologna.

- 1) Railway line Rimini - Roncole Verdi (length 36 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 Roma.

- 3) Railway line Umbertide - Perugia - Todi - Ferme length 113 Km; presently
in operation the section Todi - Todi, length 42 Km. No. 42 on hand :
reconstruction of a 6 mt-span rail-bridge at Km. 50 + 360;
reconstruction of a 4 1/2 mt-span bridge at Km. 50 + 354; repairworks
at Marino Station Bldg.
Upon completion of above works it will be possible to operate a service
b/w Perugia and Fiesole Todi, abt. 30 Km, thus rehabilitating the whole
section Perugia - Todi but for abt. 7 Km. interruption b/w Todi and
Fiesole Todi on account of a very important metallic bridge spanning
the Tevere River at Km. 50 + 567.

- 4) Railway line Spoleto - Norcia length 51 Km. not in operation. The
Tunnel Biselli at Km. 42 has been repaired. A rectifier, of a connection
with I.S.M. 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.

6604

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 -
Servigiano 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 Castelnuovo - Gessano : length 11 Km. No informations

57/22

with reference to above lines are very much agreed if that S/O 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 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 + 360; reconstruction of a 4 15mt-span bridge at Km. 50 + 854; repairworks at Marsiano Station Bldg.
Upon completion of above works it will be possible to operate a service btw Perugia and Fretta Todi, abt. 30 Km; thus rehabilitating the whole section Perugia - Todi but for abt. 7 Km. interruption btw. Todi and Fretta Todi 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 Biselli at Km. 42 has been repaired. A rectifier, of a connection with I.S.R. 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 el. power has been put, as both equipment and material are in operating conditions.
- 6) Railway-line Castellana Grotte - Camerino : length 11 Km. No informations are available.
- 7) Railway line Fano - Pesaro, length 39 Km. not in operation - Rehabilitation works of both track and electric equipment are being carried out.

The General Director
sgd. DA CURI

11:24:23 AM

Roma, - 2 FEB 1945

19 A



SPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
CONTRASPORTI IN CONCESSIONE

ALLA COMMISSIONE ALLEATA
SOTTOCOMMISSIONE ALLEATA PER
I TRASPORTI R O M A

Via Veneto

SERV. Y
UNIT 23

Part. H. 1	985	Allegre.
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Proposta al P. del.

Due - Due - Due

OGGETTO Ferrovia elettrica Porto S. Giorgio-Termc-Amandola

La Società per le Ferrovie Adriatico-Appennino con sede in Fermo (Ancona) ha presentato a questo Ministero una domanda, intesa ad ottenere l'immediata apertura al traffico della ferrovia elettrica Porto S. Giorgio-Fermo-Amandola.

Per il ripristino di tale servizio occorrerebbe interessare la Società Unione Esercizi Elettrici perchè fornisca alla predetta ferrovia, dalla Cabina di Ponte Maglio, la piccola quantità di energia elettrica necessaria ad effettuare un servizio ridotto, e propriamente: energia trifase 30 KV - punta massima di prelievo Kw 200 - consumo giornaliero previsto Kw 1200.

1200. Si trasmette pertanto un prospetto con tutti i dati statistici occorrenti a codesta Spett. Commissione per il relativo esame del programma di esercizio che sarebbe adottato dalla ferrovia in oggetto.

...tato in considerazione del-

77 78 79

Oggetto Ferrovia elettrica Porto S. Giorgio-Fermo-Amandola

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Si trasmette pertanto un prospetto con tutti i dati statistici occorrenti a questa Spett. Commissione per il relativo esame del programma di esercizio che sarebbe adottato dalla ferrovia in oggetto.

Questo Ministero in considerazione del-

4453

l'importanza che tale ferrovia ha per l'economia della zona servita e del fatto che alla detta Società elettrica non dovrebbe riuscire impossibile fornire l'energia occorrente con la massima messa in efficienza di alcune sue centrali e col cessare delle necessità di energia dovute alla molitura delle ulive, esprime parere favorevole all'accoglimento della domanda.

Si resta in attesa delle ulteriori decisioni che codesta Spett. Commissione ordinerà di adottare in merito.

IL MINISTRO

Carlini

Società per le Ferrovie Adriatiche - Appennino
Capitale versato L. 5.200.000

FERROVIA ELETTRICA
PORTO S. GIORGIO - FERMO - AMANDOLA

DIREZIONE DELL'ESERCIZIO
FERMO

Allegati N.

Azienda concessionaria: SOCIETÀ per le FERROVIE ADRIATICO-APPENNINO

"Foro Bonaparte 76 - MILANO -

Fermo, 22 Dicembre 1944

Prot. N.

Risp. al N.

del

Linea	Porto S. Giorgio - Fermo - Amandola	
	Lunghezza Km.	Km. 59 + 429
Servizio proposto	numero coppie	2 tra Fermo ed Amandola 4 " " e Porto S. Giorgio
	frequenza	giornaliera
	tipo del servizio	misto
	treni Km. giornalieri	280
Orario del servizio proposto	Partenze da Amandola per Fermo:	ore 5 ; 15
	" " Fermo per Amandola	" 9 ; 13,50
	" " " Porto S. Giorgio ore :	7,35 ; 12,30 14 ; 17,20
Tabbisogno combustibile o energia per il servizio proposto	" " Porto S. Giorgio per Fermo "	: 8,15; 13,10 15,00; 18,00
	Carbone Tonn. ==	
	Nafta Tonn. ==	
	Lubrificanti Kg. 3300, ==	
	Energia elettrica	Potenza occorrente KW 200 consumo orario KW 100; giornaliero KW 1200 ore delle punte massime: 7 - 9 ; 13 - 14
Impiego materiale rotabile occorrente per il servizio proposto	potenza massima durante le punte KW 200	
	Locomotive a vapore	N° =
	Locomotori elettrici	" 2
	Automotrici elettriche	" 4202
	Automotrici Diesel	" =
	Bagagliai	" 10
	Carrozze viaggiatori	" 40
	Carrozze merci	" 40

Indirizzo telegrafico: FERROVIA - FERMO

Azienda concessionaria: SOCIETA' per le FERROVIE ADRIATICO-APPENNINO
"Toro Bonaparte 76 - MILANO -

Linea	Porto S. Giorgio - Fermo - Amandola	
	lunghezza km.	km. 59 + 429
Servizio proposto	numero coppie	2 tra Fermo ed Amandola
		4 " " e Porto S. Giorgio
	frequenza	giornaliera
	tipo del servizio	misto
Orario del servizio proposto	treni km. giornalieri	280
	Partenze da Amandola per Fermo: ore 5 ; 15	
	" " Fermo per Amandola " 9 ; 13,50	
	" " " Porto S. Giorgio ore : 7,35 ; 12,30 14 ; 17,20	
Fabbisogno combustibile o energia per il servizio proposto	" " Porto S. Giorgio per Fermo " : 8,15; 13,10 15,00; 18,00	
	Carbone Tonn. ==	
	Nafta Tonn. ==	
	Lubrificanti Kg. 3300, ==	
	Energia elettrica	Potenza occorrente KW 200 consumo orario KWH 100; giornaliero KWH 1200 ore delle punte massime: 7 - 9 ; 13 - 14
Impiego materiale rotabile occorrente per il servizio proposto	potenza massima durante le punte KW 200	
	Locomotive a vapore	N° =
	Locomotori elettrici	" 2
	Automotrici elettriche	" 4402
	Automotrici Diesel	" =
	Bagagliai	" 10
	Carrozze viaggiatori	" 40
	Carri merci aperti	" 40
	Carri merci chiusi	" 40

HEADQUARTERS
AMG/AG
ABRUZZI-MARCHES REGION
C.M.F.

TO : HQ., AG., P.W. & U. Sub-Commission
(Atten. Lt. Col. W.H. Lepper)
SUBJECT : Porto S. Giorgio - Amandola Railway.
REF. : R5/516/2/4/
DATE : 31 January 1945.

Further to my letter of 13 Jan. 45 ref. R5/516/2/4 the Director at Fermo of the above railway has commenced reconstruction of the UNES hydro plant of S. Caterina, MR R7501, about 5 Km. north of Fermo.

The power station was extensively damaged by enemy action but the canal, penstock and turbine have survived. The turbine is 600 HP and the Rly. Coy. are transferring one of their 600 KW D.C. generators from the Lanciano power station of the Sangrattana Rly.

I visited the site on 27 Jan. and found the work well in hand. The generator was due to arrive early this week, the Fermo Director hoped to have the plant turning over by 10 February.

Negotiations are in progress with UNES Ascoli to use a 10 KV line, not now in operation, which runs direct from Sta. Caterina to Fermo.

This is much better solution than taking power from UNES as it renders the railway independent. The Director is satisfied that Sta. Caterina will meet his needs for the present - 800 KW seems to have been a slight overstatement.

A spare copy of this letter is enclosed for info. of Tpn S.O.

4401

For The Regional Engineer

J.E. FODEN
Major

Regional Electrical Officer

*To Transportation
for information*

Att. Col. Lindbergh

W. L.

Tel. 317

LWL/ac

M E M O R A N D U M

Reference : 060/PWU 29 Jan. 45
Subject : Porto S.Giorgio-Amandola 0.95 m. gauge railway
To : TRANSPORTATION S/C, A.C.
Rail Section
From : P. W. & U. S/C

- 1) - Reference AC/57/22/Tn - letter 30 Dec. 44.
- 2) - Attached letter 13 Jan. 45 from Abruzzi-Marche Region for information.
- 3) - In view of the fact that the demand for power by important industrial plants has not yet been met in spite of Galleto coming in it is recommended that the above request be deferred until March or April.

W.M. Laffer
W.M. LAPPER
Lt-Colonel
Chief Elec. Div. 4400

cc : REG.COM. MARCHE-ABRUZZI REGION
(Attention Regional Engineer)

enclosure : copy letter 13/1/45 Ref/R5/516/2/4

C O P Y

HEADQUARTERS
AMG/AC
ENGINEERING DIVISION MARCHE ABRUZZI
REGION

C.M.F.

To : HQ AC/ P.W. & U. Sub-Commission

Subject : Porto S.Giorgio-Amandola 0.95 m. gauge railway

Ref. : R5/516/2/4 (your ref. 060/PWU)

Date : 13 January 1945

- 1) - The request for 800 KW daily to operate the above railway will be submitted for consideration by 21 CRE's. Power allocation Committee at Ancona.
- 2) - It is anticipated that an allocation of this magnitude will not be approved under existing conditions and that consideration will have to be deferred until the bulk supply from Galleto is available to augment local production.
- 3) - Reasons for this opinion are :
 - (a) - Military demands are increasing.
 - (b) - Civilian demands for flour milling, olive pressing etc. which affect the population as a whole are still restricted.
 - (c) - The line from Porto S.Giorgio to Sevigliano is only a matter of 30 Km. in length and serves a very limited population mainly engaged in agriculture. A provincial road follows closely the route taken by the railway and organisation of road transport may be a more economical solution to the traffic problem if less pleasing to the Railway Company.
- 4) - At the moment we are snowed up at this HQ. but an investigation will be made at the earliest opportunity and a report submitted.

4399

For the Regional Engineer

J.E.FOUDEN
Major

NO MEMORIA PER IL PROF. TREVES

Roma, 24/1/1945

La Ferrovia Elettrica Porto S. Giorgio-Termo-Amendola aveva subito danni a tre ponti tra Termo e Servigliano. Attualmente però due di essi sono stati già riparati e il terzo ponte, cioè quello presso Servigliano, sarà riparato tra breve. Comunque la Ferrovia è in grado di riprendere subito il servizio tra Porto S. Giorgio e Servigliano (40 Km. circa) ed è possibile anche il servizio sulla restante tratta tra Servigliano e Amendola, mediante trasbordo.

Perciò, nel caso che venisse accordata l'energia elettrica, il servizio sarebbe subito attuato sull'intera linea.

1398

Attaca to papers
exclusion
sa/

Tel. 489081

HEADQUARTERS ALLIED COMMISSION
Public Works and Utilities Sub-Commission
APO 394

BF/ac

Reference : 060/PWT

4 Jan. 45

Subject : Porto S. Giorgio-Amandola
0.95 m gauge railwayTo : REGIONAL COMMISSIONER MARCHE ABRUZZI & MOLISE REGION
(Attention Regional Engineer)

- 1) - Herewith we are transmitting a request for electric energy to be supplied to the company operating the above electric railway.
- 2) - Will you please investigate this matter and take the necessary steps.
- 3) - This should be taken up with the military district in which the line is located.

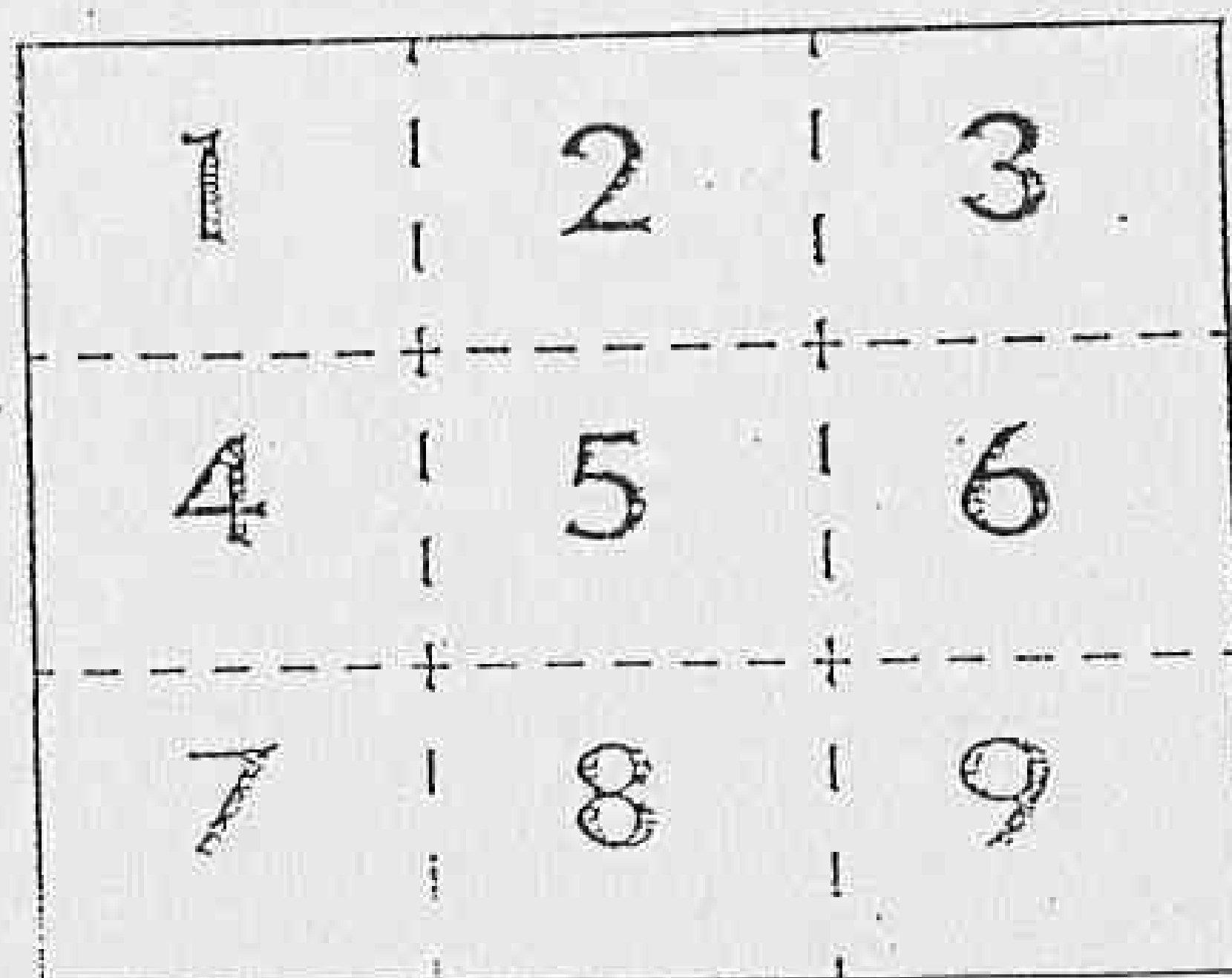
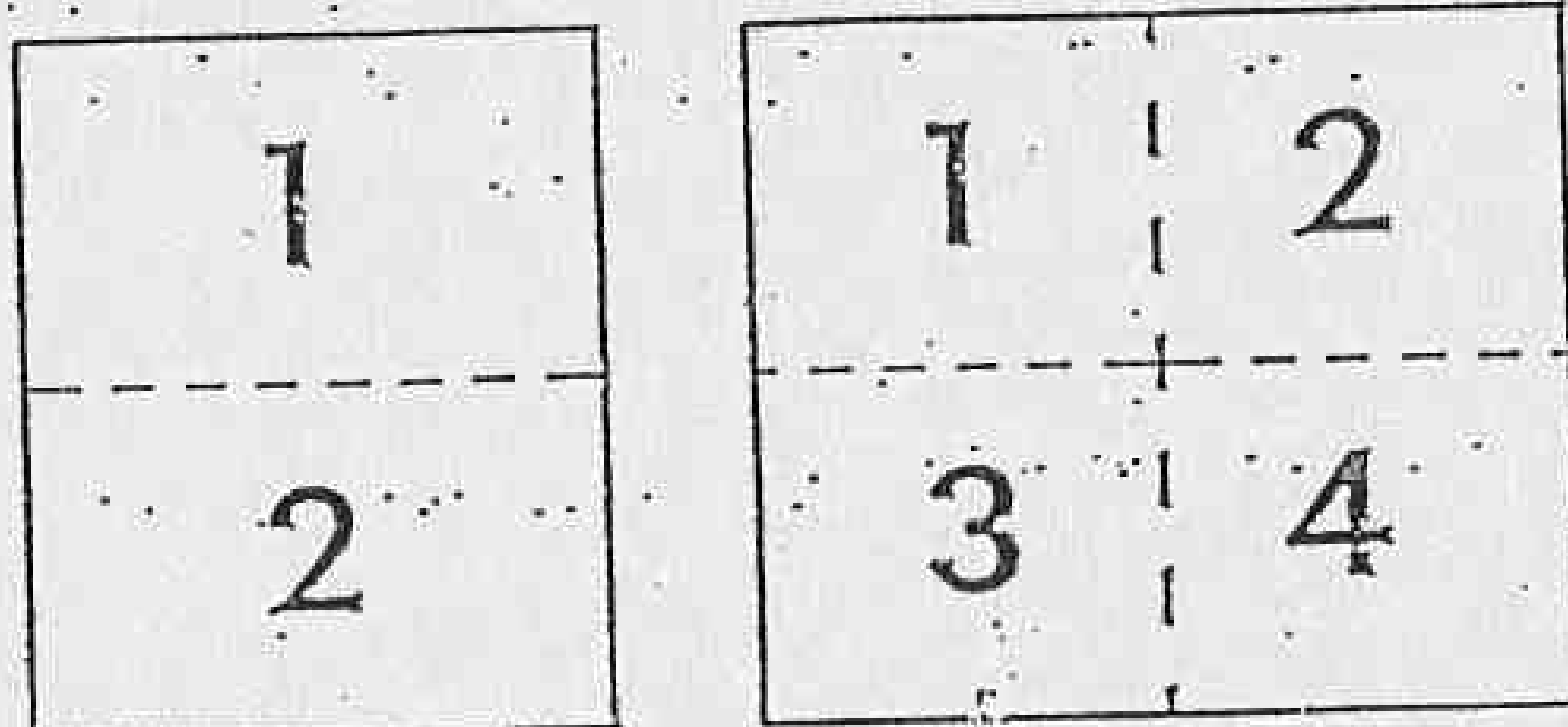
By command of Rear Admiral Stone,

cc : TRANSPORTATION S/C
(Attn Chief Railway Section)W. M. DAPPER
Lt-Colonel
Chief Elec. Div.cc : MOVEMENTS 61 AREA
(Attn Capt. A. S. Smith)

4397

MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

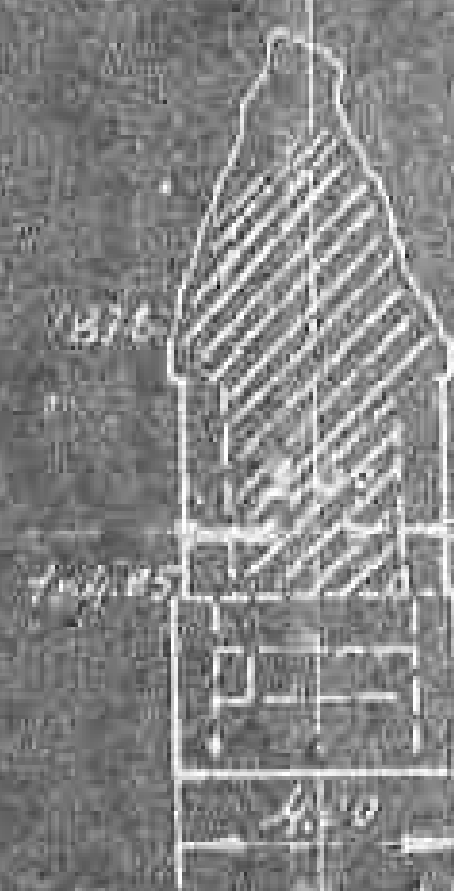
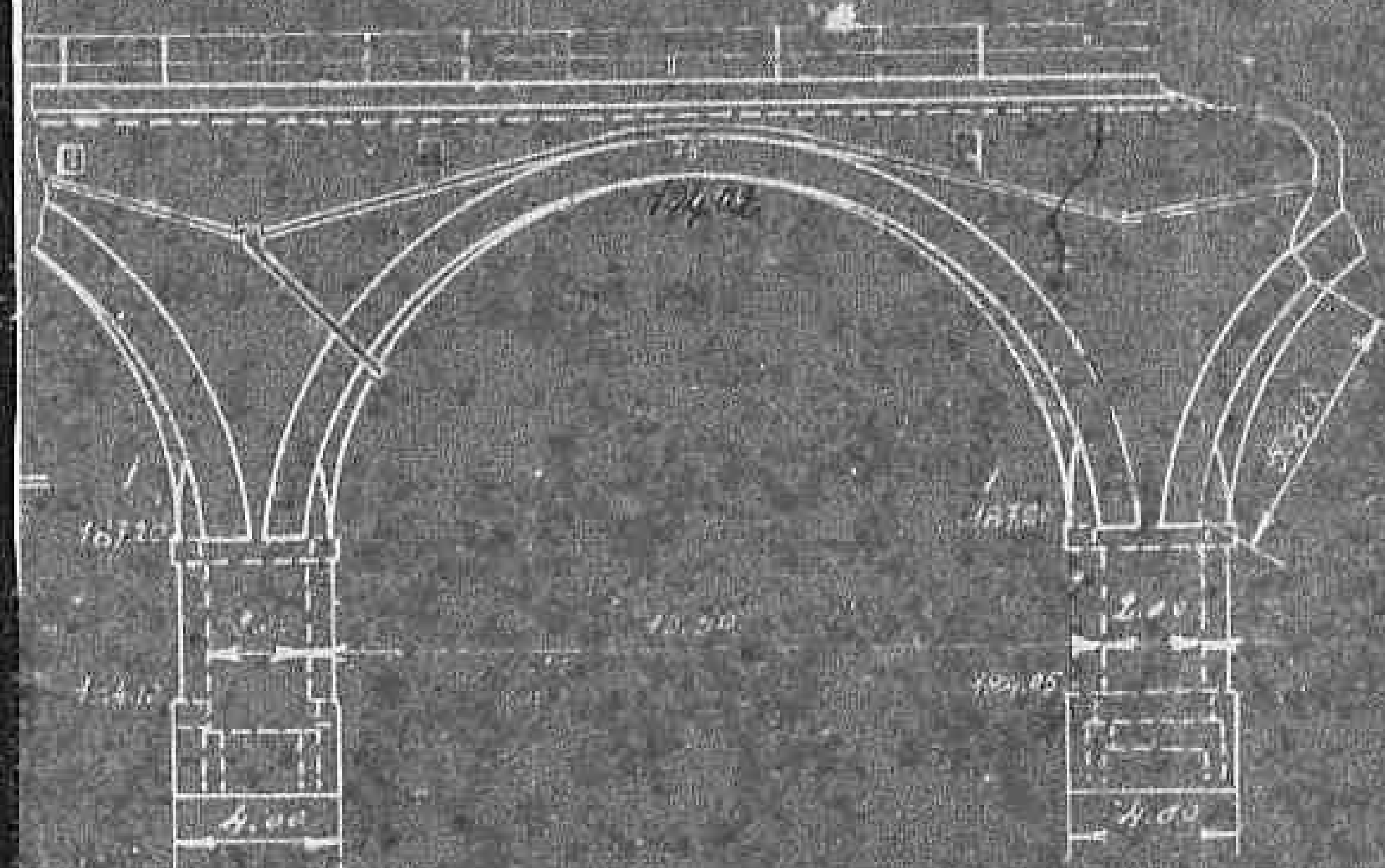
SEE DIAGRAMS BELOW.



1096

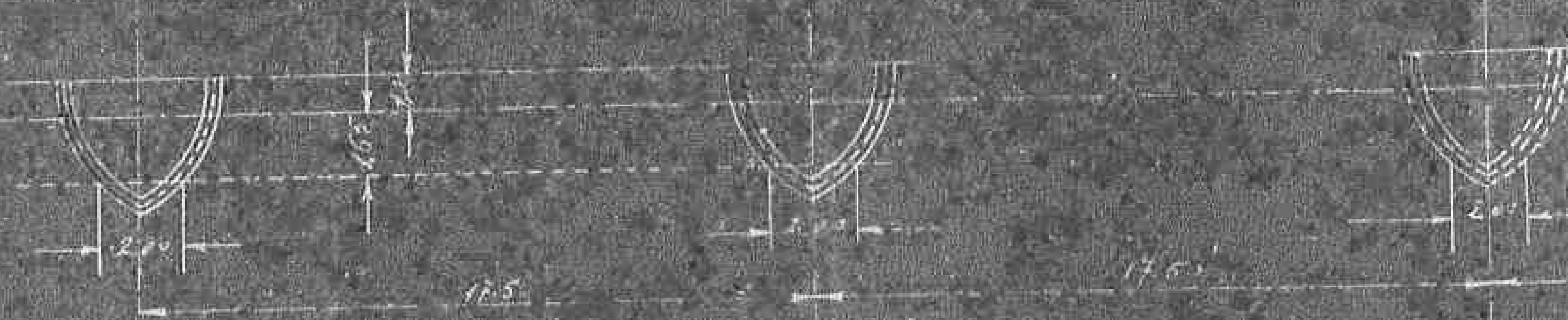
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prospetto



1/200

pianta

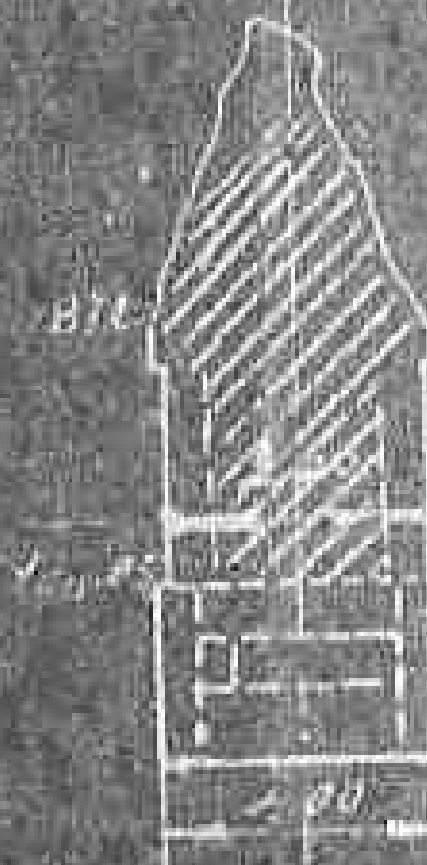
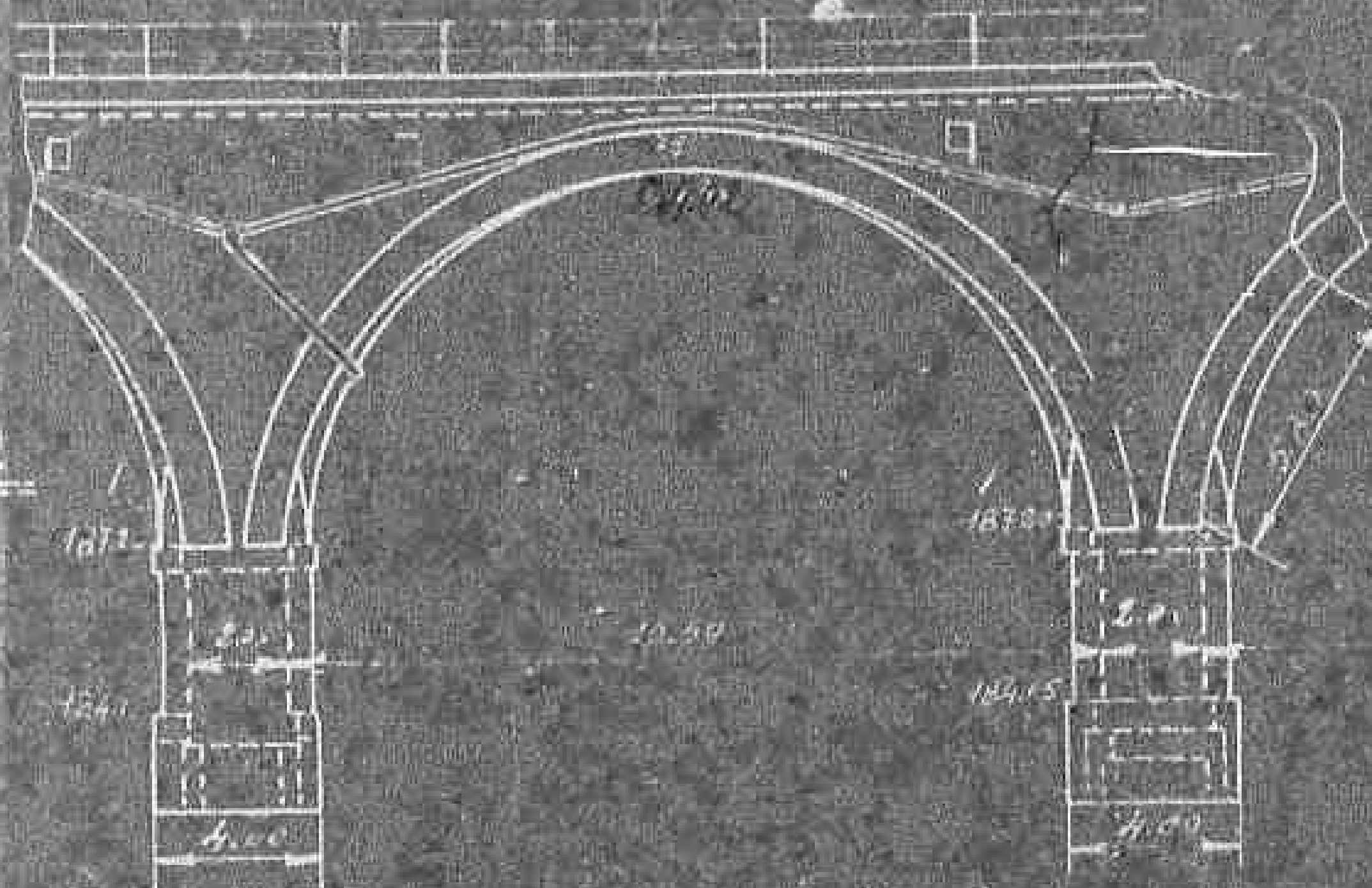


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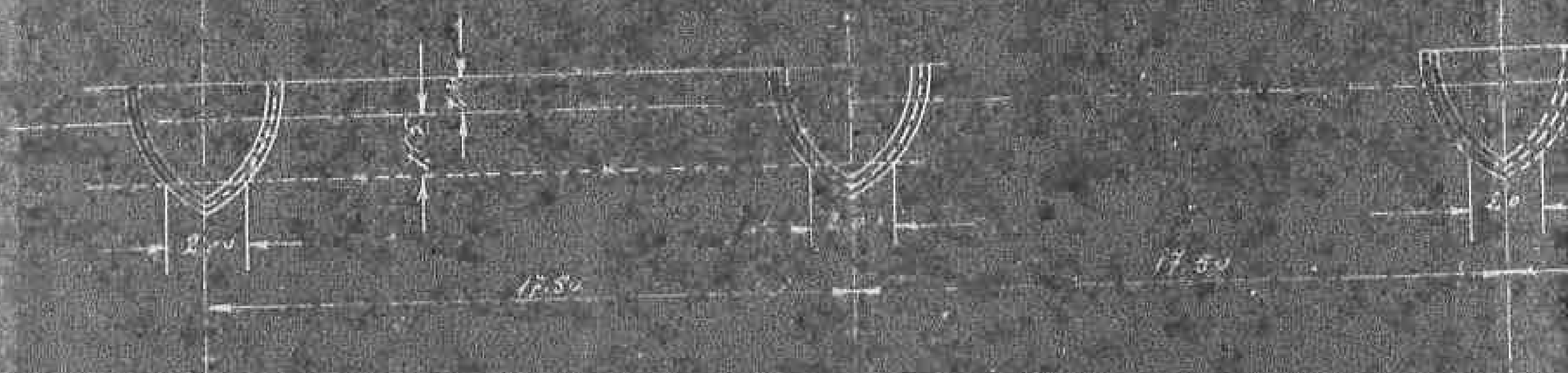
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Amandola

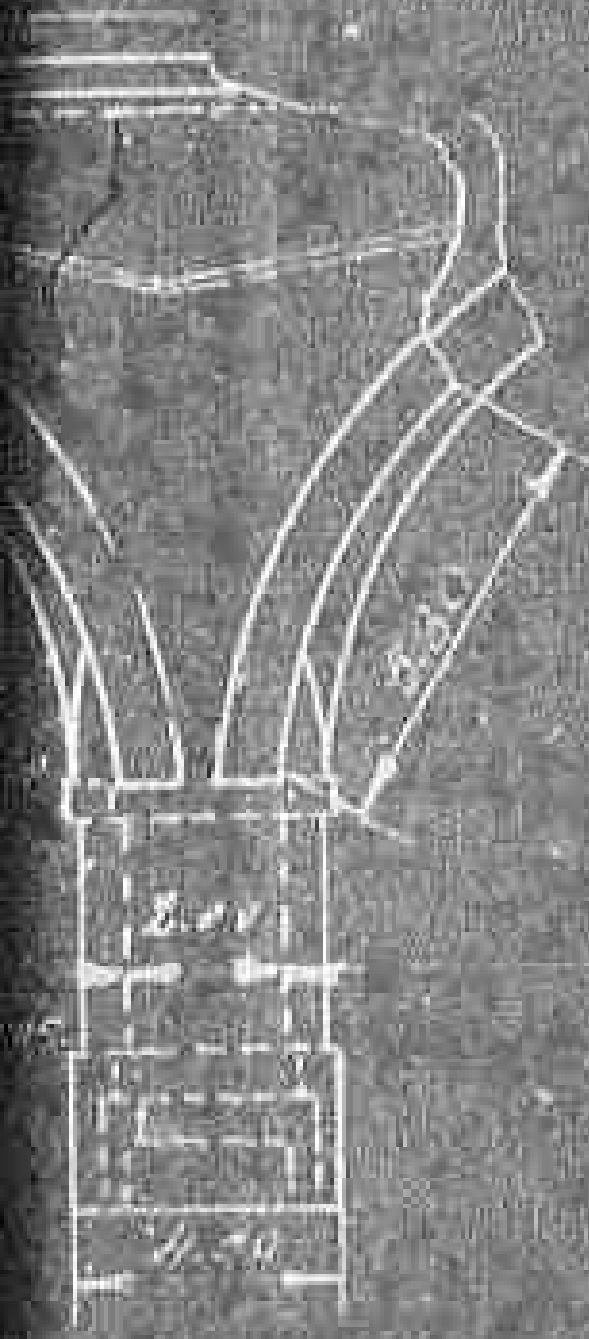
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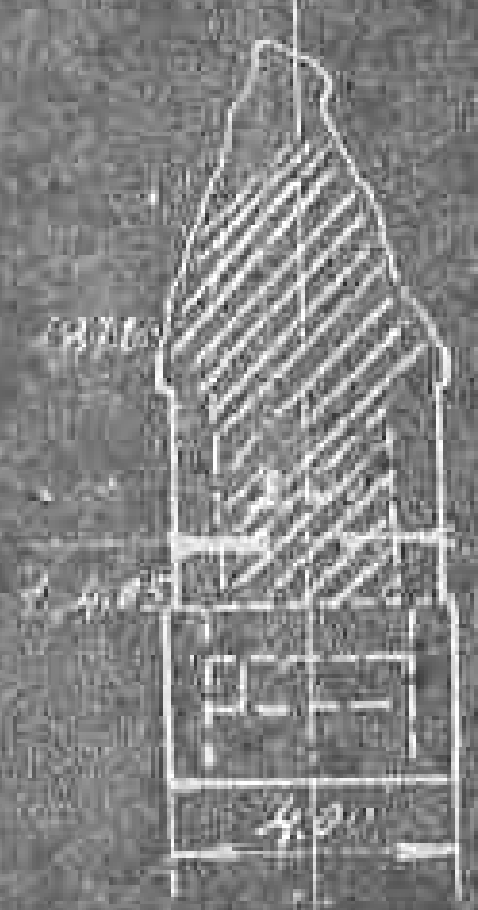
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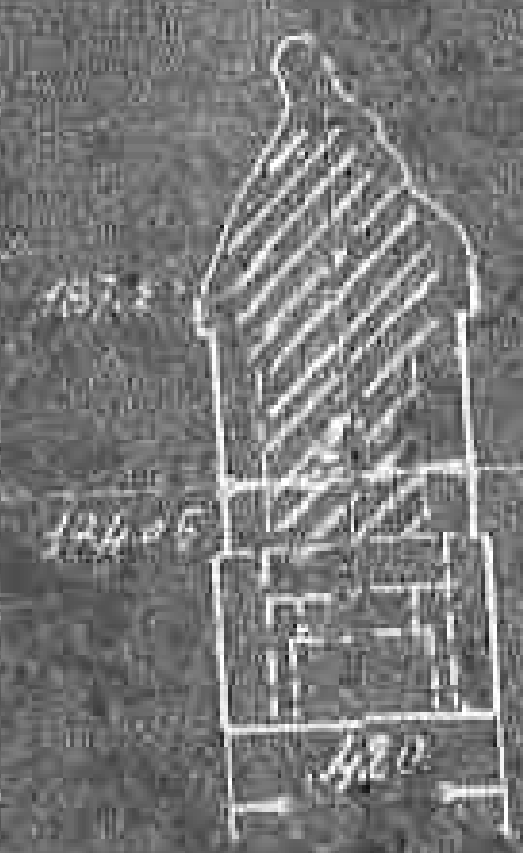
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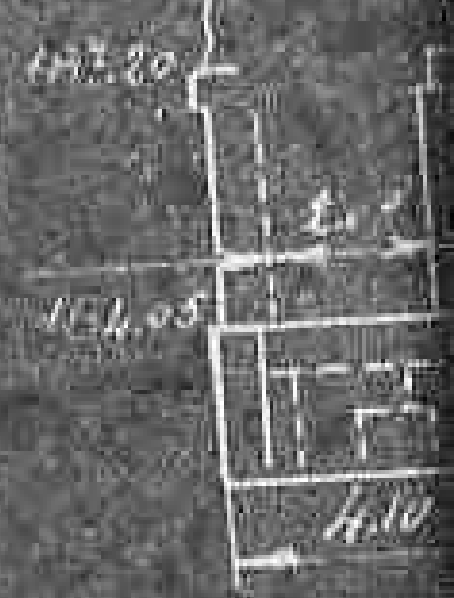
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15.50

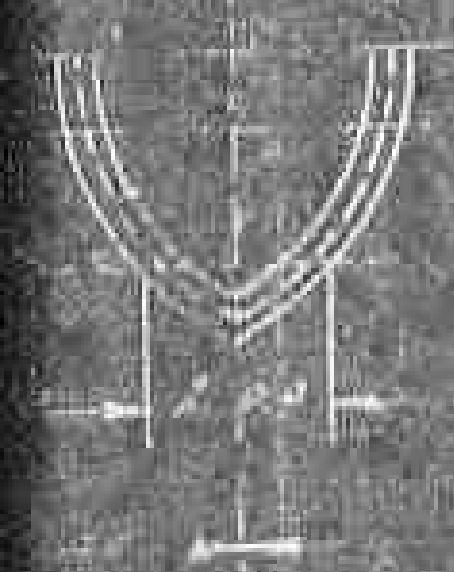


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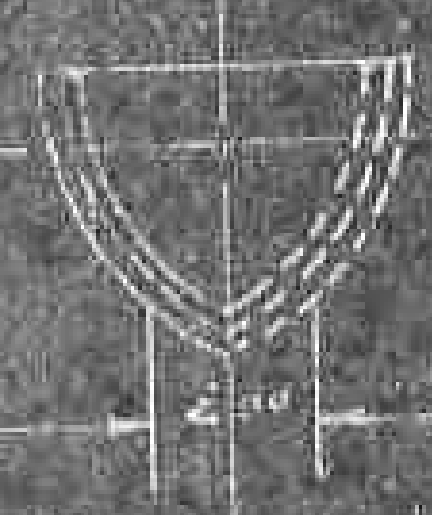


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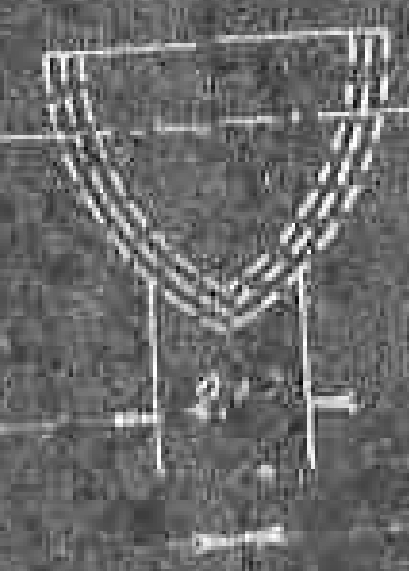
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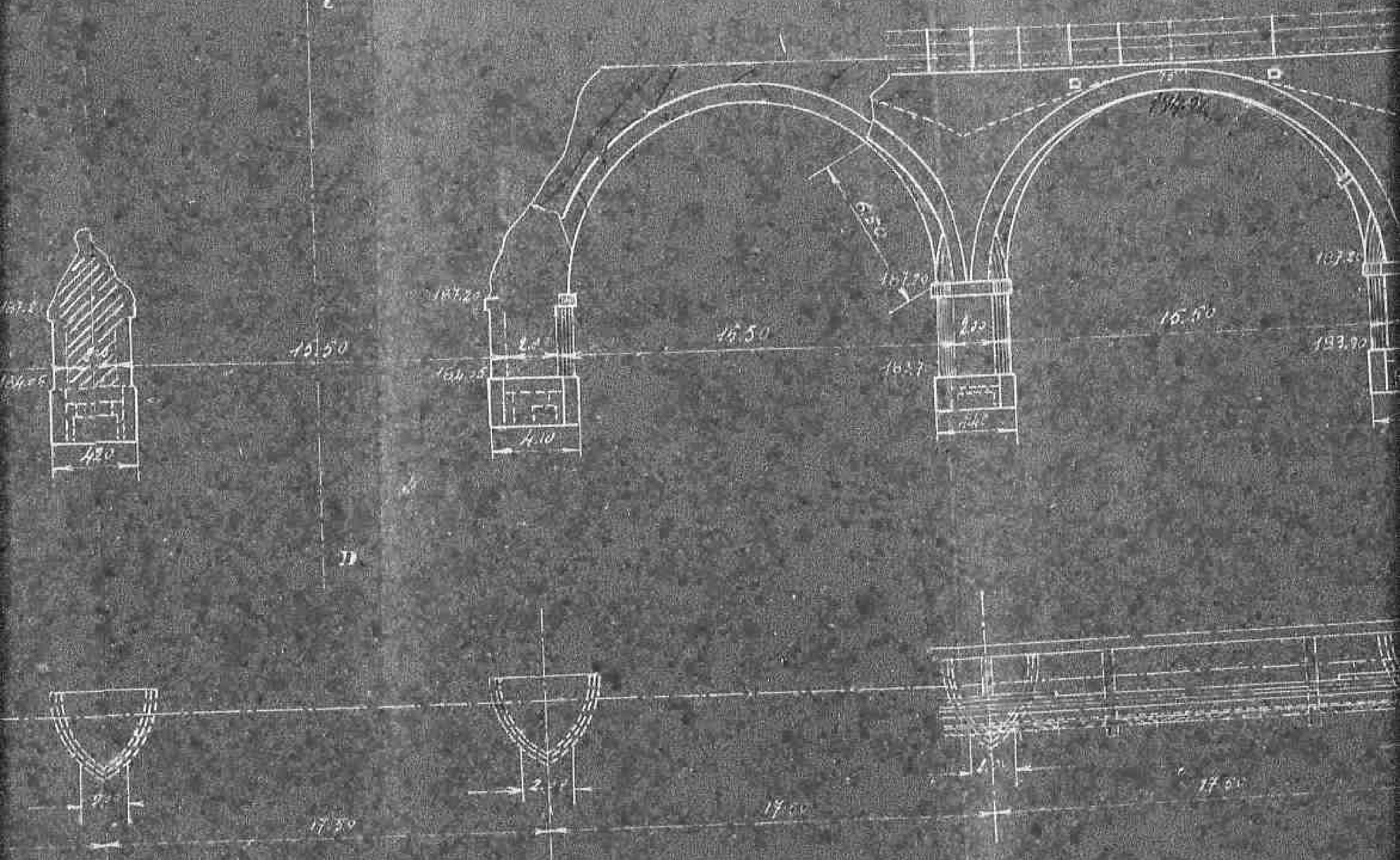
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4.00



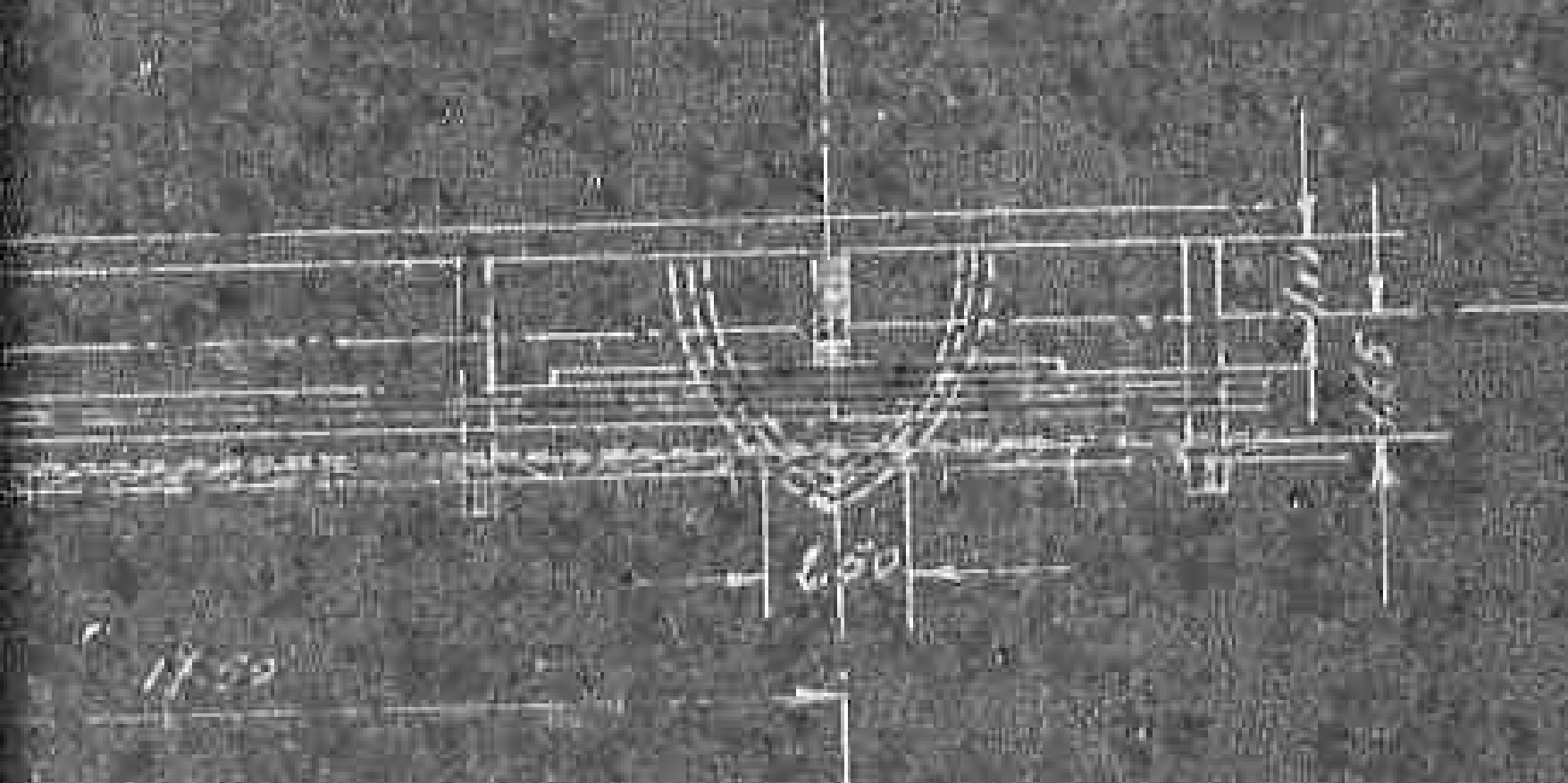
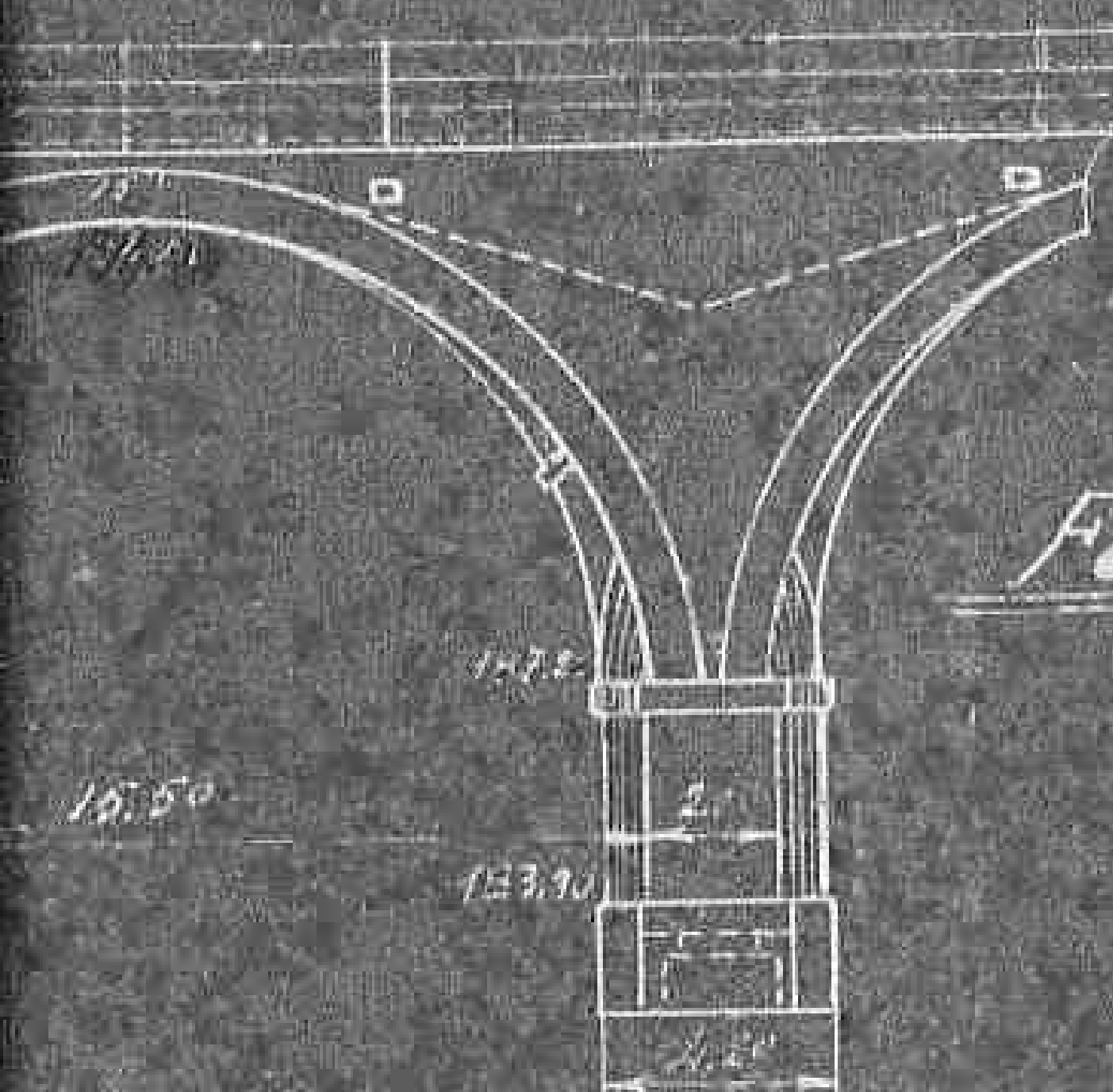
ponte



ponte sul tenna

1100

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

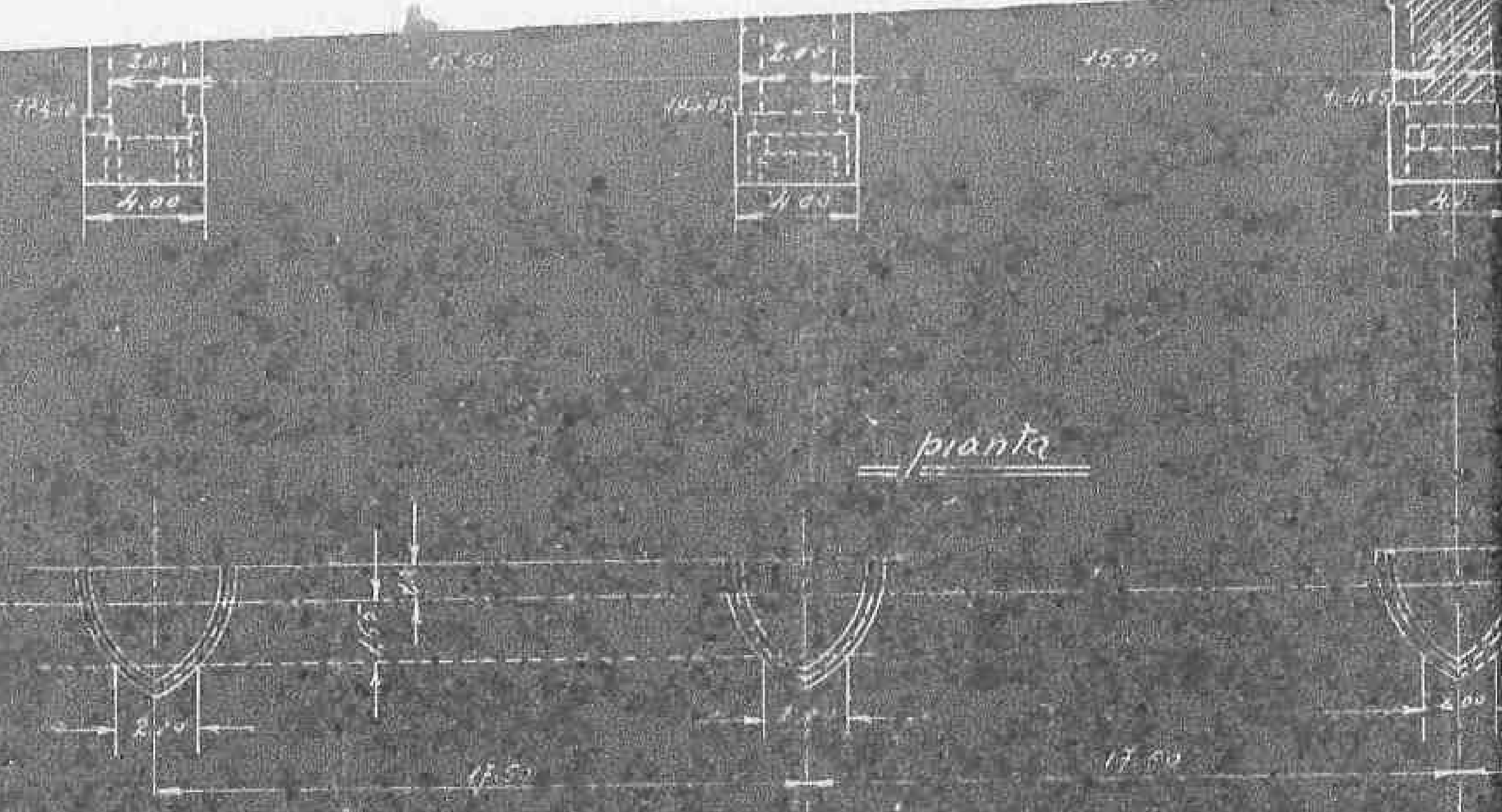


Sezione trasversale 1/100



1101

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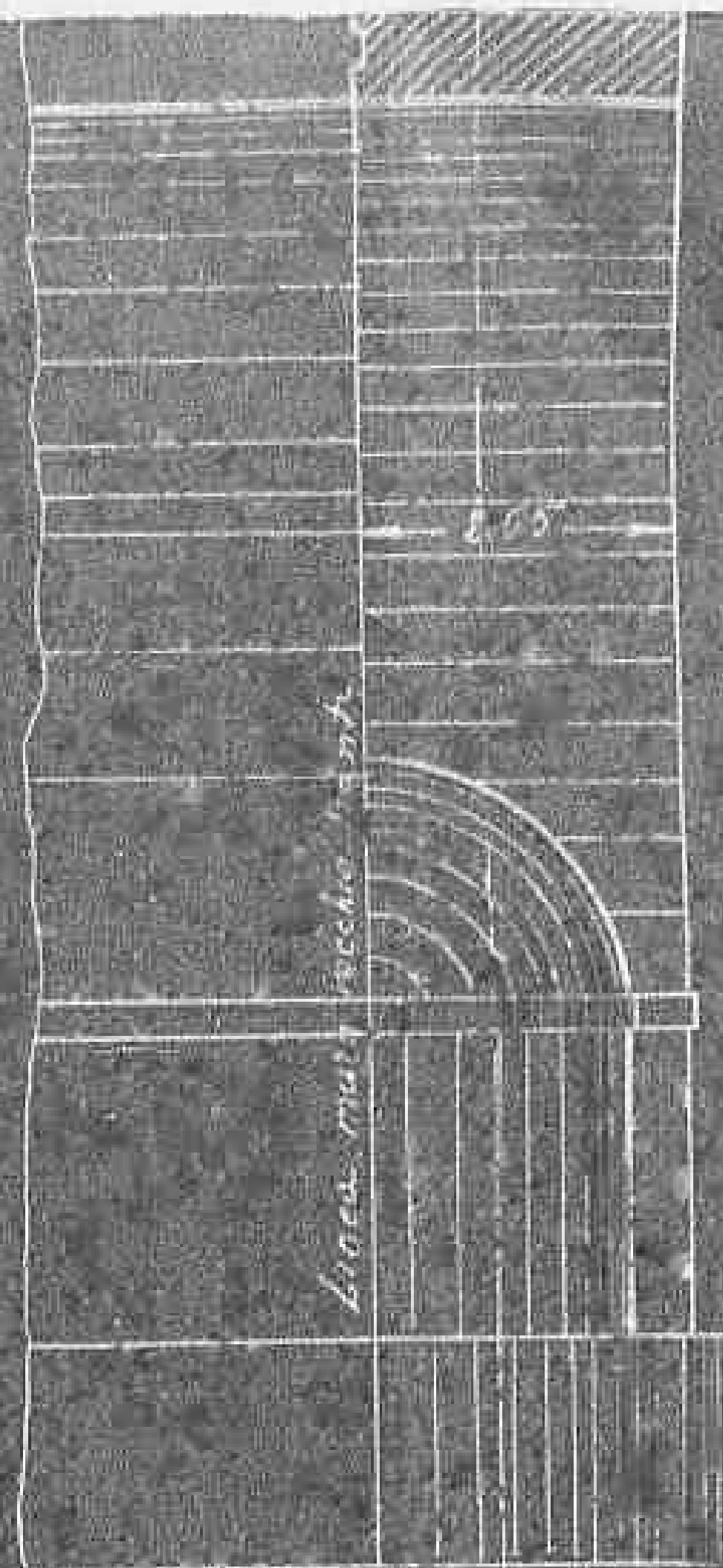
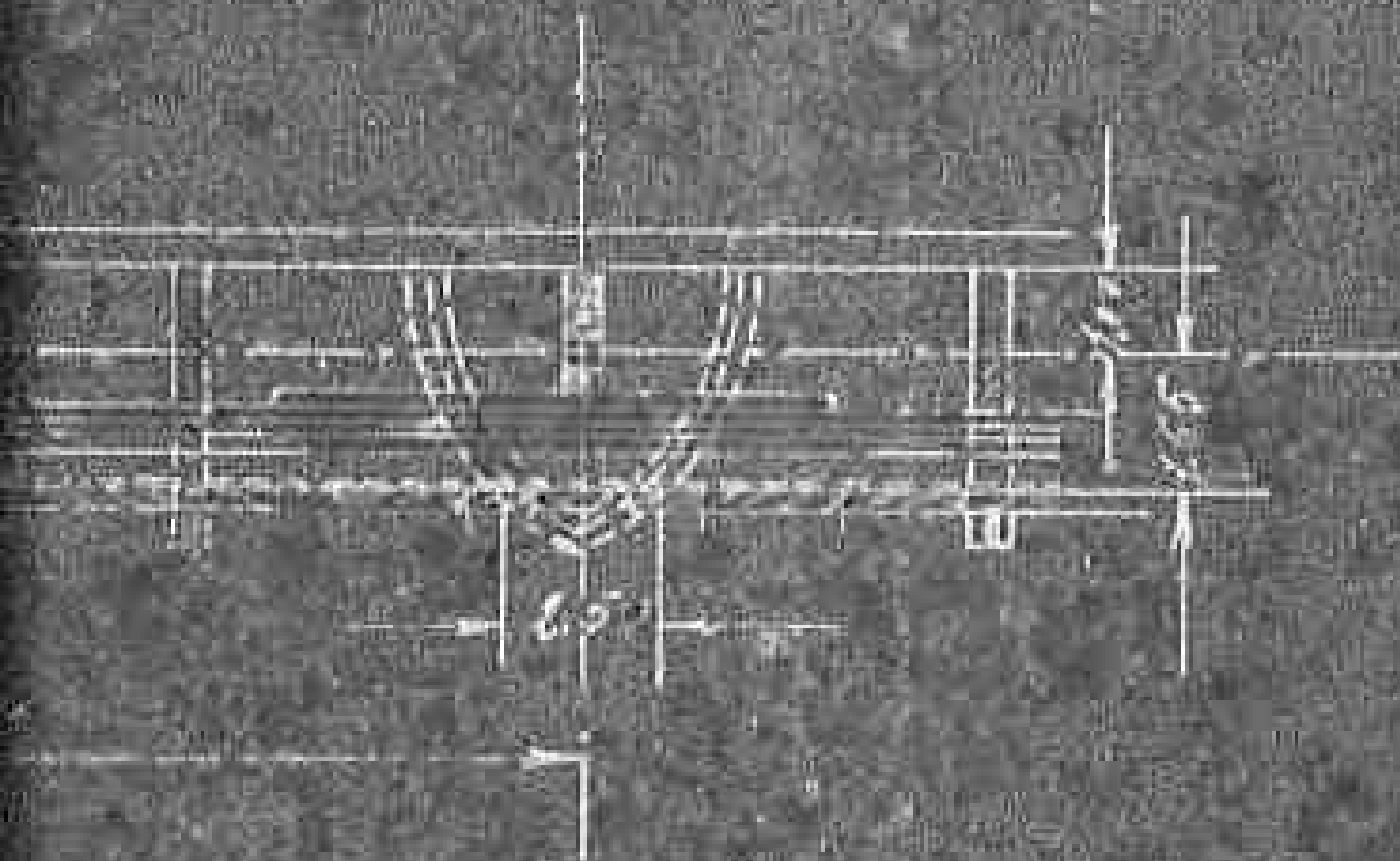
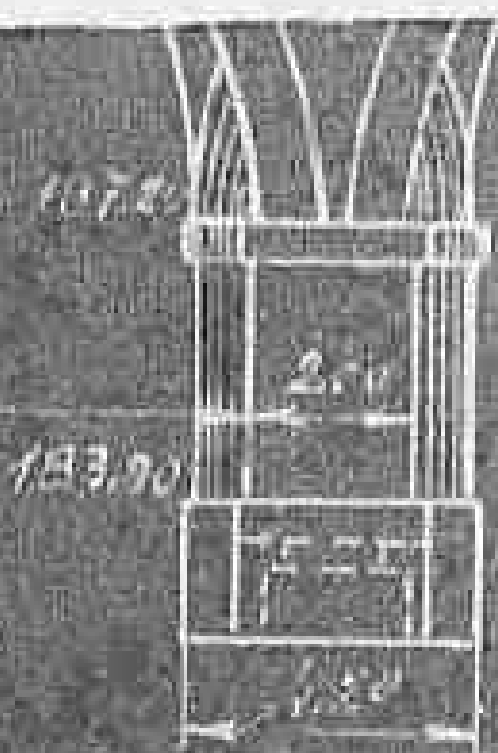
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 a servir

Km. 35+504.79

1104

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

Fermo



TRANSPORTATION SUB-COMMISSION, AC.
(RAIL SECTION)

C/o Transportation Increment
C.M.P.

Tel: 432238

Our Reference: AC/57/22/Th

30 December 44

TO : Public Works & Utilities Sub-Commission

SUBJECT : Porto S. Giorgio-Amendola 0.95 m gauge railway

1. This line running inland on the Adriatic side between Ortona and Ancona covers an area devoid of other transport, and which is agricultural in pursuit.

2. The line is broken at Servigliano, where 4 arches across the Tenna are out, and it is not proposed to give any assistance in rebuilding the bridge at the moment owing to other priority needs.

3. The Company are asking, however, to be able to operate shuttle services and seek 800 kwh per day between 0400 and 0900, and 1200 and 1700 hours daily.

4. Our representative has inspected the line and traffic books, and suggests current between 0500 and 0900, and 1400 and 1700 hours on weekdays, and the project is supported by the Minister of Communications.

5. The matter is submitted to you in the usual way for dealing with question of current.

Sa 4395

O.H. LINDBERG

Lt. Col. R.E.,

Chief, Rail Section

Copy to: Capt. F.S. Smith, c/o Movement, 51 Area

30 December 44

TO : Public Works & Utilities Sub-Commission

SUBJECT : Porto S. Giorgio-Amendola 0.95 m gauge railway

1. This line running inland on the Adriatic side between Ortona and Ancona covers an area devoid of other transport, and which is agricultural in pursuit.
2. The line is broken at Servigliano, where 4 arches across the Tenna are out, and it is not proposed to give any assistance in rebuilding the bridge at the moment owing to other priority needs.
3. The Company are asking, however, to be able to operate shuttle services and seek 300 kly per day between 0400 and 0900, and 1200 and 1700 hours daily.
4. Our representative has inspected the line and traffic books, and suggests current between 0500 and 0500, and 1400 and 1700 hours on weekdays, and the project is supported by the Minister of Communications.
5. The matter is submitted to you in the usual way for dealing with question of current.

Sat 4392

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

Copy to: Capt. W. E. Smith, c/o Movements, 51 Area

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
ANCONA

To : Transportation Sub-Commission I.C. A.C. Rome.
From : Transportation Sub-Commission Representative.
Subject : Società per le Ferrovie Adriatico-Appennino
(Porto S. Giorgio-Termo-Amandola Railway)

Ref. : A.C./Th 6/40 And.

Dec 15/1944

Refers to Acc/TN/57/22

(1) Services on the above mentioned railway have been suspended since Nov. 12th primarily due to the lack of motive power.

Applications having been made for assistance in getting the line working again by supplying either coal for steam locomotives or electric energy, sub-joined is my report and recommendations.

(2) There is little doubt that before the war the railway was efficiently run and served a very useful purpose and whilst a re-introduction of its services would permit its former patrons to enjoy again those services, apart from assistance in the distribution of food and products, I am of the opinion that it would not be of any direct military value.

(3) The railway is 0.55 metres gauge, with terminus at Porto S. Giorgio and Amandola although at the present time the line is out at Savigliano where 4 arches of the bridge crossing the river Tenna have been destroyed.

(4) Damage wrought by the Germans has been made good by the Railway Company themselves, with the exception of the bridge referred to in previous paragraph, but as this bridge carries the public highway as well as the railway its restoration is a matter jointly for the Comune and the Railway Company.

The bridge was originally built jointly by the Comune and Railway Company.

(5) The permanent way is restored (except vide para 4) and is being maintained.

(6) Signalling and Telephones
the signalling system is manually operated and is efficient, communication is maintained between all the forces and level crossings by telephone.

Dac 15/1344

Refers to Acc/TN/57/22

- (1) Services on the above mentioned railway have been suspended since Nov. 12th primarily due to the lack of motive power.
- Applications having been made for assistance in getting the line working again by supplying either coal for steam locomotives or electric energy, sub-joined is my report and recommendations.
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- (3) The railway is 0.95 metres gauge, with terminus at Porto S. Giorgio and Amundola although at the present time the line is out at Serigliano where 4 arches of the bridge crossing the river Tenna have been destroyed.
- (4) Damage wrought by the Germans has been made good by the Railway Company themselves, with the exception of the bridge referred to in previous paragraph, but as this bridge carries the public highway as well as the railway its restoration is a matter jointly for the Comune and the Railway Company.
- The bridge was originally built jointly by the Comune and Railway Company.
- (5) The permanent way is restored (except vide Para 4) and is being maintained.
- (6) Signalling and Telephones 4394
the signalling system is manually operated and is efficient, communication is maintained between all the offices by signal boxes and level crossings by telephone, also in working order.

(7) Level crossings are manned and guarded
(8) Locomotives. The Company has 2 steam locomotives and 5 electric.

The former are very old, having been bought back upon retirement to meet the emergency.

In addition there are 3 electric Lure-cars each with a seating capacity of 40, and standing room for an additional 30.

(9) Rolling Stock.

Passeng or Coaches:

4 Axles, Bogey, First and Third Compartment	4
" " " Third	12
2 Axles, Third class	3

(Also the 3 Electric Auto cars vide Para 3)

Wagons:

Covered goods	10 Ton	21
" cattle	10 Ton	20
Open high sided	10 Ton	20
" " "	12 Ton	8
" low sided		8
Plats		6
Timber trucks		1

(10)

TRAFFIC & REVENUE RETURNS

I have inspected the Company's traffic and revenue returns and taking 1942 as representative year have extracted the following details:

MERCHANDISE & LIVESTOCK

Small lots	Outwards.....7625 tons.
	Inwards.....7977 "
Full truck loads	Outwards.....30886 "
	Inwards.....30942 "
Trucks of cattle	 2538 trucks
Revenue	1,458,268 Lira

PASSENGER TICKETS

Ordinary singles	2200	561535	4393
" returns	2490	197648	
" half-tickets	3316	43445	
Sold on cars by Conductors	776	44222	
Seasons	32	2681	
Seasons (10 journey)	-	154	
		6	

Passage en Scythie:

4 axles, Bogey, Driver and Third Compartments	4
" " " " " "	12
2 axles, Third class	6
3 Electric Auto cars (vide para 3)	

References

[illegible]

123

TRAFFIC & REVENUE RETURNS

I have inspected the Company's traffic and revenue returns and taking 1942 as representative year have extracted the following details:

UNIONPAULISE & LIVESTOCK

Small Lot®

Small lots	Outwards.....	7525	tons.
	Inwards.....	7977	"
Pull truck loads	Outwards.....	30886	"
	Inwards.....	30942	"
Trucks of cattle		1638	trucks
Revenue.....		1,458,286	lira

PASSENGER TICKETS

Ordinary singles.....	3200.....	561535	4393
" returns.....	2490.....	137648	
" half-tickets.....	3316.....	45445	
Sold on care by Conductors.....	776.....	44222	
Seasons.....	32.....	2661	
Seasons(10 journey).....	-.....	134	
Workers weekly.....	-.....	6	
Excursion.....	-.....	22576	

Notes

15814 874357

Review

3,300,292 1498

(11) The Central Directorate of the Company is in Milano, still occupied territory, and the closing down of this railway resulted in 120 families of employees finding themselves in extreme pecuniary difficulties, by reason of the fact that no money can be obtained from the Central Directorate nor is any revenue accruing from which wages would be paid.

The town of Terno appears to be the place feeling mostly the effect of the cessation of railway activities for besides being the agricultural centre its schools provide for more than 3000 students and masters of all whom living any distance away now have difficulty in attending.

The Company ask to be supplied with sufficient electric power to enable them to run a skeleton service between Porto S. Giorgio and Terno: also Terno and Servigliano, also a shuttle service between Servigliano and Amandola.

The application is for 800 Klv. per day between 0400 hours and 0900 hours also 1200 hours to 1700 hours.

(12) CONCLUSIONS

From enquiries made on the spot I have come to conclusion that this was a well-organized and efficiently run railway, serving a most useful purpose throughout the Terna Valley.

This is confirmed by the tonnage and numbers of passengers conveyed with so little rolling stock and engine power at its disposal.

(13) RECOMMENDATION

As pointed out in para 2 the re-opening of the railway would not have any direct military value, but I am of the opinion that a re-introduction of a partial service would have a great effect on the health morale and general contentment of people in the Commune served, and I recommend that at the earliest possible moment the necessary electric power should be made available for the running of trains between 0500 hours and 0900 hours

1400 hours to 1700 hours

2392

the Company themselves being invited to formulate the route to suit the needs of the population.

The use of the steam locomotives is not recommended, as fuel is in short supply and the question of transport of any available fuel is involved.

The question of the steam locomotives should be revisited when the Ancona/Pescara line is re-opened and the possibility of bringing coal by train to Porto S. Giorgio is more likely.

OK

not needed being the agricultural centre its schools provide for more than 3000 students and masters of all or whom living any distance away now have difficulty in attending.

The Company ask to be supplied with sufficient electric power to enable them to run a skeleton service between Porto S. Giorgio and Terno; also Terno and Servigliano, also a shuttle service between Servigliano and Amandola.

The application is for 800 kVr. per day between 0400 hours and 0900 hours also 1200 hours to 1700 hours.

(12) CONCLUSIONS

From enquiries made on this spot I have come to conclusion that this was a well-organized and efficiently run railway, serving a most useful purpose throughout the Terna Valley.

This is confirmed by the tonnage and numbers of passengers conveyed with so little rolling stock and engine power at its disposal.

(13) RECOMMENDATION

As pointed out in Part 2 the re-opening of the railway would not have any direct military value, but I am of the

opinion that a re-introduction of a partial service would have a great effect on the health morale and general contentment of people in the Communes served, and I recommend that at the earliest possible moment the necessary electric power should be made available for the running of trains between 0500 hours and 0900 hours.

1400 hours and 1700 hours

the Company themselves being invited to formulate their own time-tables within these hours to suit the needs of the population.

The use of the steam-locomotives is not recommended, as fuel is in short supply and the question of transport of any available fuel is involved.

The question of the steam locomotives should be reviewed when the Ancona/Pescara line is re-opened and the possibility of bridging coal by train to Porto S. Giorgio is more likely.

Via Calatafimi 1
11 Floor.

W. S. S/C.C.

Enclosure: (1) Plan of bridge at Servigliano
(2) Service time-table

W. Stanley Smith
Capt. R.N.

2392

57/22/P
CG/10

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub Commission

Tel: 428701

Our Reference: AC/57/22/Tn.

27 November 1944

TO : Cmt. W.S. SMITH
Tn. Sub Commission
C/O HQ Movements,
61 Area C.M.F.

SUBJECT : Porto S. Giorgio to Amanteola

1. Ref. my 57/22 dated 10 nov. 44.
2. The Minister of Communications is pressing for the reconstruction and operation of this railway, and your report and observations are now a matter of some urgency.
3. Please forward your reply to above-quoted request as soon as possible.

26
D.S. ADAMS,
Colonel, G.E.,
Director, Tn. Sub Comm.

439

Translation

/nf

57/2246

Ministry of Communications
General Inspectorate of
Civil Motorization and
transports in concession

Rome 11 Nov. 1944.

Reply to letter: 25th October 1944,
n. 478701 - Ref. 578/094

to: Headquarters Allied Commission
Transportation Sub-Commission
APO 394
Rome.

SUBJECT: Porto S. Giorgio - Fermo - Amandola railway line.

The present condition of the Porto S. Giorgio - Fermo - Amandola electric railway line (length 60 Km.) is the following:

The fixed equipments (track, stations, buildings) have not suffered heavy damages. The few ruins have been quickly repaired. The electric line, the rectifying sub-station and the running stock are well kept and they are ready for operation.

The only real damage has been done to a masonry road-bridge of 12 arches (of mixed service with the railway) of which 4 have been demolished. The beginning of the works by the Civil Engineering Corp is considered imminent.

As up to now the Electric operating Union (Associazione Esercizi Elettrici) which once supplied the Electric energy, has not yet supplied it, the Society has re-operated the railway line on the section Porto S. Giorgio - Servigliano (more than half of the line) with steam-traction. As soon as the works for the demolished arches will be completed the service will be extended to all the line.

But the Society insists on the fact to have a little quantity of electric energy necessary to a reduced operation (power of nearly 250 + 300 Kw), pointing out that the Electric operating Union has surely obtained a sensible improvement in the availability of energy. Therefore we inform you that the power station of Pegaso is working at 2/3 of its normal load. If we can have the electric traction the two steam locos, at present operating can be disposable, and they could be used on the similar railway line of Sangritana, to urge the repairs of the damages on the section S. Vito town - Lanciano - Castel

SUBJECT: Porto S. Giorgio - Fermo - Amandola railway line.

The present condition of the Porto S. Giorgio - Fermo - Amandola electric railway line (length 60 km.) is the following:

The fixed equipments (track, stations, buildings) have not suffered heavy damages. The few ruins have been quickly repaired. The electric line, the rectifying sub-station and the running stock are well kept and they are ready for operation.

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This Ministry, while informs ~~of~~ that Commission of the situation, is of the opinion that the request of the Society should be accepted. The solution of the eventual arguments concerning the prize and all other prescriptions in regard to the electric energy which **ought** to be supplied to the railway line will be discussed by the concerned persons.

For the Minister

(sgd; illegible)

Roma 11 novembre 1944



Ministero delle Comunicazioni

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Al COMANDANTE GENERALE
DELLA COMMISSIONE ALENIA
Sotto Commissione Trasporti
A P O - 334 - R O I I -

Divisione Trasporti
Prot. N. 2618/1094
Oggetto: Ferrovia Porto S. Giorgio - Fermo - Anandola
Proposta del 35 ottobre 1944
Doc. Trasporti N. 478701

La situazione attuale della ferrovia elettrica Porto S. Giorgio - Fermo - Anandola (lunga circa 60 Km.) è la seguente:

Oli impianti fissi (binario, dipendenze, stazioni, fabbricati) non hanno subito distruzioni di rilevante entità. I pochi guasti sono stati rapidamente riparati. Le linee elettriche, le sottostazioni di conversione e il materiale rotabile si trovano in condizioni di normale efficienza, e pronti a funzionare.

L'unico danno rilevante si è avuto ad un ponte stradale in muratura, composto di una dozzina di arcate (di servizio promiscuo col la ferrovia) di cui 4 sono state demolite. L'inizio dei lavori di ripristino da parte del Genio Civile è ritenuto imminente. 4383

Giacome fino ad oggi l'Unione Esercizi Elettrici, già fornitrice dell'energia, non ha eccordato la ripresa della fornitura stessa, così la Società ha ripreso l'esercizio della linea, nel tronco Porto S. Giorgio - Servigliano (oltre metà delle linee) con trazione a vapore; ultimati i lavori di ripristino delle arcate distinte, il servizio sarà immediatamente esteso alla intera linea.

La Società insiste però per poter disporre del modesto quantitativo della energia elettrica occorrente all'esercizio ridotto (potenza circa 250 + 300 Kw.) facendo presente che già l'Unione Esercizi

Divisione Inf. Protesta N. 6187 1094 Oggetto Ferrovia Porto S. Giorgio - Fermo - Anandola
Dir. Inf. N. 278701

La situazione attuale della ferrovia elettrica Porto S. Giorgio - Fermo - Anandola (lunga circa 60 Km.) è la seguente :

Gli impianti fissi (binario, dipendenze, stazioni, fabbricati) non hanno subito distruzioni di rilevante entità. I pochi guasti sono stati rapidamente riparati. Le linee elettriche, la sottostazione di conversione e il materiale rotabile si trovano in condizioni di normale efficienza, e pronti a funzionare.

L'unico danno rilevante si è avuto ed un ponte stradale in muratura, composto di una dozzina di arcate (di servizio promiscuo col-le ferrovie) di cui 4 sono state demolite. L'inizio dei lavori di ripristino da parte del Genio Civile è ritenuto imminente. 2389

Come fino ad oggi l'Unione Esercizi Elettrici, già fornitrice dell'energia, non ha esecrata la ripresa della fornitura stessa, così la Società ha ripreso l'esercizio della linea, nel tratto Porto S. Giorgio - Servigliano (oltre metà delle linee) con trazione a vapore; ultimati i lavori di ripristino della arcata distrutta, il servizio sarà immediatamente esteso alla intera linea.

La Società insiste però per poter disporre del modesto quantitativo della energia elettrica occorrente all'esercizio ridotto (potenze circa 350 + 300 Kw.) facendo presente che già l'Unione Esercizi Elettrici ha ottenuto un sensibile miglioramento nella disponibilità di energia.

Viene, in proposito, riferito che la centrale di Poggio Lavourato
 be già a soli 2/3 del suo carico normale. Col ritorno alla trazione
 elettrica risulterebbero disponibili le due locomotive che assegnano
 oggi i treni, le quali potrebbero essere opportunamente utilizzate
 sulla gemella ferrovia Sangritana, sia per facilitare la riparazio-
 ne dei danni, non molto gravi, subiti nel treno 3. Vito città - Lan-
 ciano - Castel Pentano, sia per permettere l'apertura all'esercizio,
 con trazione a vapore, di questo tronco che, pur essendo di soli 17
 chilometri, serve l'importante cittadina di Lanciano, fra le più
 colpite della zona, dalle distruzioni germaniche.

Questo Ministero, nel segnalare la situazione all'esame di oc-
 testa Commissione Affari, deve riconoscere il pubblico interesse
 alla attuazione della soluzione richiesta dalla Società; mentre ri-
 manda ad accordi fra le parti la soluzione della eventuali questio-
 ni del prezzo o delle altre prescrizioni relative alle energie e-
 lettriche da fornire alla ferrovia.

P. M. L. I. M. I. S. T. R. O.

Carit

ACP/nl

57/22/5

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

10 November 1944

Tel: 478701
Our Ref: AC.Tn/57/22

TO : Capt. W. S. Smith
c/o Movements, Ancona

SUBJECT: Porto S. Giorgio to Ancona

1. Reference your ACC.Tn/6/21 ANG. dated 4 Nov. '44.
2. Will you please endeavour to visit this railway in the near future and report as to the desirability of its operation, reconstruction etc.

ad
D.S. ADAMS
Colonel, C.E.
Director, Tn.Sub.Coma.

4388

57/22/4
ALLIED CONTROL COMMISSION
TRANSPORTATION SUB-COMMISSION
ANCONA

To: Director
Transportation Sub-Commission H.Q. A.C.C. Rome.
From: Transportation Sub-Commission Representative Ancona
Subject: Coal at Nocera Umbra
Re: A.C.C./Tn 6/21 Anc.

Nov. 4/1944

- (1) Re: you, A.C.C./TN/57/22 of Oct. 25th.
- (2) The coal is not at Ancona, but at Nocera Umbra.
- (3) It is considered not suitable for any type of locomotive purpose.

W. Stanley Smith
Capt. R.E.
W. Stanley Smith

Via Calatafimi 1
II Floor.

4387

ACF/ele

57/22/3

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

25 October 1944

Tel : 475704

Our Ref : ACC/TN/57/22

TO : Capt. W.S. Smith
c/o Movements - Ancona

SUBJECT : Porto S. Giorgio - Amandola Rly

1. Reference is to papers attached.
2. It is possible that the D Tn. might find it possible to make available some of the coal you recently reported onhand at Ancona and useless for heavy locomotion work, provided the economic use of the line is proved by Ministry of Communications.
3. Please let me have your observations.

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

ENCLOSURES:
papers attached.

1380

ENGINEERING DIVISION
HEADQUARTERS
AMG
ABRUZZI-MARCHE REGION

R5/516/4

11 Oct. 44

TO : HQ.ACC. TRANSPORTATION SUB-COMMISSION

SUBJECT : Porto S.Giorgio to Amandola Railway

A letter dated 29 Sept.1944 from the P.C.Ascoli Piceno Provinces on the subject of re-opening the above railway is forwarded for your consideration and instructions..

This is an electrified narrow gauge line (0.95m) but there is no prospect for some time to come of electricity being available to run it.

It would appear one or more steam locos can be utilised but it is not known how much rolling stock the railway possesses. This information can be obtained if necessary.

FOR THE REGIONAL COMMISSIONER :

J.E. FODEN
Major
PUBLIC WORKS & UTILITIES
for REGIONAL ENGINEER.

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
ASCOLI PICENO PROVINCE

29 Sep. 44

REF. AP/17/3

SUBJECT : Railway Porto S.Giorgio - Amandola

TO : HQ. ABRUZZI-MARCHE Region, AMG (for Transportation Div.)

1. Enclosed is a translation of a letter I have had from the Prefect regarding the railway from Porto S.Giorgio to Amandola.
2. Prior to the receipt of ACC RC & MG Sec letter 91/87/CA dated 29 Aug 44, this HQ had authorized the operation of this railway over the short stretch from Fermo to Porto S.Giorgio. At that time there was wood available, but now everything is at a standstill owing to lack of fuel of any kind.
3. It is now wished to put the railway in operation as far as Servigliano.

E.C.V. RUTTER,
Lieut. Col.
Provincial Commissioner.

C O P Y
(Translation)

R. PREFETTURA DI ASCOLI PICENO
Gabinetto

No. 2778

SUBJECT : Electric Railway Porto S.Giorgio-Amandola

TO : Provincial Commissioner A.M.C.

Ascoli Piceno

The Direction of the above railway, in Fermo, points out that, as it is impossible to use electric power, from Porto S.Giorgio to Servigliano, it is necessary to obtain two or three hundred tons of steam coal, in order to continue the service.

The stopping of the activity of the railway would be very deplorable as it serves many Communes and facilitates the traffic of goods and persons from the sea to the mountains very much.

Besides this, many men are working on this line and they find in it the keep for their families.

I therefore recommend the requirements of the railway Porto S.Giorgio-Amandola to you, and ask you to forward them to ACC. Rome, for their approval.

The Prefect
sga. G. Broise

ACP/elc

57/22/2

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tel : 478701

25 October 1944

Our Ref : ACG/TN/57/22

TO : Minister of Communications.
Depart. Civil Mot.

SUBJECT : Soc. per le Ferr. Adriatico-Appennino.

1. Request has been received from the authorities of the Porto S. Giorgio - Amandola narrow gauge line for repairs to track and the operation of a service.
2. Will you please investigate and let me have your recommendation, together with details of repair work necessary, rolling stock, etc.
3. At this junction it should be pointed out that coal can only be made available in exceptional circumstances owing to the heavy priority demands elsewhere and the difficulty of delivery.

Alvin Capt
D.S. ADAMS

Colonel C.E.

Director Tn. Sub-Comm.

Copy to :
Reg. Engineer
Abruzzi-Marche (RS/816/4)
Capt Smith Tn Sub-Comm Ancona

4384

ENGINEERING DIVISION
HEADQUARTERS
AMG
ABRUZZI-MARCHE REGION

57/22/1

R5/516/4

11 Oct. 1944.

To : HQ, ACC, TRANSPORTATION SUB-COMMISSION.

Subject: Porto S. Giorgio to Amandola Railway.

A letter dated 29 Sept. 1944 from the P. C., Ascoli Piceno Province on the subject of re-opening the above railway is forwarded for your consideration and instructions.

This is an electrified narrow_gauge line (0.95m) but there is ^{no}~~no~~ prospect for some time to come of electricity being available to run it.

It would appear one or more steam locos can be utilised but it is not known how much rolling_stock the railway possesses. This information can be obtained if necessary.

FOR THE REGIONAL COMMISSIONER :

J. E. Foden

J. E. FODEN
Major,
PUBLIC WORKS & UTILITIES
for REGIONAL ENGINEER.



4381

7210

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
ASCOLI-RICINO PROVINCE

29 Sep 44.

REF: AP/17/3.

SUBJECT: Railway Porto S. Giorgio - Amandola.

TO: HQ, Abruzzi-Marche Region, AMG (for Transport-
ation Div)

1. Enclosed is a translation of a letter I have had from the Prefect regarding the railway from Porto S. Giorgio to Amandola.
2. Prior to the receipt of AGC RC & MG Sec letter 91/87/CA dated 29 Aug 44, this HQ had authorized the operation of this railway over the short stretch from Fermo to Porto S. Giorgio. At that time there was wood available, but now everything is at a standstill owing to lack of fuel of any kind.
3. It is now wished to put the railway in operation as far as Servigliano.

E.C.V. Rutter

E.C.V. RUTTER,
Lieut-Col.
Provincial Commissioner.

6383

C O P Y.
(Translation)

R. PREFETTURA DI ASCOLI PICENO

Gabinetto

No. 2778

26th Sept. '44.

Subject:- Electric railway Porto S. Giorgio - Amandola.

To : Provincial Commissioner A.M.C.

Ascoli Piceno.

The Direction of the above railway, in Fermo, points out that, as it is impossible to use electric power from Porto S. Giorgio to Servigliano, it is necessary to obtain two or three hundred tons of steam coal, in order to continue the service.

The stopping of the activity of the railway would be very deplorable as it serves many Communes and facilitates the traffic of goods and persons from the sea to the mountains very much.

Besides this, many men are working on this line and they find in it the keep for their families.

I therefore recommend the requirements of the railway Porto S. Giorgio - Amandola to you, and ask you to forward them to A.C.C. Rome, for their approval.

The Prefect
signed: G. Broise.

1379

1129