

ACC AC57/35/TN.4 10000/142/01/01 PRIVATE RAILWAYS - LINE
MAL. - SEPT. 1945

40/211 PRIVATE RAILWAYS - LINE LAGONEGRO - CREZANO
MAL. - SEPT. 1945 ALBAUGSE

1800

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

Forma Cuius Luc

MAJOR TAYLOR
MUNICIPIO

Mod. D. 12 - C. I.

(1) Gruppo Esercizio

Bari, 15 settembre 1945

N. RMA/ 9589 / 300

ALL' A. C.

Oggetto
Rapporto settimanale carbone fos-
sile per locomotive Bari, Potenza
e Castrovillari

Tn-Commissione I.S. Buildings F.S.

B A R I

Riferendoci alla Vs. nota Ref/TSG/8/73 del 20 Set-
tembre 1944, alleghiamo alla presente, il prospetto richiesto riguardante il
rapporto settimanale di carbone fossile (dall'8/9/1945 al 14/9/1945) dei ns.
depositi di Bari, Potenza e Castrovillari.

L'INGEGNERE CAPO GRUPPO

alleg. 1

I/

4896

(1) Gruppo di esercizio, Ufficio, ecc.

Numero Grafico 10-44 (35.000)

1801

DAL 8/9/45
AL 14/9/45

FERROVIE CALABRO-LUCANE -- GRUPPO ESERCIZIO - BARI

REPORTO CONTINUATO DELL'ESERCIZIO DI CANTIERI

Settimana finita..... 8 S

Deposito	Assistenza alle		Ricevuto durante		Uscita		Assistenza alle		Con
o	ore 23,59. 7/9/45		la settimana				ore 23,59. 8/9/45		me
Depositi	Tonn.	Frazione	Tonn.	Frazione	Tonn.	Frazione	Tonn.	Frazione	gio
B A R I	226	825	157	210	95	943	289	092	1
POTENZA	127	750	178	410	32	020	274	140	
CASTROVILLARI	152	=	=	=	43	=	109	=	

2687

L/f.

Ferrovia Calabro-Lucane
Gruppo Esercizio
(Firma)
ing. A...

FERROVIE CALABRO-LUCANE == GRUPPO ESERCIZIO == BARI

RAPPORTO SULLA SITUAZIONE DELLE RISERVE DI CARBONE E DI CEMENTO

Settimana finita... 8 Settembre 194.5

Assistenza alle		Ricevute durante		Uscita		Assistenza alle		Consumo		Approvvigionamento per	
59.7/9/45		la settimana				ore 23,59... 8/9/45		medio		giorni	
Frazione	Tonn.	Frazione	Tonn.	Frazione	Tonn.	Frazione	Tonn.	Frazione	Tonn.	Frazione	Tonn.
825	157	210	95	943	289	092		13.9		20	
750	178	410	32	020	274	140		4.6		59	
=	=	=	43	=	109	=		6		18	

6887

..... Ferrovie Calabro-Lucane

(Firma) Gruppo Esercizio di Bari

Ing. Amadeo Belli

Fornitura Carboni Ligni

(1) Gruppo Esercizio

N. RMA/10473/300

Oggetto

Rapporto settimanale carbone
fossile per locomotive di Bari,
Potenza e Castrovillari.

Bari, 11 *72* Novembre 1945

ALL' A. C.

Ten-Commission I.S. Buildings F.S.

B A R I

Via Cairoli - Palazzo Municipio

Riferendoci alla Vs. nota Rei/TSG/6/13 del 20 settembre 1944,
alleghiamo alla presente il prospetto richiesto, riguardante il rapporto
settimanale del carbone fossile (dal 10 al 16 Novembre 1945), dei ns. de-
positi di Bari, Potenza e Castrovillari.

L'ING. CAPO GRUPPO

Alleg. N° 1

(1) Gruppo di esercizio, Ufficio, ecc.

Nuove Grafiche 10-44 (15.000)

489½

D. 10/11/1945

FERROVIE CALABRO-LUCANE == GRUPPO ESERCIZIO == BARI

S. 16/11/1945

BILANCIO SETTIMANALE IN BILIO SISTEMI DI CARBONE E LUBRIFICANTI

Settimana finita..... 16 Nover

Deposito	Assistenza alle	Ricevuto durante	Uscita	Assistenza alle	Consumo
o	ore 23,59..9/11/45...	la settimana		ore 23,59.....16/11/45	medio
Depositi	Tonn.	Frazioni	Tonn.	Frazioni	giornali
BARI	681	895	157 (.)	524	13.2
POTENZA	123	010	62	168	2.7
CASTROVILLARI	270	-	26	244	3.7

(.) il consumo effettivo è di Tonn. 94,411 -

(..) ricevuto dal Magazzino di Bari.

(Firma)

L/f.

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED EXCEPT WHERE SHOWN OTHERWISE

Settimana finita.....16 Novembre.....5

[illegible]

tivo è di Tenn. 94,411 -
vicino di Bari.

(Firma)

Grupos Cancelado de Questões Resolvidas

Annals Bell

TRANSLATION

FROM: Presidency of the Council of
Ministers - Interministerial
Price Committee

CSO 10/11
Est
ES FILE: 18.05

TO: - Ministry of Transportation (action)
- Economic Section A.C. (info)
- Ministry of Industry & Commerce (info)
- Ministry of Home Affairs (info)

THEIR FILE: N° 1643

SUBJECT: Revision of fares on the Company
running the Calabrian and Lucanian
Railways.-

3rd November 1945

1) With reference to your letter N° 11010
of the 1st October 1945.-

2) This Committee, at the meeting held on
the 2nd November, examined the requests of the a/m
Company asking for revision of fares, and decided as
follows: -

The Company running the Calabrian-Lucanian
Railways is authorized to rise fares from £. 0,80 to
£. 1,20 for each kilometer per passenger in the 3rd
Class, and from £. 1,60 to 2,40 in the 1st Class,
leaving the rates of transport of goods unaltered.-

3) We beg you to issue the respective ord-
ers in the duly prescribed form, and to keep this
Committee informed of same.-

4892
p. THE PRESIDENT
(Gronchi)

Copy to Price
for info.



Presidenza del Consiglio dei Ministri
COMITATO INTERMINISTERIALE DEI PREZZI

Del. N° 1643 Allegati 7

Oggetto: **Revisione
tariffe Soc. Esercente le
Ferrovie Calabro-Lucane.**

3 NOV. 1945 1805
Al Ministero Trasporti-Ispet-
torato Gen. Motorizzazione Ci-
vile e Trasporti, in Conces-
sione
e per conoscenza:
Commissione Alleata-Sez. Eco-
nomica
Presidenza Consiglio Ministr-
-Cab.
Ministero Industria e Commer-
cio-Dir. Gen. Commercio Inter-
no
Ministero Interno-Cabinetto
R O M A

1. Si fa riferimento alla lettera n. 11010 del
1 ottobre u.s.

2. Questo Comitato, nella riunione del 2 novem-
bre u.s., ha esaminato la richiesta della Soc. In-
dicata in oggetto intesa ad ottenere una revisione
delle proprie tariffe ed ha deciso quanto segue:

- La Soc. Esercente le Ferrovie Calabro-Lucane
è autorizzata ad aumentare da L. 0,80 a L. 1,20
per la 3^a classe e da L. 1,60 a L. 2,40 per la 1^a
classe i prezzi dei biglietti per km. viaggiatore,
lasciando invariate le tariffe per il trasporto
merci.

NOT/O.C.

./.

1805

3. Si prega codesto Ministero di emanare i
relativi provvedimenti di autorizzazione nelle
forme prescritte dandone comunicazione a questo
Comitato.

p. IL PRESIDENTE
IL MINISTRO DELEGATO



57/35/32

TRANSPORTATION COMMISSION, AS
(RAIL DIVISION)
a/c Transportation (R) Main
G.E.P.

27 September 45

Tel. 243230
Ref. 24/7/35/In 4

SUBJECT : Calabro-Isoles Railway.

22 : 24 Nov 45
AMH

1. Reference is to your Nov 3/363/9 of 19 September 1945.
2. IRI are responsible for supplying coal to Calabro-Isoles Railway, and they report no complaint has been received as to shortage.
3. It is possible some delay may have occurred in continuation of supply; however, due to transfer of supply base from Bari to Naples.
4. IRI have matter fully in hand, but the Calabro Company must begin to realize source of supply is Italian civil one, and use correct channels.

For Chief Commissioner :

R. P. M. 29

Copy to: IRI
Eng. de Oglio, IRI
Chief, Stores Branch
Chief, Stores IRI.

4893

Subject: CALABRO - LUCANO Railway

Allied Force Headquarters
G-4 (Mov & Tr)
Tel: Freedom 878

Mov 3/363/9

To : AG Tr Sub Commission (Rail Division) 19 Sep 45

1. DES AMHQ has received reports from his representatives in CALABRIA to the effect that the CALABRO - LUCANO Railway is operating a much reduced service due to an acute shortage of coal.
2. Coal has until recently been supplied from ISR sources.
3. The continued full time operation of this railway is essential to the working of the timber industry in the British Area, and also for the movement of civilian supplies to the interior.
4. Please take necessary action to ensure and maintain the fuel supply.

Te
Maple
13/9/45
R 19/9/45

H. W. R. P. ELLIS, Major,
for Brigadier,
IXMG (Mov & Tr).

1883

1/3

TRANSLATION

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

Rome, 12 September 1945.
Ref.: Serv. 5°UFF. 3°N°9852.

SUBJECT: Calabro-Lucane Railways.
Junction at Crotone Port.
Work situation.

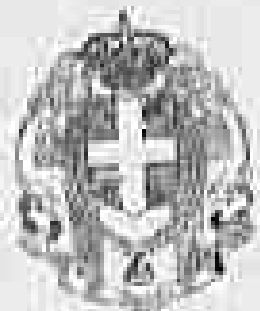
TO : Tn. Sub-Commission AC
Rail Division
Bldg.

1. Ref. is your letter AC/Tn. 3 S.C.F. dated 20 April 1945.
2. Calabro Lucane Railways informs that on July 26, 1945, the junction-track at Molo Giunti in Crotone Port has been re-opened to traffic and put at complete disposal of the Allied Command. Only the ballast is not yet finished as they are laying the second coat of small stones.

General Director
Sgd. DE CUPIS

Tr/21/13/9/45.

4888



Ministero delle Comunicazioni
ISPettorato Generale della Motorizzazione Civile
e dei Trasporti in Concessione

Roma: 12 SET 1945

LA COMMISSIONE ALLEATA
SOTTOCOMMISSIONE PER I
TRASPORTI (RAIL-DIVISION)
C.M.F. = S E D E =

Divisione SERV.V. UFF. 3°
Prot. N° 9852 Allegato

Risposta al N°
del

OGGETTO: Ferrovie Calabro - Lucane.
Raccordo al Porto di Crotona. Stato dei lavori

1) Si fa riferimento alla lettera A.C./Tn/
3.S./C.E. in data 20 aprile c.a. in merito al-
l'oggetto.

2) Si informa che il gruppo esercizio fer-
rovie Calabro - Lucane ha comunicato che il
26 luglio u.s. il binario di raccordo ferro-
viario al molo Giunti del Porto di Crotona è
stato aperto all'esercizio a completa dispo-
sizione del Comando Alleato e che per l'ulti-
mazione definitiva dei lavori occorre comple-
tare ancora la massicciata, per cui già è in
corso lo spandimento del secondo strato di pie-
trisco.

IL DIRETTORE GENERALE.

[Handwritten signature]

1887

VT

Subject:- Special Train BARI - MATERA.

Senior Tn Officer AC, BARI,
Tel.: 12519,
Ref.: G/16/1146

2 August 1945

To:- HQ Allied Commission,
for Transportation Sub-Commission,
(Rail Div).

Reference attached, the authority for this train was given without reference to you in view of the fact that it was urgently required as a result of the disturbances at MATERA.

The necessity for the train was confirmed by AC Liaison Officer BARI.

W. Cross
Major RA,
for (C.W.G. TAYLOR),
Senior Tn Officer AC,
Bari.
In place for evidence.
A.C. BARI

GT.

1885

Subject: Special Train BARI - MATERA.

Senior Tn Officer AC, BARI,
Tel.: 14261,
Ref.: G/167145

2 August 1945

To: - Director, M.C.L.,
BARI.

1. Reference telephone conversation you are authorised and requested to run a special train from BARI to MATERA departing BARI at 1810 hrs. 2 AUG. 45.
2. This train is required for the urgent movement of 250 Italian troops.

[Signature]
Major RA,
(C.W.G. TAYLOR),
Senior Tn Officer AC, BARI.

Copy to: -HQ Allied Commission
for Transportation Sub-Commission
(Rail Div).

TRANSLATION.

Al Direttore di Esercizio
Ferrovie Calabro-Lucana,
BARI.

Oggetto: - Treno Straordinario. BARI - MATERA.

Con riferimento alla conversazione telefonica, vi si autorizza e vi si richiede di effettuare un treno straordinario da BARI a MATERA con partenza da BARI alle ore 18,10 del 2 Agosto 1945.

Questo treno è stato richiesto per il trasporto urgente di 250 militari Italiani.

GT.

4885

TRANSPORTATION SUB-COMMISSION

JWB/ab

INTER OFFICE MEMORANDUM

Tele : 478704

28 June 1945

351/39/Tn.3.

SUBJECT : Lagonegro - Spezzano Railway and
Castelluccio Lignite Mines.

TO : Rail Division (Tn.4.) (2) ✓

1. Reference your AC/57/35/Tn.4. dated 25 June '45.
2. Mining Division, Industry Sub-Commission, as a result of an inspection early in January, stated the mines were capable of producing 500 tons per day. This was subsequently confirmed in a report by QM(Coal Section) AFHQ, who made an inspection on 1 March '45. Representative of L.I.M.S.A., owners of the mines, has also given this figure verbally during conversation at this Hq. The production figure has always been quoted as additional to existing stockpile of 10,000/12,000 tons. So far as production is concerned, I think we must be guided by the experts.
3. In my AC/351/7/Tn.3. dated 22 Jan '45, I quoted an extract of a Mining Division report in which it was stated that previously only 100 tons had been shipped to Spezzano as against 83,000 tons to Lagonegro.
4. The foregoing does not tally in any way with the information given in your memorandum quoted above and it is suggested that before any scheme for transfer of narrow gauge rolling stock is worked out, you should call a meeting with Representatives of Calabro Lucane Railway, L.I.M.S.A. and yourselves. I should be pleased to arrange for Representative of this Division to attend if you will advise time and place.

For Chief, Documents Division

230 Tn per day
83,000
10,000
10,000
10,000

1582

J. F. Baker
J. F. BAKER, Lt. Col.

ACP/10

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

25 June 45

Ref. 643238
Ref. AC/57/35/En 4

SUBJECT : Lagonero-Spezano Railway - lignite production.

TO : Movements (Rail) En Sub-Comm. HQ AC

1. The rolling and tractive stock position on the Lagonero Railway is not very satisfactory, and it is understood that difficulty is experienced at the present time in meeting actual needs. This matter is being followed on with the Mechanical Engineer's Branch, but the following points are put before you in case you have further information to give in respect of the productive capacity of the lignite line situated near the railway.

2. In 1943, with 4 ordinary locos, 3 rack locos and 40 high-sided gondola cars, the maximum of daily transportation by this railway was 200 tons, with an average of 150 tons daily.

3. In 1940, income from freight traffic was 752,795 lire from EV traffic, and 105,339 from PV traffic, thus suggesting that EV traffic, even allowing for its extra cost per kilometre, was very high. Lignite would undoubtedly be regarded as PV traffic, and the suggestion is that the lignite mine was not producing anything like the quantity of lignite it is now submitted will be available for movement. Bearing in mind the economic policy of Fascist Italy, it is felt that such a mine, if capable of producing 500 tons of lignite daily, would have been working at that rate before the war, and certainly at the time when the British coal market was closed to Italy.

4. These points are submitted, not in any arbitrary spirit, but to endeavour to point out that a check on the productive capacity of the mine seems essential. We are going to be very hard put to it to find narrow-gauge rolling stock, and it can only be done by taking it from some other source. The Osabro-Lucane line has already received a considerable number of trucks from Trieste, and to rob other companies when there may be some possible doubt on the need

1. the rolling and tractive stock position on the Bagonegro Railway is not very satisfactory, and it is understood that difficulty is experienced at the present time in meeting actual needs. This matter is being followed on with the Mechanical Engineer's Branch, but the following points are put before you in case you have further information to give in respect of the productive capacity of the lignite line situated near the railway.

2. In 1943, with 4 ordinary locos, 3 rack locos and 40-high eided gondola cars, the maximum of daily transportation by this railway was 200 tons, with an average of 150 tons daily.

3. In 1940, income from freight traffic was 762,795 lire from EV traffic, and 105,139 from PV traffic, thus suggesting that EV traffic, even allowing for its extra cost per kilometre, was very high. Lignite would undoubtedly be regarded as PV traffic, and the suggestion is that the lignite mine was not producing anything like the quantity of lignite it is now submitted will be available for movement. Bearing in mind the economic policy of Fascist Italy, it is felt that such a mine, if capable of producing 500 tons of lignite daily, would have been working at that rate before the war, and certainly at the time when the British coal market was closed to Italy.

6883

4. these points are submitted, not in any arbitrary spirit, but to endeavour to point out that a check on the productive capacity of the mine seems essential. We are going to be very hard put to it to find narrow-gauge rolling stock, and it can only be done by taking it from some other source. The Calabro-Lucane line has already received a considerable number of trucks from Eritree, and to rob other companies when there may be some possible doubt on the need would hardly seem desirable. If it is maintained that 500 tons per day has been produced in the mine, can it be said by what means it was transported to its final destination?

Director

Copy to: Maj. Balister TR 9/C (Rd 12)

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

Rome, 19 June 1945

MEMORANDUM FOR ALLIED SUB-COMM.

Calabro-Lucane Railways- Lagonegre-Spezzano A. line -Brown coal transportation.

Rolling stock actually at disposal of foresaid line consists in 2 locos gr.350 type 0-4-0; 2 rack locomotives gr.500 type 1-3-1; and 30 high gons L cars. With such a reduced stock, not even sufficient for food Transportation in that area, it is not possible to think, when Lauria viaduct will be reconstructed, to an efficient resuming of lignite transportation which, only in a very reduced quantity, could be only carried till Rivello.

Up to 1943 and with all the efficient stock (4 locomotives gr.350 type 0-4-0; 3 rack locomotives gr. 500 type 1-3-1; and 40 high gons L cars), a maximum of 200 tons of daily transportations has been reached with a sures average of 150 tons.

In order to meet required 500 tons daily, addition of following items to present stock is necessary :

- 1) 4 electric railroad cars and eventually 4 steam engines with an average power of 1000 H.P., ensuring 120 tons on 60 % purveyance.
- 2) Repair, with five box replacement, of damaged loco gr.500, besides delivery of same items of the rack mechanism.
- 3) 35 high gons cars, 12 tons of tonnage with 6 tons tare, provided with double mechanism of air compression brake, self-acting and that can be moderated one.

*1 ash 700 HP
Sum 700 HP
48 net
winter 36 net
38 (1500)
RT. 3.30
RT 30
line copy
2 ash loco 50 TPA
100 TPA
2 to 400 TPA with loco
Rock can handle*

~~Lungotevere Milano 39 31001~~

~~1/6 fascicolo~~

16-5

945

(22)

In relazione a quanto richiesto comunico:

1°) Ferrovie Calabro - Lucane.

Il cemento per il viadotto di Lauria è stato già concesso. Per l'altro cemento che chiede la Mediterranea, la Società stessa ha fatto sapere che la concessione dovrebbe essere fatta direttamente dal Ministero Trasporti perché il Ministero dell'Industria avrebbe detto che la Commissione Alleata ha messo a disposizione del Ministero dei Trasporti un certo quantitativo di cemento.

La Commissione Alleata ha però verbalmente fatto presente che questo non è vero; e perciò si è scritto al Ministero dell'Industria per avere la conferma o meno.

2°) Ferrovia Spoleto - Norcia

L'allacciamento elettrico non è stato ancora fatto.

La Direzione di Esercizio della ferrovia sta trattando la pratica direttamente con le FF.SS. per l'allacciamento in questione. Si attende in proposito il benestare del Comando Alleato.

3°) Tariffe Tramvie di Terni

In seguito ad autorizzazioni prefettizie la Società concessionaria aveva apportato fino a tutto il 1° aprile 1945 l'aumento del 320% sui biglietti normali, del 175% sugli abbonamenti ordinari e scolastici del 140% sugli abbonamenti operai e del 400% sulle tariffe merci.

1881

Tali aumenti sono riferiti alle tariffe in vigore sulle

dette tramvie nell' anteguerra.

La Società concessionaria ha fatto presente la necessità di apportare un ulteriore aumento alle tariffe vigenti che si è riservata di precisare.

Luigi

30 Rates of Terni tram lines.

Further Prefectures authorizations the grantee Society had fixed, till April 1st, 1945 a 320% increase on the normal ticket rates, 175% on the ordinary and scholastic season tickets, 140% on the workers season tickets and 400% on goods traffic rates.

Such encrease are referred to the rates in force on said tram lines before the war.

The Society has reported the necessity of another encrease to the present rates, but has not specified the amount of it.

THE GENERAL DIRECTOR
DE CUPIS

31-May-1945

ag.

1883

1822

Calabro Lucane Rlys.
Operating Direction

Roma, 8 May 1945

To: HQ Allied Commission
Transportation S/Commission
Rail Division

Several works were seriously damaged by retreating German Troops in September 1943 over the Lagonegro-Spezzano Albanese line operated by this Company; the traffic was consequently interrupted and the line is still broken on account of the demolition of the Caffaro bridge near Lauria Station.

The most important works that should be repaired before next winter are these listed below:

- 1) Caffaro bridge, Km. 10,275; two 10-mt span arches and intermediate pile to be reconstructed.
- 2) bridge Km. 66,279; one 6-mt span arch to be reconstructed; abutments to be partially reconstructed.
- 3) Tunnel Km. 66,400; some 20 mt crown and walls to be partially reconstructed.
- 4) bridge Km. 70,044; reinforced concrete slab to be reconstructed; abutment walls to be partially reconstructed.

As all necessary material, except the cement, could be purchased, you are requested to kindly arrange for the allocation of said cement, according to following requirements:

1) Caffaro bridge, Km. 10,275	30 cu.mt. at 2 quintals cement	quin. 60
concrete foundations	per cu.mt.	"
concrete for crowns	240 " " at 3 quintals cement	" 610
concrete for artificial stone	16 " " at 3,5 quin.cement	" 50
concrete for plaster	120 sq.mt. at 0,6 quin.cement	" 72
stone masonry	595 cu.mt. at 1,5 quin.cement	" 892
total	per cu.mt.	quintals 1890
2) bridge, Km. 66,279	25 cu.mt. at 3 quintals cement	1879
concrete for crowns	per cu.mt.	quin. 75
stone masonry	30 " " at 1,5 quin.cement	" 45
total	per cu.mt.	quintals 120
3) Tunnel, Km. 66,400	80 cu.mt. at 2,5 quin.cement	quin. 200
concrete for crown	per cu.mt.	

- 1) Caffaro bridge, Km. 16,275; two 18-mt span arches and intermediate pile to be reconstructed.
- 2) bridge Km. 66,279; one 8-mt span arch to be reconstructed; abutments to be partially reconstructed.
- 3) Tunnel Km. 66,400; some 20 mt crown and walls to be partially reconstructed.
- 4) bridge Km. 70,644; reinforced concrete slab to be reconstructed; abutment walls to be partially reconstructed.

As all necessary material, except the cement, could be purchased, you are requested to kindly arrange for the allocation of said cement, according to following requirements:

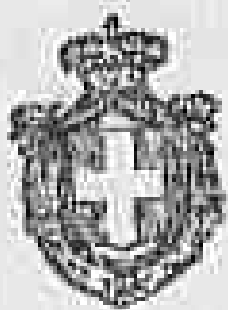
1) Caffaro bridge, Km. 16,275	30 cu.mt. at 2 quintals cement	quin. 60
concrete foundations	per cu.mt.	"
concrete for crowns	240 " " at 3 quintals cement	" 810
	per cu.mt.	
concrete for artificial stone	16 " " at 3,5 quin.cement	" 50
	per cu.mt.	
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	per sq.mt.	
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	per cu.mt.	
total		quintals 1890
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concrete for crowns	per cu.mt.	
stone masonry	30 " " at 1,5 quin.cement	" 45
	per cu.mt.	
total		quintals 120
3) Tunnel, Km. 66,400	80 cu.mt. at 2,5 quin.cement	quin. 200
concrete for crown	per cu.mt.	
stone masonry for walls	40 " " at 1,5 quin.cement	" 60
	per cu.mt.	
total		quintals 260
4) Bridge, Km. 70,644	20 cu.mt. at 3 quintals cement	quin. 60
concrete for slab	per cu.mt.	
stone masonry	25 " " at 1,5 quin.Cement	" 30
	per cu.mt.	
total		quintals 90
Grand total		=====
		quintals 2638
		./././.

- 2 -

As all technical details have already been discussed with the Bari Compartmental Inspectorate MCOC and considering the necessity to re-start with the conveyance of any freight traffic originating from those districts toward Napoli, and particularly the lignite produced at Mercure mines, you are kindly requested to arrange for the allocation of 237, tons cement, to be delivered at our station at Spezzano Albanese, enabling us to carry out above rehabilitation works.

The Operating Director
sgd. Ing. ROBECCHI

2878



IL MINISTRO DEI TRASPORTI

Rome, 5th of May 1945

M. B.

Dear Col. Thomas,

I have duly received your letter of the 2nd of May 1945,
and I wish to say I am grateful for your interest for the allot-
ment of 1600 Q.li of cement needed for the reconstruction of the
LAURIA VIADUCT of the Calabro-Lucana Railway.

Yours very truly

Francesco Cerabona

Francesco Cerabona

Col. M.B. THOMAS
Deputy Director
Transportation Sub-Commission AC

R O M E

6877



IL MINISTRO DEI TRASPORTI

Roma,

Caro Colonnello Thomas,

ho ricevuto la Sua lettera del 2 maggio e sono a Lei
grato per l'interessamento espletato per l'assegnazione
dei 1600 Quintali di cemento occorrenti per la ricostru-
zione del viadotto presso Lauria sulle ferrovie Calabro
Lucane.

Cordiali saluti

Chroboun

Colonnello M.E. THOMAS
Transportation Sub Commission AC

R O M A

=====

Via Veneto

4875

ia?

MINISTRY OF TRANSPORTS
GEN. INSP. MCTC
SERV. 5° UFF. 3°-N°4826

Roma, 27 April 1945

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

SUBJECT: Calabro Lucane Rlys.

1. Reference is made to your letter 20 April ult.
2. We beg to inform you that the Operating Direction of Calabro Lucane Rlys has been duly instructed through our Compartmental Inspectorate of Catanzaro, to immediately start with the construction of the new siding at Crotone Port.
3. The same Compartmental Inspectorate has been instructed to supervise above works and to effect frequent surveys; they shall moreover advise this General Inspectorate when works are commenced and send periodical progress reports.
4. We shall keep that S/Commission duly informed.

For the Minister
De Cupis

6877

194

194

27 APR 1945

*AL COMMISSIONE ALBERATA
SOTTO COMMISSIONE TRASPORTI
Div. Ferrovie-Incremento
Trasporti.*

FORM 1041

Thiopsis alba L. del.

Dr. For. No.

Ferrovie Calabro - Lucane.

Si fa riferimento alla lettera tel.
843239 in data 20 corr. di ccedesta Sot_
to commissione Trasporti.

Si assicura codesta Sottocommissione di aver già dato istruzione alla Società esercente le ferrovie Calabro-Lucane, tramite l'Ispettorato Compartimentale della M.C. di Catanzaro, per l'inizio immediato dei lavori per l'esecuzione del raccordo ferroviario al porto di Crotone.

L'indico Ispettorato Compartimen-
tale, il quale è stato incaricato di vi-
gilare, con frequenti sopralluoghi, sul-
la sollecita esecuzione dell'opera, ter-
rà informato questo Ministero sulla data
dell'inizio e sullo svolgimento dei lavo-
ri.

Di tali comunicazioni verrà data tempestiva notizia a codesta On. Sottocommissione.

T. T. MINISTRO

332

Divisione SERVIZIO V. Trasporti UFF. 3.Prot. N. 4825- Allegato

T. 45.4.

OGGETTO

Ferrovie Calabro - Lucane.

Trasporti.

= ROMA =

Proposta al f. del

D. n. 242

Si fa riferimento alla lettera tel. 843239 in data 20 corr. di codesta Sottocommissione Trasporti.

Si assicura codesta Sottocommissione di aver già dato istruzione alla Società esercente le ferrovie Calabro - Lucane, tramite l'Ispettorato Compartimentale della M.C. di Catanzaro, per l'inizio immediato dei lavori per l'esecuzione del raccordo ferroviario al porto di Crotone.

L'indicato Ispettorato Compartimentale, il quale è stato incaricato di vigilare, con frequenti sopralluoghi, sulla sollecita esecuzione dell'opera, terrà informato questo Ministero sulla data dell'inizio e sullo svolgimento dei lavori.

Di tali comunicazioni verrà data tempestiva notizia a codesta On. Sottocommissione.

IL MINISTRO



2874

1830

57/35/23

INTER-OFFICE MEMORANDUM

Ref: 478704
442/3/Tn.3

21 April 1945

SUBJECT: Rail Construction Priorities.

TO: Col. H.J. Gieff,
Chief, Movement Division.

1. This matter has been discussed with Rail Division and the following are our agreed recommendations for reference to list published under reference 430/20/Tn 1 dated 18 April 45.

<u>Line</u>	<u>Section</u>	<u>Existing Recommended Priority</u>	<u>Recommended Priority</u>	<u>Remarks</u>
279	Yemoli-Campobasso	1	3	Reconstruction of rail lay-out reported complete. TMS now agreed in clearance of rubble etc.
285	Fino-Supolli-Campobasso	1	3	Complete and open for traffic. Permanent repair continuing. Should not be higher than priority 3 unless MMS ask for adjustment. At construction Sub-Committee, on basis of permanent repairs to bridges.
286	Ballinova-Terni	1	3	See letter Major Plus per 1 have any knowledge of or demand for repairs to line. It is possible it may have been confused with line 288-Albano. Ballinova March 30th shown on above quoted lines, but which, having regard to the importance of the moderate wheat area, should be priority 3. MMS to be opened by end of month. No priority needed.
287	Ross-Viterbo	2	3	Neither are as important
288	Avellino-Salerno	2	3	Neither are as important

4873

receptor 430/20/Tr + 430d 12 April 15.

<u>Line</u>	<u>Section</u>	<u>Priority</u>	<u>Recommendation</u>
279	Ternoli-Campobasso	3	Reconstruction of rail lay-out reported complete. ISR now agreed in clearance of route etc.
280	Viareggio-Piombino	3	Complete and open for traffic. Permanent repair continuing. Should not be higher than priority 3 unless ISR ask for advance payment, at construction sub-committee, on basis of permanent repairs to bridge.
281	Mailino-Vernio	3	Whether Major Ping nor have any retained of demand for repairs to line. It is possible it may have been confused with line 242-Albino. Civil works have not been on above quoted line, but which, having regard to the importance of the Accenna wheat line, should be priority 3. Will be opened by end of month. No priority needed.
282	Avellino-Benevento	3	Whether are as important as above
283	Avellino-Salerno	3	Lines 88 or 87.
284	Benevento	4	Should be on a par with Pescara-Chieti (2) and will ultimately provide a valuable lateral route
285	Viareggio-Piombino	3	Permanent reconstruction and should have same priority as line 277 Ternoli-Campobasso.

277 Terni-Rieti

3

1

Will ultimately provide access to Aquila, and unless we can reach the Provincial Capital by rail before next winter, difficulty in providing road transport in Foreseen.

277 Anagnino-Aquila

3

1

Shown as Pr.Rly when it is, in fact, continuation of line 277. See remarks in preceding para.

266 Roma-Ostia-Lido

3

2

Not line 246 as shown. No hurry for this job and we are not interested. Being repaired by BRIVOTER (Volunteer Organisation of Railway employees.)

pr.Rly. Lancia Vindict

3

1

Obviously Priority 1 to provide access to Castelluccio Lignite Mine.

pr.Rly Terni-Todi-Perugia

3

1

Will provide access to Brick works and lignite mines are ties in very closely with line 244 Bastia-Mellera.

244 Bastia-Mellera

3

1

There are arguments regarding cost of repairs to line 244-Pietrafitta. Fuel situation next winter will be serious and even though reconstruction of the mineral line may be delayed. Perugia Province is considered of sufficient importance to warrant Priority 1 for line 244.

J.M.BAKER, Lt.Col.

Copy to: Rail Division (En 4) (Attn: Major Ping).

4872

57/35/22

AGP/ic

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

2 May 1945

Tel. 843238

Ref. AC/57/35/TN 4

SUBJECT : Railway Line - Lagonegro-Spezzano.

TO : His Excellency Cerasone
Minister of Transport
R o m e

Dear Mr Minister,

I have duly received your letter of 26 April 1945, and wish to assure you that the reconstruction of the Lauris Viaduct on the Lagonegro-Spezzano line is very much desired by this Sub-Commission, in order to assist in the speedy distribution of the lignite available in the district.

Special enquiries have been made, and it is understood that within the next day or so the Ministry of Industry, Commerce and Labour will release 160 tons of cement from the Modugno cement plant to the Galatro-Lucena Railway with the object of ensuring the speedy repair to the viaduct.

With this release, I know that you will ensure that every possible effort is maintained to achieve the desired reconstruction at the earliest possible date.

Yours very truly

M.B.

M.B. THOMAS,
Colonel,
Deputy Director

1842

57/35/21



IL MINISTRO DEI TRASPORTI

Rome,

28 APR 1945
mbk

Dear Col. Thomas,

The past war events caused the distraction of the viaduct of the Railways Calabro-Lucane, near Lauria, on the branch line of Lagonegro-Spezzano Albanese.

The Calabro Lucana Society, some time ago took the proper steps for the allotment of 1600 Q.ls of cement necessary for the reconstruction of the viaduct mentioned above, but so far it has not been obtained and consequently all the works have remained in the planning stage.

In relation to this, I ask you kindly to assist with your good offices for a prompt definition of the procedure necessary to secure this cement.

The interested population is anxious for this work to start.

Thank you for all you can do, and in waiting for your reply I send you my best regards.

Francesco Cerabona
Francesco Cerabona

Colonnello M.B. THOMAS
Transportation Sub-Commission
Comando Commissione Alleata

R O M A

4873



IL MINISTRO DEI TRASPORTI

Roma,

28 APR 1945

Caro Colonnello Thomas,

Gli eventi bellici passati procurarono la distruzione del viadotto delle ferrovie Calabro Lucane, presso Lauria, sul tronco Lagonegro - Spezzano Albanese.

La Società Calabro Lucana ebbe ad iniziare a suo tempo le relative pratiche per l'assegnazione di 1600 Q.li di cemento occorrente per la ricostruzione del viadotto di che trattasi, però a tutt'oggi non è stato possibile ottenerla e tutti i lavori sono rimasti allo stato di progetto.

In relazione a quanto sopra prego Lei perchè interponga i Suoi buoni uffici per la sollecita definizione della pratica riflettente l'assegnazione del cemento.

Le popolazioni interessate fanno vive premure per l'inizio e la sollecita condotta dei lavori.

Grazie per tutto quanto farà, e, in attesa di cortesi notizie in merito, La saluto con cordialità

Colonnello M.B. THOMAS
Transportation Sub Commission
Comando Commissione Alleata

R O M A

Via Veneto

1879

57/35/20

FGW/ic

INTER-OFFICE MINUTE

Ref. AC/57/35/Tn 4

SUBJECT : Calabro-Iacana narrow gauge line.

TO : Movements Rail Div. Tn Sub-Comm. HQ AC

1. Reference yours 351/28/Tn 3, dated 16 April.
2. There is no objection to handling lignite from the mercure mines to Spezzano for transfer to standard gauge wagons, and no difficulty involved providing the movement is regulated so that brood gauge wagons will not be delayed in the transshipment.
3. The amount to be handled is approximately twenty tons per day which means two narrow gauge wagons or one brood gauge wagon and this amount will have little effect on present traffic.
4. Due to the long roundabout haul and lack of facilities at Spezzano for transfer we would not encourage any great increase over the 20 tons daily until the Laurie viaduct has been repaired.

Arthur May
Chief,
Rail Division

Copy to: Capt Boddy, Tn Officer AC Reggio

Transportation Sub-Commission(Rails)
tel. 843238
23 April 1945

1878

CRM/alc

INTER-OFFICE MEMORANDUM

Tel : 478704

16 April 1945

351/28/Tn 3

SUBJECT : Salabro-Lucana Narrow Gauge Line

TO : Transportation Sub-Commission, ✓
Rail Division

1. Reference the attached translation of letter received from the Ministry of Communications General Inspectorate and to telephone conversation (Watson - Worthington) of 16 April '45.
2. Please state whether there will be any difficulty or objection to brown coal from the "Mercurie Mines" being railed from South of Lauria to Spezzano for transshipment to the State railway.
3. Whilst transshipment from Narrow to Standard Gauge does tend to retard movement and hold up wagons, it is felt that if the coal from these mines can be made use of it may well mean a saving, however small, of imported coal.

C.R. Worthington
E.S. THOMAS, Colonel
Deputy Director
Transportation Sub-Commission

Copy to : Industry Sub-Commission,
Coal Division

1887

30 P V

Ministry of Communications
General Inspectorate
of Civil Motorization and
Transports in Concession

Serv. V - Office 3rd

Ref. 2250
P/45.11

Rome, 4 April 1945

To: A.C.I.I. In. 3/3. Rome

Subject: Allocation of I.S.R. cars to despatch brown-coal
from Castelluccio Inferiore

The "Mercurio" mine of the "Società Liguriti, Italia Meridionale" located at Castelluccio Inferiore (Potenza), usually despatched the brown coal from the station of Lagonegro, which is on the rail system of the "Calabro-Lucane" railways. Before the retreat of the German troops in September 1943, ten wagons were daily allocated in that station by the company operating the above mentioned railways.

At present, being interrupted the rail bridge of Lauria (which will be repaired only after a certain time), it is practically impossible to operate forwardings of brown coal and thus the mine is not working, and so it is for the various factories which used that combustible material. This is the case of the Vercosa factory which belongs to the "Società Cellulosa Lucana".

Until the above mentioned bridge will not be repaired, it would be possible to despatch the brown coal utilizing the branch line Castelluccio-Spezzano Albanese of the Calabro-Lucane railways and re-training the material at the station of Spezzano from the wagons of the Calabro-Lucane Company (narrow gauge line) to those of the State Railways. 688

The mine company and the "Società Cellulosa Lucana" have both submitted an application to obtain an un-interrupted allocation of a certain number of cars of the State Railways (at least one per day) at the station of Spezzano Albanese. The same application has been submitted too, by Mr. Arcangelo Annunziata, owner of a brick furnace, located at Altamura, for obtaining the allocation of an adequate number of rail cars to despatch at Altamura 400 tons of brown coal produced in the "Mercurio" mine.

from Castelluccio Inferiore

The "Mercurio" line of the "Società Lignite, Italia Meridionale" located at Castelluccio Inferiore (Potenza), usually despatched the brown coal from the Station of Lagonegro, which is on the rail system of the "Calabro-Lucane" railway. Before the retreat of the German troops in September 1943, ten wagons were daily allocated in that station by the Company operating the above mentioned railways.

At present, being interrupted the rail bridge of Iauria (which will be repaired only after a certain time), it is practically impossible to operate forwardings of brown coal and thus the mine is not working, and so it is for the various factories which used that combustible material. This is the case of the Verosa factory which belongs to the "Società Cellulosa Lucane".

Until the above mentioned bridge will not be repaired, it would be possible to despatch the brown coal utilizing the trench line Castelluccio-Sperzano Albanese of the Calabro-Lucane railways and re-training the material at the station of Sperzano from the wagons of the Calabro-Lucane Company (narrow gauge line) to those of the State Railways. 288

The Mine Company and the "Società Cellulosa Lucane" have both submitted an application to obtain an un-interrupted allocation of a certain number of cars of the State Railways (at least one per day) at the Station of Sperzano Albanese. The same application has been submitted too, by Mr. Arcangelo Annunziata, owner of a brick furnace, located at Altamura, for obtaining the allocation of an adequate number of rail cars to despatch at Altamura 100 tons of brown coal produced in the "Mercurio" Mine.

Being the above mentioned transports really important for the reoperation of the various industries of the zone, and concerning also the families of many workmen, who are unemployed at present, we beg that Commission to authorize the allocation of the requested rail cars.

The Minister
(sgd. illegible)

MINISTRY OF TRANSPORTS
GEN. INSPECTORATE
R.S.T.-N°326/1279

Roma, 16 April 1945

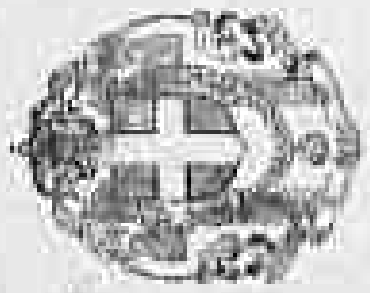
TO: Tn.3/Commission A.C.
Rail Division

SUBJECT: Calabro-Lucane Rlys; Lagonegre-Castevillari line; lignite trains.

1. Reference is made to yours 19 March ult. ref. AC/57/35/Tn.4
2. We have repeatedly requested above Company to speed up the rehabilitation of the Lauria viaduct, in order to allow the transit of the lignite trains, but the works were not initiated, yet, on account of the failed arrival of the cement.
3. The allocation of 160 tons cement, granted by A.C. Commerce S/Commission on Oct. 19th 1944, release order N°1471, was not actually carried out. A new application was submitted by the Company operating the line to Commerce S/Commission A.C. with letter Q/M/01172/500 dated March 7th 1945, but no reply has been received yet by the applicant.
4. On the other hand, we have today written to Ministry of Industry Commerce and Labour (our ref. RST-365/016) asking that above allocation of cement be transferred from the Factory of Modugno to that of Barletta, as former cementactory has been requisitioned while the latter has the cement already available.
5. All Compartmental Inspectorates have been duly advised (as already written you with yours RST-415/016 of the same date) of the new procedure for submission of applications for materials destined to the railways in concession and extra-urbane tramways, but in this particular case we would very grateful if that S/Commission could kindly intervene with the Ministry of Industry, Commerce and Labour in order that above 160 tons cement be promptly allocated to Sec. Italiana Strade Ferrate del Mediterraneo for repair to the Lauria viaduct on the Lagonegre-Spezzano section.

THE DIRECTOR GENERAL
DE CUPIS

4865



Ministero delle Comunicazioni

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

I.G.M.239

Roma 16 APR 1945 10 A

Al Te the Transportation
Sub-Commission AC
Rail Division

S E D E

Direzione R.S.T.

Prot. N. 326-1279 Allegato

Posta aerea del 19 marzo 1945

Dir. AC/57/35/Tn4

Oggetto: Ferrovie Calabro-Lucane. Linea Lagonegro Castrovillari. Treni di lignite.

1. Riferimento: Vostra-lettera 19 marzo 1943 AC/57/35/Tn 4.
2. Da tempo si è sollecitato l'inizio della riparazione del viadotto di Lauria sulla Linea Lagonegro-Castrovillari, dove dovranno passare i treni di lignite di Castelluccio; ma i lavori non sono ancora cominciati per il mancato arrivo del cemento.

L'assegnazione di ton. 160 (cento sessanta) di cemento a suo tempo concessa con ordine n.1471 in data 19 ottobre 1944 della Commissione Al-leata, Sub-Commission Commerce, a firma del col. Evans, non fu di fatti eseguita.

La Società per le Strade Ferrate del Mezzogiorno, esercente la Linea, ha rinnovato la domanda con lettera 1 M/01172/500 del 7 marzo 1945 direttamente alla Sub-Commission Commerce A.C., ma, finora, non ha avuto risposta.

D'altra parte, questo Ispettorato Generale, con odierna lettera RST 365-016, ha richiesto al Ministero dell'Industria, Commercio e Lavoro, di intervenire perché l'ordinazione di detto cemento, che era stata fatta alla Cementeria delle Puglie, Stabilimento di Modugno, sia trasferita allo Stabilimento di Barletta, perché il primo è stato sequestrato, e presso il secondo risulterebbe possibile la fornitura.

3. Come si è detto in separata lettera, si è inviata ai dipendenti

Divisione R.S.T. - Roma
Prot. N. 326-1279 - Allegato

Risposta al P. del 19 marzo 1945

Doc. AC/57/35/Tn4/2

OGGETTO Ferrovie Calabro-Lucane. # Linea Lagonegro Castrovillari. Treni di lignite.

1. Riferimento: Vostra-lettera 19 marzo 1943 AC/57/35/Tn 4.
2. Da tempo si é sollecitato l'inizio della riparazione del viadotto di Lauria sulla Linea Lagonegro-Castrovillari, dove dovranno passare i treni di lignite di Castelluccio; ma i lavori non sono ancora cominciati per il mancato arrivo del cemento.

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3. Come si é detto in separata lettera, si é inviata ai dipendenti uffici regionali, una nuova circolare relativa alla procedura circa le richieste di materiali.

Data ora l'urgenza del caso in esame preghi vivamente codesta Sot-

to commissione Trasporti AC di volere, ove possibile, influire da parte sua per la sollecita assegnazione di 160 tonnellate di cemento alla Soc. Italiana per le Strade Ferrate del Mediterraneo per la riparazione del ponte di Lauria, sul Caffaro, lungo la ferrovia Lagonegro-Spezzano.

IL DIRETTORE GENERALE



57/35/17

SLB/af

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

18 April 1945

Tel.: 843403

Ref.: AC/51/35/In.4

SUBJECT: 95 cm. Gauge Locom for Repairs
in Pietrarsa Shops.

TO : Chief Transportation Officer, Reggio

1. D.M.R.S. has agreed to take into Pietrarsa shops, Naples, for repair 2 locomotives of the Calabro Lucane Railway at present waiting repair at Crotone.

2. These locos, nos 008 and 012 will require to be loaded on special well wagons which are available at Cosenza and forwarded to Pietrarsa.

3. Please assist in every possible way to carry out the movement.

By command of Rear Admiral STONE/

S. L. Sainée Mayr

Director.

4883

Tel. ROML 8415125 (Firebox)

EXT 52

ALLIED FORCE
MILITARY RAILWAY SERVICE ITALY
OFFICE OF THE DIRECTOR (DMRS)

Subject : 95 cm. Gauge Locomotives for
Repairs in PIETRANSA
Shops.

Tn.A.3(M)/98.

To : Asst. Deputy Director Equipment.

Copy to : Tn. Sub Commission, 4C. (Bdg). 14 April 45.

Ing. Corbellini, ISR. (Bdg)

Due to the exigencies of the timber service on the CALABRO - LUCARE Railway in CALABRIA it is necessary to repair in PIETRANSA Shops two small 0-6-0 95 cm. gauge locomotives of the above railway which will be sent in on special vehicles.

Will you please give the necessary instructions to have these engines put in hand on the highest priority, in order that the timber service may be increased.

I mentioned this matter to Lt.Col. Butler verbally, when passing through NAPLES.

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

4862

1846

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

57/35/15

1
TN. INC. FROM LINDBERG (Transp. Sub-Comm. AC.) 161500

MOV. CROTONE



011(.) RESTRICTED (.) DESCRIPTION RECEIVED REFERRING TRANSFORMER OR
MOTOR REQUIR-ED GALABRO LUCANE CROTONE NOT UNDERSTOOD (.) SIGNAL
FULL DESCRIPTION IN ITALIAN.(.)

6/15/45

S. L. Baister Mgr

IMPORTANT

57/35/14

TR INC (Tr Sub Commission)

151400

MOV REGGIO FOR BLAIR



013

REPORT BY SIGNAL POSITION LAGONEGRO SPEZZANO LINE AS FEEDER FROM
CASTELDUCCIO LIGHTS MINE (.) IF BRIDGE DAMAGE PRESENTS SERVICE
SUMBIT RECOMMENDATIONS (.)

16151517W

air

IMPORTANT

57/35/13

HABA V LAEE NR 3 OP OP
FROM BLAIR REGGIO 171215
TN INC FOR TN SUB COMH
QQX GR 81

326



R205 RESTD . YOUR 013 OF 16 JAN .

LINE SPEZZANO TO ~~LAGONEGGIO~~ LAGONEGRO INTERRUPTED
BY DAMAGED MASONRY ARCH BRIDGE AT LAURIA
TWO ARCHES 16 AND 18 METERS AND INTERMEDIATE
PIER DEMOLISHED . 160 V TONS CEMENT NEEDED TO REPAIR
WHEN ROUTE ~~95~~ 95 AGAIN OPEN TRAFFIC COULD MOVE

VIA SIBARI AND METAPONTO TRANSHIPPING
TO STANDARD GAUGE AT SPEZZANO .

IF A CONSIDERABLE VOLUME OF LIGNITE IS TO MOVE
AND CEMENT CAN BE RELE^ASED REPAIRS
TO THE BRIDGE WOULD BE ADVISABLE
BT

REPTN 3 OP OP 171215 R205 AND 81 013 16

~~SPEZZANO LAGONEGRO LAURIA 16 18~~

~~160 95 SIBARI METAPONTO~~

SENT NR 3 MIP

4861

AHS/ef

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

57/35/11

Tel. 843239

22nd March 1945

Our Reference : AG/TN/²⁹~~14~~/13/C.E.

TO : Chief of Movements Division,
Tn. Sub-Comm., A.C.

SUBJECT : Castelluccio Lignite Mines.
Lauria Viaduct.

1. Reference your letter 35/1/17/Tn.3 of 19th March.

2. I would draw attention that, before any materials can be supplied for railway reconstruction, the work must be approved by the Reconstruction Committee, Allied Railway Board.

3. The reconstruction of this railway will be considered at the next meeting.

4. The correct procedure is as follows. The Calabro-Lucane Railways should forward their request to the Ispettorato Compartimentale della Motorizzazione Civile at Catanzaro for forwarding to the Ispettorato Generale who will request this office for the release.

5. The cement situation is very acute, in fact no cement has been released for railway work for the month of April.

6. Upon receipt of application for cement for this railway, it will be included in the request for the next issue.

AL
O.H. LINDBERG,
Lieut-Colonel,
~~Tn. S.C., A.C.~~
Chief, Rail Division.

4860

28 57/35/27
ACF/afTRANSPORTATION SUB-COMMISSION, A.C.,
(RAIL DIVISION)
C/o Transportation Increment
C.M.F.

19 March 1945

Tel: 1238
AC/57/35/Tr.4
OutMinistry Transports
General InspectorateSUBJECT: Railways Lauria-Sperone.
Lignite trains.

1. Reference is to your letter RST 190/1279 of 10 March 1945
2. There is a very urgent demand for the product of the Castel Luccio Mine, and it is the largest lignite producer in Southern Italy.
3. You are therefore asked to sponsor the speedy repair of this line, and let this Sub-Commission have detailed progress reports on the repairs to the Lauria Viaduct. The channel for obtaining stores for privately owned railways has been defined, and if any particular materials are specially needed, every effort will be made to meet the demand after local sources have been examined by the railway Company.
4. The estimated date of completion, which should be regarded as the day on which the line can be brought into service, is needed by AC in order to plan for the movement of traffic over the main ISR lines. Every effort must be made to complete the railway at ~~the~~ the earliest possible moment.
5. An examination of the tractive power requirements is being made, and a separate communication will be sent you on the subject.

O. R. Lindberg, Lt. Col.
O. R. LINDBERG,
Lieut-Colonel, R.E.
Chief Rail Division.

Copy to: Major Baister ✓
Major Street
Major Long
2 T S C Tn 3

1879

28 57/35/21
ACP/af

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

Tel: 843238

19 March 1945

Our Ref.: AC/57/35/Tn.4

TO : Ministry Transports
General Inspectorate

SUBJECT : Railways Lecore-Sperano.
Lignite trains.

1. Reference is to your letter RST 190/1279 of 10 March 1945
2. There is a very urgent demand for the product of the Gesteluccio Mine, and it is the largest lignite producer in Southern Italy.
3. You are therefore asked to sponsor the speedy repair of this line, and let this Sub-Commission have detailed progress reports on the repairs to the Lauria Viaduct. The channel for obtaining stores for privately owned railways has been defined, and if any particular materials are specially needed, every effort will be made to meet the demand after local sources have been examined by the railway Company.
4. The estimated date of completion, which should be regarded as the day on which the line can be brought into service, is needed by AC in order to plan for the movement of traffic over the main ISR lines. Every effort must be made to complete the railway at ~~the~~ the earliest possible moment.
5. An examination of the tractive power requirements is being made, and a separate communication will be sent you on the subject.

O. H. Lindberg
O. H. LINDBERG,
Lieut-Colonel, R.N.
Chief Rail Division.

Copy to: Major Baister ✓
Major Street
Major Long
2 T S C Tn 3

1879

JWB/gfh

INTER OFFICE MEMORANDUM

Tele : 473704

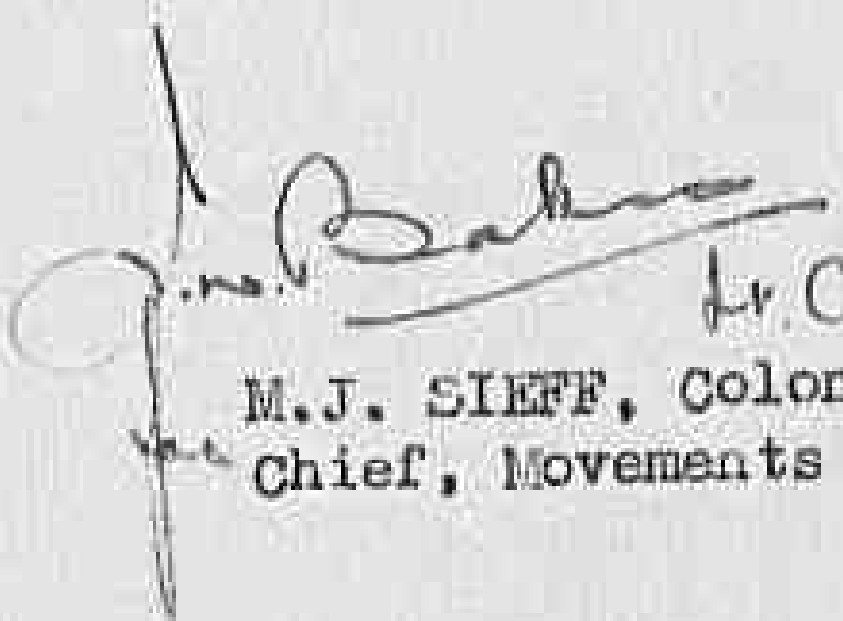
351/17/Tn 3

19 March 1945

SUBJECT : Castelluccio (Mercure) Lignite Mines,
Lauria Viaduct - Lagonegro/Spezzano Line.

TO : Rail Division, Transportation Sub-Commission ✓

1. Reference our 351/15/Tn 3 dated 15 March '45.
2. Attached is copy translation of letter AB/Er 2449 dated 17 Mar '45, received from L.I.M.S.A., Rome, together with copy translation of letter LM/01279/500/12 dated 12 Mar '45, addressed to L.I.M.S.A., Rome by Calabro-Lucana Railway Company.
3. It will be noted the release order for cement is expected during the current month.
4. In view of the urgency of repairs to the Lauria Viaduct, will you please follow up with Commerce Sub-Commission.


Lt. Col.
M.J. SIEFF, Colonel
Chief, Movements Division

Copy to :- Commerce Sub-Commission.

4858

JWB/gfh

INTER OFFICE MEMORANDUM

Tele : 478704

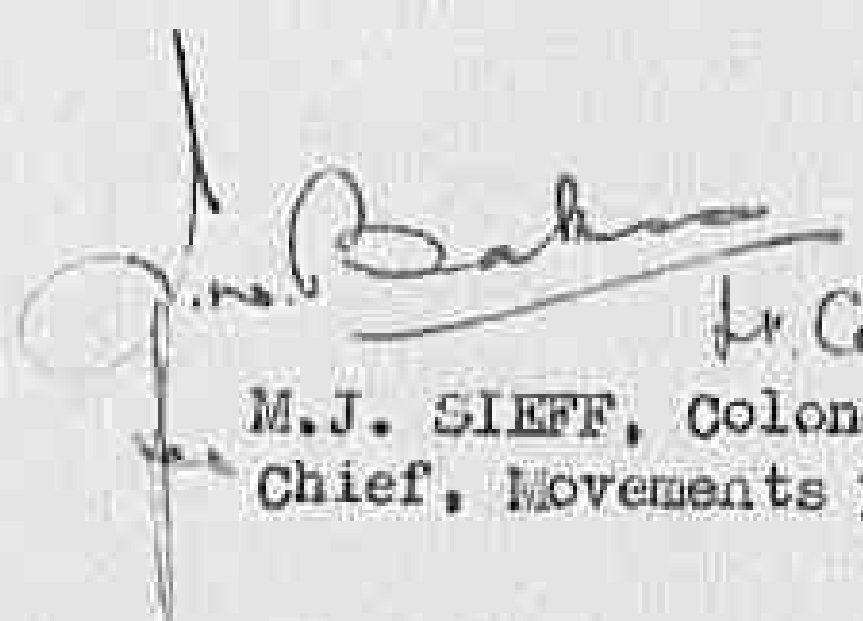
351/17/Tn 3

19 March 1945

SUBJECT : Castelluccio (Mercure) Lignite Mines,
Lauria Viaduct - Lagonegro/Spezzano Line.

TO : Rail Division, Transportation Sub-Commission ✓

1. Reference our 351/15/Tn 3 dated 15 March '45.
2. Attached is copy translation of letter AB/Er 2449 dated 17 Mar '45, received from L.I.M.S.A., Rome, together with copy translation of letter LM/01279/500/12 dated 12 Mar '45, addressed to L.I.M.S.A., Rome by Calabro-Lucane Railway Company.
3. It will be noted the release order for cement is expected during the current month.
4. In view of the urgency of repairs to the Lauria Viaduct, will you please follow up with Commerce Sub-Commission.


Lt Col.
M.J. SIEFF, Colonel
Chief, Movements Division

Copy to :- Commerce Sub-Commission.

6858

/elc

TRANSLATION

AE/Er. 2449

Rome, 17th March 1945

From : Lignite Italia Meridionale S.A. Rome

To : Lt.Col. Baker, Tr. S/C. Rome

Reference : Reconstruction of Lauria Viaduct

Dear Sir,

We thank you for the kind reception given to our Mr. Breschi during his recent visit.

We beg to enclose copy of letter which has been addressed to us by the Calabro-Lucane Rly Coy, from which results that for the allotment of the 160 tons of cement necessary for the reconstruction of the Lauria Viaduct, the AC Commerce S/C. would have issued release order during the current month.

We therefore ask you to intervene with Commerce Sub-Commission in order that the said release order be issued as soon as possible.

We beg to apologize for the trouble we are causing you and for which we beg to renew our heartiest thanks.

We are, dear Sir,

Yours faithfully,
L.I.M.S.A.
pp. Lignite Italia Merid. S.A.
signed

Enclosure : Copy of letter

487

COPY

/elc

TRANSLATION

Società Italiana Strade Ferrate del Mediterraneo
Ferrovie Calabro-Lucane
Direzione dell'Esercizio.

Our Ref: LM/01279/500/12

Addresses:
Mail: Via Nizza 35
Telephones: 862252-862256
Cable: Ferocalabro - Rome

Rome, 12 March 1946

TO : SA Lignite Italia Meridionale
Via A. Depretis 60 - Rome

Oggetto : Reconstruction of Lauria Viaduct

Ref. No AB/MM 2429 of 6th inst.

We thank you for your information about the steps undertaken by you with the Allied Authorities for the assignment of 1800 Qls. of cement for the repairs of the Lauria Viaduct.

We on our behalf, have been in touch with AC Commerce S/C, from which we had assurance that the release order would be issued during the current month.

We cannot forecast precisely the ultimatum of the works, as it depends from the actual arrival of the cement on the yards; in any case we confirm to you that it is also in the interest of these Rlys that the viaduct be reactivated as soon as possible.

Yours faithfully,
Ferrovie Calabro-Lucane
Il Direttore dell'Esercizio
signed: Giuseppe Rebecchi

4876

ACF/af

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

Tel. 843402
Our Ref.: AC/57/35/Pn.4

TO : Rail Movements Division.

SUBJECT: Castelluccio Mine -Lauris Viaduct.
Lagonero-Spezmano line.

, 12 March 1945

1. Reference is to your 351/12/2n3
2. Whilst the General Inspectorate of the Ministry of Communications agrees that limited traffic from Castelluccio should be passed via Lagonero, there are a number of difficulties which arise, and which may be hard to overcome.
3. The Company has applied for financial assistance under Decree 346 of 15 October last, and a contractor has the work in hand, the duration from time of commencement being about 3 months. The extreme shortage of materials, particularly cement has so far prevented any major activity, but the hope is expressed that the work will commence soon. It is only fair to add that the line, in view of all the other difficulties, cannot be assessed as a high priority for such a valuable commodity as cement.
4. For the hauling of heavy lignite trains from Castelluccio to Lagonero, additional powerful adhesion locomotives are needed. The pack locomotives available are not sufficient for this type of work. The two adhesion locomotives previously used have been disposed of, one by war damage, and the other removed by Forestry unit for hauling timber on the line Coassano-Tanigliatello.
5. Inquiry will be made as to the present use of this locomotive, and we are expecting some 95 on looses from Midland. Whether they will have the power capacity requested by the General Inspectorate as necessary for working this section of the line is doubtful, because the tractive power suggested is so high that it will have to be questioned.

Copy to: Major Street
Major Reister (Action re looses)
Major Long.
(2 Copies Rail Movements)

2875

1857

SUBJECT: Castelluccio Mine -Lauria Viaduct.
Lagonegro-Spenzano line.

1. Reference is to your 354/12/1m3
2. Whilst the General Inspectorate of the Ministry of Communications agrees that lignite traffic from Castelluccio should be passed via Lagonegro, there are a number of difficulties which must also, and which may be hard to overcome.
3. The Company has applied for financial assistance under Decree 346 of 15 October last, and a contractor has the work in hand, the duration from time of commencement being about 3 months. The extreme shortage of materials, particularly cement has so far prevented any major activity, but the hope is expressed that the work will commence soon. It is only fair to add that the line, in view of all the other difficulties, cannot be assessed as a high priority for such a valuable commodity as cement.
4. For the hauling of heavy lignite trains from Castelluccio to Lagonegro, additional powerful locomotives are needed. The rack locomotives available are not sufficient for this type of work. The two adhesion locomotives previously used have been disposed of, one by war damage, and the other removed by Forestry unit for hauling timber on the line Cosentino-Sanfilicello.
5. Inquiry will be made as to the present use of this locomotive, and we are expecting some 95 ex locos from Madrid. Whether they will have the power capacity requested by the General Inspectorate is necessary for working this section of the line is doubtful, because the tractive power suggested is so high that it will have to be questioned.

Copy to: Major Street
Major Baister (action re locos)
Major Long.
(2 Copies Rail Movement)

1857

for *Adling May*
O.E. LINDSAY
Lieut-Colonel, R.M.
Chief, Rail Division.

AOP/af

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

Tel: 843238

19 March 1945

Our Ref.: AC/57/35/Tn.4

TO : Ministry Transports
General Inspectorate

SUBJECT : Railways Lagonero-Spezzano.
Lignite trains.

1. Reference is to your letter RST 190/1279 of 10 March 1945
2. There is a very urgent demand for the product of the Castel luccio Mine, and it is the largest lignite producer in Southern Italy,
3. You are therefore asked to sponsor the speedy repair of this line, and let this Sub-Commission have detailed progress reports on the repairs to the Lauria Viaduct. The channel for obtaining stores for privately owned railways has been defined, and if any particular materials are specially needed, every effort will be made to meet the demand after local sources have been examined by the railway Company.
4. The estimated date of completion, which should be regarded as the day on which the line can be brought into service, is needed by AC in order to plan for the movement of traffic over the main ISR lines. Every effort must be made to complete the railway at ~~time~~ the earliest possible moment.
5. An examination of the tractive power requirements is being made, and a separate communication will be sent you on the subject.

O. H. Lindberg Lt. Col.
O. H. LINDBERG,
Lieut-Colonel, R.E.
Chief Rail Division.

Copy to: Major Baister
Major Street ✓
Major Long
2 T S C Tn 3

4854

HQ. ALLIED
TRANS.

JWB/elc

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

15 March 1945

Tel : 478704

351/15/Tn 5

SUBJECT : Castelluccio (Mercure) Lignite Mines -
Lauria Viaduct Lagonegro-Spezzano Line

TO : Rail Division - Transportation Sub-Commission

1. Reference your 10/57/35/Tn 4 dated 12 March '45.

2. It is noted that the Private Railway Company has applied for financial assistance under Decree 346 of 15 October 1944, and that there has to-date been a shortage of materials, particularly cement.

3. Both QM(Goal Section) AFHQ and Industry Sub-Commission (Mining Division) are most anxious to develop the Castelluccio (Mercure) Mine, which is the largest lignite producer in Southern Italy, and it is considered the repairs to the Lauria Viaduct should be expedited all possible.

4. Will you please arrange for the General Inspectorate of the Ministry of Communications to instruct the Railway Company that work on the repair of Lauria Viaduct must proceed all speed and date for completion must be advised to this HQ in order that plans for the development of Castelluccio Mine can be made. Please render all assistance possible in connection with materials which may be required.

5. Please advise further regarding tractive power as early as possible.

For the Chief Commissioner

4823

myself

1. Reference your AG/57/35/Tn 4 dated 12 March '45.

2. It is noted that the Private Railway Company has applied for financial assistance under Decree 346 of 15 October 1944, and that there has to-date been a shortage of materials, particularly cement.

3. Both QM(Coal Section) AFHQ and Industry Sub-Commission (Mining Division) are most anxious to develop the Castelluccio (Marcure) Mine, which is the largest lignite producer in Southern Italy, and it is considered the repairs to the Lauria Viaduct should be expedited all possible.

4. Will you please arrange for the General Inspectorate of the Ministry of Communications to instruct the Railway Company that work on the repair of Lauria Viaduct must proceed all speed and date for completion must be advised to this HQ in order that plans for the development of Castelluccio Mine can be made. Please render all assistance possible in connection with materials which may be required.

5. Please advise further regarding tractive power as early as possible.

For the Chief Commissioner

4823

M. L. Taylor

for MERRITT H. TAYLOR
Director, Transportation Sub-Commission

Copies to : G-5 AFHQ

QM(Coal Section) AFHQ (120.2 Colaf. dated 3 Mar '45)
Industry Sub-Commission(Mining Division) (With copy
of AG/57/35/Tn 4 dated 12 Mar '45. Your Mines
924.21 dated 3 Mar '45 refers)
Industry Sub-Commission(Coal Division) (for information)

95/35/7

ACR/ef

TRANSPORTATION ADMINISTRATION, D.C.

(RAIL DIVISION)

C/O Transportation Improvement

D.C.P.

March 1945

Tel. 343402

Our Ref. 40/57/33/Km.A

TO : Rail Movement Division.

SUBJECT: Castelluccio Mine - Laura Vinuet.
Inauguration - Castelluccio Mine.

1. Reference is to your 13/12/43
2. Whilst the General Inspectorate of the Ministry of Communications agrees that lighted traffic from Castelluccio should be passed via Imponago, there are a number of difficulties which arise, one of which may be hard to overcome.
3. The Company has applied for financial assistance under Decree 116 of 15 October last, and a contractor has the work in hand, the duration from time of commencement being about 3 months. The extreme shortage of materials, particularly cement has so far prevented any major activity, but the hope is expressed that the work will commence soon. It is only fair to add that the line, in view of all the other difficulties, cannot be assessed as a high priority for such a valuable commodity as cement.
4. For the hauling of heavy lignite trains from Castelluccio to Imponago, additional powerful traction locomotives are needed. The stock locomotives available are not sufficient for this type of work. The two traction locomotives previously used have been damaged, one by war damage, and the other removed by Forestry unit for hauling timber on the line Imponago-Sanmiguel.
5. Repairing will be made as to the present use of this locomotive, and we are expecting some 35 on loan from Madrid. Whether they will have the power capacity requested by the General Inspectorate is necessary for working this section of the line is doubtful, because the tractive power suggested is so high that it will have to be questioned.

Copy to: Major Street

Major Inspector (action to lower)

Major Inspector

(2 Copies Rail Movement)

287

THE UNIVERSITY OF CHICAGO

introduced to your 321/12/and

- Reference is to your 327-1-100.
- That the General Managers of the Ministry of Communications suggest that light traffic from Cortellinas should be passed via Leonero, there are a number of difficulties which exist, and which may be hard to overcome.
- The Company has applied for financial assistance under Decree 316 of 15 October last, and a contract has the work to build the section from line of monument being about 3 months. The outcome shortage of materials, particularly cement has so far prevented any in for delivery, but the hope is expressed that the work will commence soon. It is only fair to say that the line, in view of all the other difficulties, cannot be regarded as a high priority for such a valuable commodity as cement.
- For the hauling of heavy timber from Cortellinas to Leonero, additional powerful cohesion locomotives are needed. The rock locomotives available are not sufficient for this type of work. The two cohesion locomotives previously used have been disposed of, one by war damage, and the other removed by Forestry unit for hauling timber on the line Comodoro-Rio Gallegos.
- Inquiry will be made as to the present use of this locomotive, and we are expecting some 25 or more from Madrid. Another may still have the power capacity requested by the General Managers as necessary for working this section of the line is doubtful, because the tractive power suggested is so high that it will have to be rationed.

Copy to: Major Street
Major Intersect (Location of Leases)
Major Loop
(2 Copies to 12 Jurisdictions)

2284

for Auding May
U.S. LETTER TO
Lieut-Colonel, R.M.
Chief, Rail Division.

1863

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

JWB/gfa

INTER OFFICE MEMORANDUM

TRANSPORTATION SUB-COMMISSION
AFC 574
Transportation Sub-Commission
(Movements Division - Rail)

9 March 1945

Tele : 475704

354/12/123

SUBJECT : Castelluccio Mine - Lauria Viaduct

TO : Industry Sub-Commission (Mining Division)

1. Reference your Mines - 324.21 dated 3 March '45.
2. The Ministry of Communications, Inspectorate General, has not yet replied to our request for information as to any financial assistance requested by the private company, for repairs to the Lauria Viaduct.
3. We are pressing for an early reply, on receipt of which further information will be sent you.

R. B. Taylor
R. B. TAYLOR

Director,
Transportation Sub-Commission

Copy to : Transportation Sub-Commission (Rail Division) ✓
(40/57/35/TN 4)

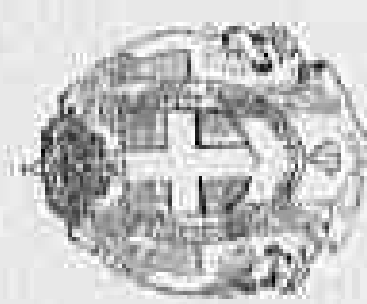
18-1

10 MAR 1945

March

1945 A

Roma

*Ministero delle Comunicazioni*ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONEAL TO THE TRANSPORTATION
SUBCOMMISSION A.C.

(Rail Section)

(Maj. Ping)

EG

Direzione R.S.T. Per

Prot. N. 2190/2259 Allegato

Rispett. V. del

Dir. Per N.

OGGETTO: Railways Lagonegro-Spezzano. Lignite trains.

Reference is to your letter AC/57.35/Tn 4 of 26 January 1945 and following discussions.

Lignite traffic from Castelluccio ought to be passed via Lagonegro, on the line Spezzano-Lagonegro that is one of the Calabro-Lucane railways system.

The Company has applied for financial assistance under decree

15 October 1944 n. 346.

Concerning the Lauria viaduct on said line Spezzano-Lagonegro, the Company has charged a contractor with the work of reconstruction which could last about 3 months. But the work was not yet begun on account of lack of building materials (cement, etc.), which will probably soon be delivered.

However for hauling of heavy lignite-trains ^{from} Castelluccio to Lagonegro, it is on adhesion sections with 60‰ grade up-hill (and rack section with 100‰) the Company will need two 800 h.p. small gauge (m.o. 950), adhesion, steam or diesel locomotives, with repression brake (motor acting as brake) besides the ordinary brakes.

The Company has the necessary rack locomotives, on the spot, but locomotives for that line (locomotives type

Division R.S.T. *Tr.*
Dist. N. 2190/1279 *Allegato*

Proprietario F. del
Dir. Tr. *92*

Oggetto: Railways Lagonegro-Spezzano. Lignite trains.

Reference is to your letter AC/57.35/Tn 4 of 25 January 1945 and following discussions.

Lignite traffic from Castelluccio ought to be passed via Lagonegro, on the line Spezzano-Lagonegro that is one of the Calabro-Lucane railways system.

The Company has applied for financial assistance under decree 15 October 1944 n. 346.

Concerning the lauria viaduct on said line Spezzano-Lagonegro, the Company has charged a contractor with the work of reconstruction which could last about 3 months. But the work was not yet begun on account of lack of building materials (cement, etc.), which will probably soon be delivered.

82

However for hauling of heavy lignite-trains ^{from} Castelluccio to Lagonegro, it is on adhesion sections with 60 ‰ grade up-hill (and rack section with 100 ‰) the Company will need ~~two~~ 900 h.p. small gauge (m.o. 950), adhesion, steam or diesel locomotives, with repression brake (motor acting as a brake) besides the ordinary brakes.

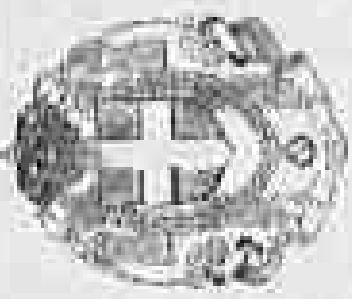
The Company has the necessary rack locomotives, on the spot, but of their powerful adhesion locomotives for that line (locomotives type

C-4-C, 44 tons, tractive power 12,000 kg.) one was destroyed by a bombardment, and another one has been carried by the Allied to the line Cosenza-Camigliatello for the transportation of wood.

In a separate letter we are giving the informations concerning the locomotives for the Bari-Matera line of the Calabro-Lucane railways, in accord to what we discussed with Maj. Baister.

Now we beg you to care^{if possible} that the Company be supplied with the two said steam or diesel locomotives necessary for the lignite-trains on the Spezzano-Lagonegro line.

Signed: DE CUPIS
 THE MINISTER



Ministero delle Comunicazioni

ISPettorato GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

10 MAR 1945

16M239

Roma 9 marzo 1945 A

ASSOTECOMMISSIONE A.C.

Sezione Ferrovie

(Mag. Fin.)

= SEDE =

Divisione R.S.T. Fin.

Prot. N. 2190/1279 Allegato

Proprietà dell'

Dir. Fin. M.

Oggetto Ferrovie Lagonegro-Spezzano Treni di lignite

Si fa riferimento alla lettera 10/57/35/Tn 4 del 26 gennaio 1945.

Il trasporto della lignite da Castelluccio dovrebbe seguire la via di Lagonegro, sulla linea Spezzano-Lagonegro che è una delle ferrovie Calabro-Lucane.

La Società ha già presentato domanda per l'aiuto finanziario a norma del Decreto 15 ottobre 1944 n. 345.

In particolare, per il viadotto di Lauria sulla detta linea Spezzano-Lagonegro, la Società ha appaltato il lavoro di ricostruzione che potrebbe essere compiuto in 3 mesi. Ma il lavoro non fu ancora iniziato per mancanza dei materiali da costruzione (cemento ecc.) i quali però si spera giungeranno presto.

Comunque per i pesanti treni di combustibile da Castelluccio a Lagonegro, cioè su tratti ad aderenza del 60 % ^(Le tratte a rampa di 100 ‰), la Società avrà bisogno di due locomotive a vapore o diesel di circa 900 c.v., a scartamento ridotto (m. 0,950), con freno a repressione oltre gli ordinari freni.

La Società ha sul posto le necessarie locomotive ⁴⁸ Montiera, ma delle sue potenti locomotive ad aderenza per quella linea (locomotive 0-4-0, di 44 tonn., sforzo di trazione 12.000 kg.) una fu distrutta da un bombardamento ed un'altra fu trasferita, per dispo-

Divisione R.S.T. Tr.
Prot. N. 190/1279 Allegato

Proprietà P. del
D. L. Tr. N. 2
OGGETTO Ferrovia Lagonegro-Spezzano Treni di lignite

Si fa riferimento alla lettera 10/57/35/Tn 4 del 28 gennaio 1945.

Il trasporto delle lignite da Castelluccio dovrebbe seguire la via di Lagonegro, sulla linea Spezzano-Lagonegro che è una delle ferrovie Calabro-Lucane.

La Società ha già presentato domanda per l'aiuto finanziario a norma del Decreto 15 ottobre 1944 n. 346.

In particolare, per il viadotto di Lauria sulla detta linea, Spezzano-Lagonegro, la Società ha appaltato il lavoro di ricostruzione che potrebbe essere compiuto in 3 mesi. Ma il lavoro non fu ancora iniziato per mancanza dei materiali da costruzione (cemento ecc.) i quali però si spera giungeranno presto.

Comunque per i pesanti treni di combustibile da Castelluccio a Lagonegro, cioè su tratti ad aderenza del 60 % ^(Le tratte a partenza da Castelluccio del 100 %), la Società avrà bisogno di due locomotive a vapore o diesel di circa 900 c.v., e scartamento ridotto (m. 0,950), con freno a repressione oltre gli ordinari freni.

La Società ha sul posto le necessarie locomotive ⁴⁸ e d'attiera, ma delle sue potenti locomotive ad aderenza per quella linea (locomotive C-4-0, di 44 tonn., sforzo di trazione 12.000 kg.) una fu distrutta da un bombardamento ed un'altra fu trasferita, per dispo-

sizione degli Alleati, sulla linea Cosenza-Camigliatello, per il trasporto di legname.

In altra lettera diamo informazioni circa le locomotive per la linea Bari-Matera delle Calabro-Lucane, secondo gli accordi presi col mag. Baister.

Ora Vi preghiamo di provvedere se possibile che alla Società Calabro-Lucane vengano assegnate due locomotive a vapore o due locomotori diesel potenti e adatti per il trasporto di lignite sulla linea Spezzano-Lagonegro.

IL MINISTRO



Tel. 843238

Reference: AC/57/35/Tn 4

26 January 1945

TRANSPORTATION SUB-COMMISSION, AC.

(RAIL SECTION)

C/o Transportation Increment

C.M.F.

ACP/ic

To : Ministry of Communications
Ispettorato Generale per la Motorizzazione
Civile e per i Trasporti in Concessione

SUBJECT : Lagonegro-Spezzano-Albanese.

1. Reference is to your information in respect of damage on this line.
2. It is understood there is a lignite mine at Castelluccio, capable of passing traffic northward via Lagonegro.
3. Please say if this Railway has applied for financial assistance under the recent decree covering private railways' rehabilitation, and what repairs are being carried out at the Lauria Bridge, the work on which was estimated to cost L. 3,800,000.
4. You will be aware that machinery is available for obtaining materials and Stores for private railways, when such materials are not obtainable locally, and it is desired that immediate steps be taken to ensure speedy repairs in order to ensure a satisfactory outlet for the lignite via Lagonegro and the RSR.

68.8

Adding may.

L. O.H. LINDBERG

Lt. Col. R.E.,

Chief, Rail Section.

Copy to: Movements Traffic
MRS

TRANSLATION

Ministry of Transport
General Inspectorate MCTC

Roma, 17 Jan. 1945

TO
Th. 3/Commission AC
Rail Section

our ref.: R.S.T.- N. 165/1279
reply to: AC/37/32/Th of 22-12-1944

Bldg.

Subject: War damages; Calabro-Lucane Railways

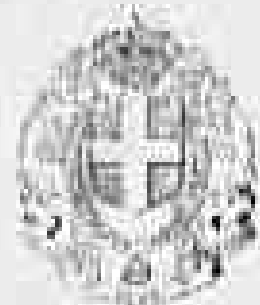
With reference to above letter we have following informations:

1. The damages suffered by the network of the Calabro-Lucane Railways have not been very serious in so far as both works and track are concerned. The heaviest demolitions have been carried out on the Lauria Viaduct spanning the Caffaro river on the Iagonegro-Spezzano line, and on the steel bridge spanning the Petrace river on the Gioia Tauro-Sinopoli line. Also several buildings, work- and repair-shops, warehouses, etc. have been damaged, particularly along the lines: A vigliano-Laurenzana, Iagonegro-Spezzano, Cosenza-Marina di Catanzaro.
2. Much more serious, on the contrary, are the damages which have been suffered by the rolling stock: 2 locos, 2 Diesel Cars, 26 pass. coaches and 30 freight wagons have been completely demolished, while further 11 locos, 5 Diesel cars, 64 coaches and 68 wagons have been seriously damaged.
3. On the Iagonegro-Spezzano line the passengers must de-train and re-entrain on account of the interruption in correspondence with the Caffaro viaduct. On both Gioia Tauro-Cinquefronde and Gioia Tauro-Sinopoli lines the trains take off from Petrace river instead of from Gioia Tauro Station.
4. All lines have been re-habilitated and are presently operating although at a very limited extent, because of the scarcity of traction facilities and general deterioration of the rolling stock on account of the almost total lack of spare parts for repairs and replacements.

The Director

sgd. De Cupis

4847



Ministero delle Comunicazioni
ISPettorato Generale della Motorizzazione Civile
e dei Trasporti in Concessione

Roma 17 gennaio 1951

TRANSPORTATION SUB-COMMIS-
SION AC (Rail Section
Col. Lindberg) C/O Transpor-
tation Increment CME

Direzione R.S.T. *La*
Prot. N° 6571279 *Allegati*

p.c. SERVIZIO I°
p.c. SERVIZIO V°

Repostul. N° AC/57/32/Tn
del 22/12/944

Oggetto: Ferrovie Calabro Lucane. Danni di guerra.

In risposta alla lettera sopra citata si
comunica quanto segue:

I danni subiti dalla rete delle Ferrovie
Calabro Lucane non sono stati di grave enti-
tà per ciò che riguarda le opere d'arte e di
armamento; le maggiori demolizioni si sono a-
vute al viadotto di Lauria sul Fiume Caffaro
sulla linea Lagonegro Spezzano, al ponte in
acciaio sul fiume Petrace sulla linea Gioia
Tauro-Sinopoli ed a numerosi fabbricati di
stazione, officine, magazzini, particolarmen-
te sulle linee Avigliano-Laurenzana, Lagone-
gro-Spezzano, Cosenza-Marina di Catanzaro.

6856

F

Sensibili sono invece i danni apportati al materiale rotabile, in quanto risultano distrutti 2 locomotive, 2 automotrici, 26 vetture e 30 carri merci e gravemente danneggiate 11 locomotive, 5 automotrici, 64 vetture e 68 carri merci.

Sulla linea Lagonero-Spezzano i viaggiatori debbono trasbordare in corrispondenza della detta interruzione sul fiume Caffaro; e sulle linee Gioia T.-Cinquefronde e Gioia T.-Sinopoli, il servizio, invece di iniziarsi in stazione di Gioia Tauro, si inizia oltre il fiume Petrace.

Del resto attualmente tutte le linee sono state riattivate, ma con esercizio molto limitato; e ciò è causato principalmente dalla scarsità dei mezzi di trazione disponibili e dal grave stato di deterioramento di tutto il materiale rotabile in seguito alla deficienza quasi totale, di mezzi per effettuare rifornimenti, riparazioni e ricambi.

IL DIRETTORE GENERALE



1874

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

57/35/2

TR INC (TR Sub-Comm.)

6101700

MOV REGGIO FOR ~~ELIN~~ *Blair*

08

REPORT BY SIGNAL IF LINE VIBO-VALENTIA-MILITO RAILWAY
ABLE TO TAKE TRAFFIC FOR VIBO-VALENTIA-WORKS

4825

air

IMPORTANT

JWB/elc

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tele : 478704

AC TN/16/47/RM

SUBJECT : Cement Works - Coal Supply.

TO : Rail Section,
Transportation Sub-Commission.

2 January 1945

1. Reference telephone conversation (Ping-Worthington) 2 Jan. and attached copy Coal Division letter AC/IND/CD/44/36 dated 27 Dec 44.
2. Please let me have up-to-date information regarding rail facilities to Vibo Valentia Works, together with report of inspection referred to in para 2 of enclosure, in order that the supply of coal to works by rail may be reviewed.

J. W. B. Taylor
for
MERRITT H. TAYLOR
Director

Copies to : Industry Sub-Commission, Mining Division
" " " " Coal Division.

4846

C O P Y

/elc

HEADQUARTERS
ALLIED COMMISSION
Industry Sub-Commission
Coal Div.

Tele : 478439

Date: 27th Dec. 44

Ref : AC/IND/CD/44/36

SUBJECT : Cement Works - Coal Supply

TO : Director Industry Sub-Commission.

1. Reference to your request for coal to be supplied to four additional Cement Works as under AFHQ. Coal Section have replied that they will make coal available to:

- a) Monopoli Works from the next ship to arrive on the East Coast and containing suitable coal. This is expected to be during first half of January and we will advise you accordingly.
- b) Guidonia and Colferro Works will be supplied from ships arriving at Bagnoli or Civitavecchia as soon as the stocks of coal in Rome for the Electric and other essential users is considered sufficient to justify the diversion of supplies to the Cement Works. The Coal Section AFHQ have agreed a three weeks stock in Rome would be sufficient justification and it is hoped this figure will be reached by the middle of January.
- c) *Lavinio* Vibo Valentia Works it is suggested could be more conveniently supplied with lignite from the Castelluccio Inferiore (Potenza) Morcone (Benevento) or Briatico (Catanzaro) mines in Southern Region and have requested we look into the possibility of arranging this supply. The latest report on these mines, June 6th 1944, show a broken railway bridge to the only obstruction preventing the output being transported.

2. It is understood that the Transportation Sub-Commission some time ago made an inspection of this line and we would be pleased if they could now state whether repairs have been or could now be completed. Also would the Mining Division please state whether there are any other mining hindrances and up to what quantity could be produced per day. Any quantity over 12/1500 tons per month required by the Cement Works could be used in Naples for essential consumers.

Copy to : Transportation S/C

C.W. OXLEY
Industry Sub-Commission

SUBJECT : Cement Works - Coal Supply

TO : Director Industry Sub-Commission.

1. Reference to your request for coal to be supplied to four additional Cement Works as under AFHQ. Coal Section have replied that they will make coal available to:

- a) Monopoli Works from the next ship to arrive on the East Cost and containing suitable coal. This is expected to be during first half of January and we will advise you accordingly.
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Laurentia
Trans Compt.
 c) Vibo Valentia Works it is suggested could be more conveniently supplied with lignite from the Castelluccio Inferiore (Potenza) Morcone (Benevento) or Briatico (Catanzaro) mines in Southern Region and have requested we look into the possibility of arranging this supply. The latest report on these mines, June 6th 1944, show a broken railway bridge to the only obstruction preventing the output being transported.

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Copy to : Transportation S/C
 Mining Division
 Building Material Section
 Coal Section, Adv. AFHQ

68-3
 C.W. OXLEY
 Lt.Col.- Coal Division
 Industry Sub-Commission

LINEA VIBO VALENTIA-MILETO

1 - CORPO STRADALE (4) Piazzali stazioni: Vibo, Pizzo, Jonadi e Mileto Valutazione del danno	L. 150.000.=
2 - FABBRICATI DI STAZIONI E DI LINEA (2) Fabbricati stazioni: Vibo, Pizzo, Jonadi, Mileto e fabbricati di linea - Valutazione del danno	" 1.500.000.=
3 - ARMAMENTO E IMPIANTI FISSI (3) Tratte varie - Valutazione del danno	" 600.000.=
4 - LOCOMOTIVE GRUPPO 170 Danneggiate n° 4 - Valutazione del danno	" 800.000.=
5 - AUTOMOTRICI A DUE ASSI Danneggiate n° 3 - Valutazione del danno	" 600.000.=
6 - VETTURE Danneggiate n° 7 - Valutazione del danno	" 550.000.=
7 - CARRI MERCI Distrutti n° 6, danneggiati n° 27 - Valutaz. del danno . "	1.230.000.=

L. 5.540.000.=

=====

N.B. - a) per la valutazione dei danni sono stati assunti i prezzi medi della piazza nel Dicembre 1944
b) la linea è in esercizio e i lavori di riparazione sono stati in parte eseguiti e in parte sono in corso di esecuzione.

- (1) - Massicciata e piano stradale sconvolti da bombardamenti aerei
(2) - Fabbricati Viaggiatori, Merceziere Merci e case Capotoniare danneggiati da bombardamenti aerei
(3) - Danneggiati da bombardamenti aerei binari e impianti fissi nelle stazioni di Vibo, Pizzo, Jonadi e Mileto e per circa 11.150 in varie tratte lungo la linea.

AC 57/34 Tn
January 9th 1945

CALABRO - LUCANE PRIVATE RAILWAYS

Line VIBO VALENTIA - MILETO

Embankment & station yards: Vibo, Pizzo, Jonadi
Mileto; damages for air bombing

L. 150.000

Buildings (station bldgs, warehouses, etc. damaged by air bombing)

1.500.000

Track & fixed equipm. (station equipm. & sidings at Vibo, Pizzo, Jonadi, Mileto; several section of the track for abb. 150 mt; damages for air bombing)

600.000

Locos: class 170; N. 4 damaged

800.000

Automotrices; two-axles type; N. 3 damaged

600.000

Coaches; N. 7 damaged

560.000

Freight cars; N. demolished, N. 27 damaged

1.230.000

Total estimate

5.640.000
=====

The estimate of the damages has been based on the average prices for December 1944

The line is in operation; repair works have been partially carried out and partially are being carried out

No damages have been caused this year by wash-outs

DANNI DI GUERRA

LINEA LAGONEGRO-SPEZZANO ALBANESE

2

1 - CORPO STRADALE (4) Piazze Stazioni Bivio Iatronico e Castrovillari Valutazione del danno	L. 300.000.=
2 - OPERE D'ARTE MAGGIORI (2) Ponte Km. 16+275 - Valutazione del danno	" 2.800.000.=
3 - OPERE D'ARTE MINORI (3) Ponte Km. 66+279; Sottovia Km. 76+544; Imbocco Galle- ria Km. 66+293 - Valutazione del danno	" 800.000.=
4 - FABBRICATI DI STAZIONE E DI LINEA (4) Fabbricati di stazioni: Bivio Iatronico e Castrovilla- ri - Valutazione del danno	" 3.000.000.=
5 - ARMAMENTO E IMPIANTI FISSI (5) Prette varie - Valutazione del danno	" 800.000.=
6 - LOCOMOTIVE Distrutte n° 2; danneggiata n° 1 - valut. del danno ...	" 12.650.000.=
7 - AUTOMOVIRICI Distrutte n° 2 - Valutazione del danno	" 6.000.000.=
8 - VETTURE E BAGAGLIAI Danneggiate n° 8 - Valutazione del danno	" 710.000.=
9 - CARRI Danneggiati n° 11 - Valutazione del danno	" 480.000.=
10 - MATERIALE ALLE SCORTE IN MAGAZZINO (6) Valutazione del danno	" 1.500.000.=

L. 29.040.000.=

=====

N.B. - a) per la valutazione dei danni sono stati assunti i prezzi medi della piazza nel Dicembre 1914
b) la linea è in esercizio e i lavori di riparazione sono stati in parte eseguiti e in parte sono in corso di esecuzione

- (1) - Massiccio e piano stradale sconvolti da bombardamenti aerei
(2) - Due arcate di luce ml. 18 e una pila fatti saltare dalle truppe tedesche in ritirata
(3) - Arco di luce, sottovia di ml. 7,20 di luce, portale e parte della galleria fatti saltare dalle truppe tedesche in ritirata
(4) - Laboratorio viaggiatori, Rimessa locomotive, C.A.S. Cantoniera nella stazio-

Piavegli Stazioni Bivio Letronico e Castrovilla	
Valutazione del danno	L. 300.000.=
2 - OPERE D'ARTE MAGGIORI(2)	
Ponte Km. 16+275 - Valutazione del danno	" 2.500.000.=
3 - OPERE D'ARTE MINORI (3)	
Ponte Km. 66+279; Sottovia Km. 76+644; Imbocco Galleria Km. 66+293 - Valutazione del danno	" 800.000.=
4 - FABBRICATI DI STAZIONE E DI LINEA (4)	
Taboricati di stazioni: Bivio Letronico e Castrovilla	
mi - Valutazione del danno	" 3.000.000.=
5 - ARMAMENTO E IMPIANTI FISSI (5)	
Tratte varie - Valutazione del danno	" 800.000.=
6 - LOCOMOTIVE	
Distrutte n° 2; danneggiate n° 1 - valut. del danno ...	" 12.550.000.=
7 - AUTOMOBILI	
Distrutte n° 2 - Valutazione del danno	" 5.000.000.=
8 - VETTURE E BAGAGLIAI	
Danneggiate n° 8 - Valutazione del danno	" 710.000.=
9 - CARRI	
Danneggiati n° 11 - Valutazione del danno	" 480.000.=
10 - MATERIALE ALLE SCORTE IN MAGAZZINO(6)	
Valutazione del danno	" 1.500.000.=
	L. 29.040.000.=
	=====

N.B. - a) per la valutazione dei danni sono stati assunti i prezzi medi della piazza nel Dicembre 1944

b) la linea è in esercizio e i lavori di riparazione sono stati in parte eseguiti e in parte sono in corso di esecuzione

- (1) - Massicciata e piano stradale sconvolti da bombardamenti aerei
- (2) - Due arcate di luce ml. 18 e una pila fatti saltare dalle truppe tedesche in ritirata
- (3) - arco da ml. 6 di luce, sottovia di ml. 7, 20 di luce, portale e parte della galleria fatti saltare dalle truppe tedesche in ritirata
- (4) - Pubblico viaggiatori, Rimessa Locomotive, Casa Cantoniera nella stazione di Bivio Letronico;
- Mazzano Materiali, Rimessa Locomotive, Officina Riparazione, Magazzino
- ..

Mercoi nella stazione di Castrovillari

gravemente danneggiati da bombardamenti aerei.

(5) - Danneggiati da bombardamenti aerei: cinema e impianti fissi nelle stazioni di Rivio Latoronico e Castrovillari e per circa 21.200 in varie città lungo la linea.

(6) - Materiali di scorta nel magazzino di Castrovillari distrutti e dispersi in seguito a bombardamenti aerei.

AC 57/35 Tm

January 9th 1945

CALABRO-LUCANE PRIVATE RAILWAYS

Line LAGONEGRO-SPEZZANO ALBANESE

Embankment & station yards at ~~XXXX~~Latronico Junction
and Castrovillari; damages for air
bombing

L. 300.000

Major works: Bridge km. 16+275; two 18-mt spans and one
pile blown up by the Germans

" 2.800.000

Minor works: Bridge km. 66+279; one 6-mt span

Underbridge km. 76+644; one 7,20-mt span

Tunnel km. 66+293;

both bridges blown up by the Germans; entry
of the tunnel and partially the tunnel itself
damaged by the Germans

" 800.000

Buildings : At Latronico Junction: station bldg., loco
depot, warder house

At Castrovillari: Store warehouse, loco depot,
Repair shop, warehouses

Heavily damaged by air bombing

" 3.000.000

Track & fixed equipments: Station plants and sidings at

Castrovillari and Latronico Junction; several
interruptions totalling abt. 200 mt

Damaged by air bombing

800.000

Locomotives: N. 2 destroyed; N. 1 damaged

12.650.000

Automotrices: N. 2 destroyed

6.000.000

Coaches and luggage vans: N. 8 damaged

710.000

Freight cars: N. 11 damaged

480.000

Stores : from Castrovillari, either destroyed or
dispersed by air bombing

1.500.000

Total estimate L. 29.040.000

The estimate of the damages has been based on the average
prices of December 1944

The line is in operation; the damages has been partially
repaired; works are still being carried out.

Very heavy damages have been caused by wash-outs occurred in November

Minor works: Bridge km. 66+279; one 6-mt span
Underbridge km. 76+644; one 7,20-mt span
Tunnel km. 66+293;
Both bridges blown up by the Germans; entry
or the tunnel and partially the tunnel itself
damaged by the Germans " 800.000

Buildings : At Iatronico Junction: station bldg., loco
depot, warder house
At Castrovillari: Store warehouse, loco depot,
Repair shop, warehouses
Heavily damaged by air bombing " 3.000.000

Track & fixed equipments: Station plants and sidings at
Castrovillari and Iatronico Junction; several
interruptions totalling abt. 200 mt
Damaged by air bombing 800.000

Locomotives: N. 2 destroyed; N. 1 damaged 12.650.000

Automotrices: N. 2 destroyed 6.000.000

Coaches and luggage vans: N. 8 damaged 710.000

Freight cars: N. 11 damaged 480.000

Stores : from Castrovillari, either destroyed or
dispersed by air bombing 1.500.000

Total estimate L. 29.040.000

The estimate of the damages has been based on the average
prices of December 1944

The line is in operation; the damages has been partially
repaired; works are still being carried out.

Very heavy damages have been caused by wash-outs occurred in November and December. The line is in operation, now, but repair works for a total amount of abt. two millions lire are still being carried out.

There is still one interruption at km. 16+275 (see above) where all traffic must be transhipped. Repair works have not been started yet pending the authorization of Ministry of Transport, in accordance with a recent law-Decree establishing the rules for repair and refunding of all war damages on private railways.

1885