

ACC AC 57/2P/TN4 10000/145/2104 PRIVATE RAILWAYS : T
DEC. 1944 - APR 1945

8000/148/2104 PRIVATE RAILWAYS : TERRI - APPERTIDE
DEC, 1944 - APR 1945

19071

57/38/21

INTER-OFFICE MEMORANDUM

Ref: 478704
442/3/3n.3

23 April 1945

SUBJECT: Rail Construction Priorities.

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

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

<u>Line</u>	<u>Section</u>	<u>Existing Priority</u>	<u>Recommended Priority</u>	<u>Remarks</u>
279	Ternoli-Carpobasso	1	3	Reconstruction of rail layout reported complete. I am now agreed in clearance of rubble etc.
219	Pisa-Livorno-Florence	1	3	Complete and open for traffic. Permanent repairs continuing. Should not be higher than priority 3 unless RWS ask for adjustment, at construction sub-committee, on basis of permanent repairs to bridges.
246	Giulianova-Teramo	1	3	Neither Major Ping nor I have any knowledge of any demand for repairs to this line. It is possible it may have been confused with line 242 - according to Giulianova Marche report shown on above quoted list, but which, having regard to the importance of the Pescara wheat area, should be priority.
257	Rome-Viterbo	2	3	Will be opened by end of month. No priority needed.

49.0

<u>Line</u>	<u>Section</u>	<u>Existing Priority</u>	<u>Recommended Priority</u>	<u>Remarks</u>
279	Vernoli-Campobasso	1	3	Reconstruction of rail lay-out reported complete in new agreed in elimination of rubble etc.
219	Pisa-Rapoli-Florence	1	3	Complete and open for traffic. Permanent repairs continuing. Should not be higher than priority 3 unless MRB ask for adjustment, at Commission Sub-Committee, on basis of permanent repairs to bridges.
246	Giulianova-Teramo	1	3	Neither Major Ring nor I have any knowledge of any demand for repairs to this line. It is possible it may have been confused with line 242-Albano to Civitanova Marche-204 chosen on above quoted list, but which, having regard to the importance of the Pescara when Area, should be priority.
257	Rome-Tivoli	2	3	Will be opened by end of month. No priority needed
281	Avellino-Benevento	2	3	Neither are as important as
294	Avellino-Boianella	2	3	Line BB or 277.
288	Rome-Aversa	3	2	Should be on a par with Pescara-Chieti (2) and will ultimately provide a valuable internal route.
-	Bierno Bridge	2	3	Permanent reconstruction and should have same priority as line 277 Vernoli-Campobasso.

4910

Will ultimately provide access to aquila, and unless we can reach the Provincial Capital by rail before next winter, difficulty in providing Reed transport is foreseen.

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

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

Obviously Priority 1 to provide access to Metellusio lights line.

Will provide access to Briek works and lights which are tied in very closely with line 244 and the others.

There are arguments regarding cost of repairs to line 244-245. Fuel situation next winter will be serious and even though reconstruction of the mineral line may be delayed, Perugia Province is considered a sufficient importance to warrant Priority 1 for line 244.

Metellusio, 14.001.

6269

Copy to: Rail Division (In 4) (Attn: Mr. Perry).

57/38/20

ACP/av

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

Tel. 843233
Ref. AC/57/38/Tn 4

16 April 1945

SUBJECT : Coal for Terni-Umbertide Private Railway.

TO : P.S.C. Terni

1. Arrangements were made with M.R.S. for monthly allotment of coal for this Company.
2. The Company should inform M.R.S. when they are running short of coal. This they have failed to do.

By Command of Rear Admiral STONE:


MERRITT H. TAYLOR
Director

Copy to: Major Long

4938

57/38/19

ACP/10

INTER-OFFICE MINUTE

Ref. AC/57/38/Tn 4

To : Major A.H. Street
Civil Engineering Branch
In Sub-Comm. (Ralls)

SUBJECT : Terni-Fodi-Perugia-Umbertide Private Railway (Standard Gauge).

1. This line, which has a physical connection at Terni with ISR, and which already conveys AD traffic from Acquasparta, is being put in order by the private company concerned under the provisions of Government Decree of October last, which advanced money for the purpose.
2. Movements (Ralls) Division are interested in the complete re-activation of the line, because of the near locality of a number of lignite mines.
3. The main destruction in the bridge over Tiber River, and a plan of requirements is attached hereto, together with correspondence emanating from the Provincial and Regional Commissioners involved, both of whom are interested in the repair of the line.
4. It is understood the Company are proceeding with all other repair works, and it is hoped to have a full report shortly.
5. The line was included in your list which invited Planning Division to assess priorities.

AC/57/38/19
A.C. PING, Major

for C. H. HINDSBERG
Lieut. Col. R.S.,
Chief, Rail Division

Copy to: Planning Division, In Sub-Comm. HQ AC
" " Movements (Rail) Division, In Sub-Comm. HQ AC
" " Regional Commissioner Abruzzi-Marche (516/20) (refer.)

2937

19121
SUBJECT: Terni-Todi-Perugia-Underbridge Private Railway (Standard Gauge).

1. This line, which has a physical connection at Terni with LSK, and which already conveys AC traffic from Acquasparta, is being put in order by the private company concerned under the provisions of Government Decree of October 1937, which advanced money for the purpose.
2. Movements (Rails) Division are interested in the complete re-activation of the line, because of the near locality of a number of lignite mines.
3. The main destruction is the bridge over Tiber River, and a plan of requirements is attached hereto. Together with correspondence emanating from the Provincial and Regional Commissioners involved, both of whom are interested in the repair of the line.
4. It is understood the Company are proceeding with all other repair works, and it is hoped to have a full report shortly.
5. The line was included on your list which invited Planning Division to assess priorities.

Colby, May
A.C. PING, Major

for O.B. LINDBERG
Lieut. Col. R.M.,
Chief, Rail Division

Copy to: Planning Division, Tn Sub-Comm. HQ AC 4937
" " Movements (Rail) Division, Tn Sub-Comm. H. AC
" " Regional Commissioner Abruzzi-Marche (516/20) (refer.)

Transportation Sub-Commission (Rails)
Tel. 841238
11 April 43.

57/38/18

ACP/1c

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

29 March 1945

Tel. 843238
Ref. AC/57/38/Tn 4

TO : Ministry of Transports
General Inspectorate MCTC

SUBJECT : Terni-Todi-Perugia-Umbertide Light Railway.

1. Reference is to my letter AC/57/38 of 13 March 1945.
2. It is desired to know the progress being made on the repairs to the northern part of this line and what action is being taken to link the bridge over the Tiber.

For the Chief Commissioner

A.C. Ping
A.C. PING, Major

4926

JWB/gfh

INTER OFFICE MEMORANDUM

Tele : 478704

19 March 1945

366/8/Tn 3

SUBJECT : Central Umbria Railway - Line 436.

TO : Rail Division, Transportation Sub-Commission ✓

1. The question of developing the Romeno di Sotto lignite mines (just south of Perugia) is being discussed. Other projects are also being considered.
2. Can it now please be stated when the Central Umbria Railway will be able to operate traffic north of Todi, to connect with line 244 at Ponte S. Giovanni?

M.J. SIEFF
for M.J. SIEFF, Colonel
Chief, Movements Division.

Copy to : File 310/Tn 3

4935

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO UMBRIA REGION
APO 394

nv

57/38/16

R/6259

17 February 1945

SUBJECT: Ferrovia Centrale Umbra

TO : HQ. AC
Transportation Sub- Commission

1. We have received the attached report from the Provincial Commissioner Perugia
2. He points out that the re-activation of this railroad is of extreme urgency to this Province.
3. Any help you can give in this matter will be very much appreciated

For the regional Commissioner

A.D. BONHAM CARTER
Lt. Colonel
Executive Officer

Copy to Cap. Dean.

*General Polonsky
Private line.*

4934

nv

Translation

Ferrovie Centrale Umbra

The Direction

Ref. to your request we wish to inform you about the position of the reactivation and re-instatement and the works will be completed.

As it is known the railway has commenced to function according to the agreements taken with A.M.G. and ACC; train service is now going from Terni to Todi, effective from 19 Oct. 44 after having borrowed a steam locomotive from the Soc. Terni. The following is available for the railway service:

2 locomotives
7 Passenger cars
20 box cars

The roundhouse at the station of Todi has been supplied with the necessary equipment to ensure the efficiency of the locomotives and the cars.

The repairs on the reactivated line, on premises and on installation are still proceeding in order to augment the organization of the service.

Immediately after having re-activated the line Terni-Todi this concern is taking steps in order to re-activate also the line between Fratta Todina and Ponte Felcino and has initiated the necessary work especially the work concerning the reconstruction of the bridge over the "Mestore" which we hope will soon be completed.

After all other minor works are completed the railway service will be re-opened for the public between Fratta Todina and Ponte Felcino with the hopes that with the construction of the Tiber bridge the whole line Terni-Ponte Felcino will be in operation. The following is available for this purpose:

1 steam locomotive to be repaired
2 passenger cars
12 box cars

In order to re-activate the service for the public the following is required:

- 1) to get two locomotives. Steam tender on three axes of about 400-600 horse powers
- 2) 2 Passenger cars (on 2 axes)
- 3) To have the possibility to construct some premises for which we need: 100,000 bricks, 800 Qls cement, 80mc wood

4933

vice:

2 locomotives
7 passenger cars
20 box cars

The roundhouse at the station of Todi has been supplied with the necessary equipment to ensure the efficiency of the locomotives and the cars.

The repairs on the reactivated line, on premises and on installation are still proceeding in order to augment the organization of the service.

Immediately after having re-activated the line Terni Todi this concern is taking steps in order to re-activate also the line between Fratta Todina and Ponte Felcino and has initiated the necessary work especially the work concerning the reconstruction of the bridge over the "Nestora" which we hope will soon be completed.

After all other minor works are completed the railway service will be re-opened for the public between Fratta Todina and Ponte Felcino with the hopes that with the construction of the Tiber bridge the whole line Terni-Ponte Felcino will be in operation. The following is available for this purpose:

1 steam locomotive to be repaired
2 passenger cars
12 box cars

In order to re-activate the service for the public the following is required:

- 1) to get two locomotives. Steam tender on three axes of about 400-600 horse powers
- 2) 2 passenger cars (on 2 axes) 29.3
- 3) To have the possibility to construct some premises for which we need: 100,000 briks, 800 qls cement, 80mc wood
- 4) 50 mc calcium and 90 qls iron.
- 5) To construct a small workshop for the maintenance of the locomotives and the other cars.

The workshop at Umbertide has been completely destroyed. At the same time this direction has examined the possibility of re-activating the electrical line between Fratta Todina and Ponte Felcino and between Perugia Ponte S. Giovanni (which is the bridge on the road Palotta Ponte Felge will be completed).

(2) nv

In order to complete this programme the following is necessary that the Society Terni will be authorized to supply about 1200 Kw electrical power.

that the Allied authorities provide for the transport of 4 electrical locomotives from P. Pattoli station to Monte Felcino. the weight of a locomotive is about 36 tons, length about 11 m. that the Allied Authorities supply us with the necessary material in order to reconstruct the over head bridge at the Pal-lotta, for which reconstruction the beams existing at Ponte S. Giovanni, which were also used by the Germans for the repairs on the Tiber bridge may be used.

We call your attention to the above request which is urgently needed for the operation of a reduced railway service. If other details are needed we shall inform you of them from time to time.

a/ the director Laurenti

1919

mb/mb
57/38/45

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

6 March 1945

Tele : 475704

366/6/Tn.3.

SUBJECT : Tile Traffic - Todi to Terni.

TO : HQ. Movements, Central Italy.

1. Reference telephone conversation (Fithouse - Baker) 7 March 1945.
2. It has been agreed with D.M.R.S. that 2 wagons per day can be allotted to Central Umbria Railway, for the movement of urgent tile traffic from Todi to Terni.
3. It is requested you arrange for these wagons to be included in your daily indent for rolling stock.

for the Chief Commissioner.

J. H. Baker
MERRITT H. TAYLOR
Director, Transportation Sub-Commission

Copy to : Regional Commissioner, Lazio-Umbria Region
(attn. Regional Transportation Officer)
(TSC/RC/45 dated 12 Feb. '45.)
Rail Division, Transportation Sub-Commission
(AC/57/38/Tn.4. dated 2 March '45.)

2902

1920

Ministry of Transport
General Inspectorate M.E.T.O.
R.S.L. n°214/613

Rome 9 Feb. 1945

TO: The S/Commission A.S.

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

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

4) Compartimental Inspectorate of Bologna.

- 1) Railway line Rimini - Novafeltria (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 re-habilitation works enabling to re-operate the service on the Line.

3) Compartimental Inspectorate of Firenze.

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

6) Compartimental Inspectorate of Roma.

- 3) Railway line Umbertide - Perugia - Todi: length 113 Km; presently in operation the section Todi - Terni, length 42 Km. Works on hand: reconstruction of a 6 mt-span rail-underbridge at Km. 50 + 350; reconstruction of a 4 15mt-span bridge at Km. 50 + 854; repairworks at Marciano Station Bldg.

Upon completion of above works it will be possible to operate a service btw Perugia and Fratta Todina, abt. 30 Km, thus rehabilitating the whole section Perugia - Todi but for abt. 7 Km. interruption btw. Todi and Fratta Todina 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.A. electric line or a steam loco have been requested; should it be possible to grant one of above requests, a service could be re-operated.

D) Compartimental Inspectorate of Ancona.

- 5) Railway line Porto S. Giorgio - Amantea: 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 Castelraiondo - Camerino: length 11 Km. No informations are available.

29.00

57/37

With reference to above line we very much agree if that S/C could send some Official to carry out a survey together with an Official of this Ministry, in order to investigate the possibility to carry out some re-habilitation works enabling to re-operate the service on the line.

B) Compartimental Inspectorate of Florence.

- 2) Railway line Arezzo - Fiesole : 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 m. span rail-underbridge at Km. 50 + 360; reconstruction of a 4. 15 m. span bridge at Km. 50 + 854; repairworks at Merciano Station Bldg.

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

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

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

The General Director
sgd. DE CUPIS

AOF/10

HEADQUARTERS ALLIED COMMISSION

AFO 394

Transportation Sub-Commission

Tel. 243238

Our Ref. AC/57/35/74 4

14 March 1945

TO : Provincial Commissioner
Perugia Province

SUBJECT : Railway Operation.

1. A complaint has been received from Military Railway Service that an AMR Officer in Perugia District is frequently calling upon Signor Gentili of the Millano workshops, without any approach to the AMR, supervising personnel, and requesting him to undertake journeys for inspection and repairs of machinery.
2. In addition, an urgent message has been received from ISR in connection with a demand by the Central Umbria line for certain bridging spans, claiming that they have Allied Authority for use of them.
3. These bridging spans are required by ISR for the reconstruction of the line from Bastia to Ellera, in order to link up the Pietrascetta lignite mines.
4. Attention is drawn to Exeutive Memorandum Ref. 01/87/24 of 29th August 44, which clearly laid down that all railway property is under the direction of the Director General, Military Railway Services.
5. The question of the repair of the Central Umbria line is in hand with this Sub-Commission, and the need for reconstruction in order to convey useful traffic is realized. However, it must rest with this Sub-Commission to decide on the priority use of material, in conjunction with Military Railway Services.
6. It would be appreciated if the matter could be fully investigated and information given on to the authority given for the use of the bridging spans, and who is requesting the use of the Signor Gentili's services without authority being sought through these Headquarters.

6267

SUBJECT : Railway Operation.

1. A complaint has been received from Military Railway Service that an AMO Officer in Perugia District is frequently calling upon Signor Gontuti of the Poligno workshops, without any approach to the MSF, supervising personnel, and requesting him to undertake journeys for inspection and repairs of machinery.
2. In addition, an urgent message has been received from MSF in connection with a demand by the Central Umbria line for certain bridging spans, claiming that they have Allied Authority for use of them.
3. These bridging spans are required by MSF for the reconstruction of the line from Bastia to Allers, in order to link up the Pietrarsita lignite mines.
4. Attention is drawn to Executive Communiqué Ref. 41/87/CA of 29th August 44, which clearly laid down that all railway property is under the direction of the Director General, Military Railway Services.
5. The question of the repair of the Central Umbria line is in hand with this Sub-Commission, and the need for reconstruction in order to convey useful traffic is realised. However, it must rest with this Sub-Commission to decide on the priority use of material, in conjunction with Military Railway Services.
6. It would be appreciated if the matter could be fully investigated and information given as to the authority given for the use of the bridging spans, and who is requesting the use of the Signor Gontuti's services without authority being sought through these Headquarters.

2929

Alindus. Dr. C.
for. HENRI H. TAYLOR
Director

Copy to: MSF

Mr. J. S. H. Street (Civil Engineer)
Mr. J. S. H. Baister (Mechanical Engineer)
In Sub-Commission, Movement.

1924

57/8/2

ACR/10

TRANS-PORTATION SUB-DIVISION, AC
(RAIL DIVISION)
c/o Transportation Increment
O.S.S.

Tel. 241238
Ref. 10/ 57/35/24 4

11 March 1945

TO : Ministry of Transport
General Directorate 10.5

SUBJECT : Termi-Bohi-Peru-in-Umberide Light Railway.

1. The attached copy of a letter is sent you for information, together with details of the complaint registered by ISM.
2. The desirability of reconstruction of this light railway is fully realized, and if the normal procedure is followed by the railway, in that they make application through your office for material needed for the completion of the bridge over the fiber, the necessary action will be taken.

W

D. F. HENDERSON
Lieut. Col. R.C.
Chief, Rail Division.

Copy to: Provincial Officer, Perugia
" " Major A.H. Street, (Rail Div)
" " Major A.L. Bristow, (Rail Div)
" " The Sub-Comm. Movement 10.5

8267

57/38/11

ACP/af

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

Tel. 843238
Ref. AC/57/38/ Tn 4

2 March 1945

TO : Regional Commissioner, Lazio-Umbria Region.
R.C.F.O.

SUBJECT : Central Umbrian Railway - wrongful requisitioning of
material at Perugia.

1. Will you please see the complaint made by the Department of
Ministry responsible for private railways in regard to wrongful requisition
of railway material at Perugia, and take action to ensure that railway
property is satisfactorily protected.

for *Acting* may
O.H. LINDBERG
Lt. Col. R.E.
Chief, Rail Division

Copy Inspectorato Generale
Building

6927

TRANSLATION

Ministry of Transports
General Inspectorate MCTC

Rome, 19 Feb.45

TO : Tn Sub-Commission AC

Serv. V - Uff.3 - N°.1673; One encl.

SUBJECT : Central Umbrian Railway

The direction of the Central Umbrian Railway has informed this Ministry that part of the station building at Perugia S.Anna has been requisitioned by local Military Allied Authorities.

Allied Military Personnel, who did the requisitioning, was shown a circular issued by DMRS (copy of which is attached) but they answered that they were empowered to take everything they needed, in spite of the content of a/m circular.

A kind reply would oblige.

For the Minister
sgd. de Cupis

6926

T R A N S L A T I O N

M.R.S. - Italy
Office of the Director.

APD 512 - 12/12/44

To the Station Master of
Following letter is sent for information and action.

signed : Gen. di Raimondo
Director General ISR

To whom I may concern:

The Director MRS - Italy has full control and responsibility over all Italian Railways, be they statal or private ones, except for those sections which have been handed over to AC for operation, construction or control.

Above authority has been granted him by AFHQ with Gen.Order No.25 of 25 October 1944.

No building, no premises, no equipment, no rolling material can be occupied, used or sold without permission of Director, MRS or of a latter's authorised representative.

Present order is valid also for both materials and properties of the contractors working on behalf of the Railways.

Every Station Master will be given copy of present document to be produced to anybody who intends to disobey or to infringe present disposition.

sgd. R.D.Waghorn
Brig. Director MRS

4925

LGM239

Roma 19 FEB 1943 19 A



Ministero delle Comunicazioni
RTI

ISPettorato GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

ALLA COMMISSIONE ALLEATA
SOTTOCOMMISSIONE PER I TRASPORTI
ROMA

Distretto V UFF. 3

Prot. N. 1673 Allegato 1

Protesta del

Dir. Fer. N. 2

Oggetto: Ferrovia Centrale Umbra.
Requisizione

La Direzione della ferrovia Centrale Umbra ha comunicato a questo Ministero che una parte della stazione di Perugia Sant'Anna è stata requisita dal Comando Militare Alleato di tale località.

Ha altresì informato che i militari alleati, che procedettero alla requisizione ed ai quali fu esibita la circolare del Comando Militare Ferroviario Alleato - Italia, allegata in copia, risposero che, nonostante le disposizioni in essa contenute, avevano egualmente la facoltà di servirsi di quanto a loro occorreva.

Ciò si porta a conoscenza di codesta Spett. Commissione, mentre si resta in attesa di un cortese cenno in merito.

1924

1929

3
UFF. 3

1673 Allegato 1

Responsabile del
Dir. Sec. No.

Oggetto Ferrovia Centrale Umbra.
Requisizione

La Direzione della ferrovia Centrale Umbra ha comunicato a questo Ministero che una parte della stazione di Perugia Sant'Anna è stata requisita dal Comando Militare Alleato di tale località.

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va.

Ciò si porta a conoscenza di codesta Spett. Commissione, mentre si resta in attesa di un cortese cenno in merito.

IL MINISTRO

C. J. [signature]

1924

Comando Militare Ferroviario Alleato-Italia
Ufficio del Direttore

A. P. O. 512
12 Dicembre 1944

Al: Capostazione di: _____

Questa lettera vi è inviata per conoscenza e norma.

Per: Il Generale A. Di Raimondo
Direttore Generale - I.S.R.

A chi riguarda:

Il Direttore del Comando Militare Ferroviario, Italia, ha il completo controllo ed è responsabile di tutte le ferrovie Italiane: sia statali che private, ad eccezione di quelle parti che sono state assegnate per operazioni, costruzioni e controllo da parte della Commissione Alleata.

Questa autorità gli è stata concessa dal Quartier Generale Alleato con l'ordine gen. No. 25 del 25 Ottobre 1944.

Nessun fabbricato, né appartamento, né qualsiasi allestimento, materiali ferroviari, possono essere occupati, usati o venduti senza il permesso del Direttore Generale del Comando Militare e di un suo rappresentante autorizzato.

Questo ordine vale pure per i materiali e per le proprietà degli appaltatori che hanno assunto i lavori per le ferrovie.

Il presente documento sarà dato ad ogni capostazione e sarà esibito a chi volesse disobbedire o violare queste disposizioni.

[Signature]
R. D. WAGNORN
Brigadiere
Direttore

1923

1931

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO UMBRIA REGION
APO 394

nv

57/38/8

17 February 1945

R/6259

SUBJECT: Ferrovia Centrale Umbra

TO : HQ. AC
Transportation Sub-Commission

1. We have received the attached report from the Provincial Commissioner Perugia
2. He points out that the re-activation of this railroad is of extreme urgency to this Province.
3. Any help you can give in this matter will be very much appreciated

For the regional Commissioner

A.L. BOWEN CATHER
Lt. Colonel
Executive Officer

Copy to Dep. Area

4922

Translation

Ferrovia Centrale Umbra

The Direction

Ref. to your request we wish to inform you about the position of the reactivation and re-instatement and the works will be completed.

As it is known the railway has commenced to function according to the agreements taken with A.M.D. and ACC; train service is now going from Terni to Todi, effective from 19 Oct. 44 after having borrowed a steam locomotive from the Soc. Terni. The following is available for the railway service:

2 locomotives
7 Passenger cars
20 box cars

The roundhouse at the station of Todi has been supplied with the necessary equipment to ensure the efficiency of the locomotives and the cars.

The repairs on the reactivated line, on premises and on installation are still proceeding in order to augment the organization of the service.

Immediately after having re-activated the line Terni-Todi this concern is taking steps in order to re-activate also the line between Pratella Todi and Ponte Felcino and has initiated the necessary work especially the work concerning the reconstruction of the bridge over the "Nestore" which we hope will soon be completed.

After all other minor works are completed the railway service will be re-opened for the public between Pratella Todi and Ponte Felcino with the hopes that with the construction of the Tiber bridge the whole line Terni-Ponte Felcino will be in operation. The following is available for this purpose:

1 steam locomotive to be repaired
2 passenger cars
12 box cars

In order to re-activate the service for the public the following is required:

- 1) to get two locomotives. Steam tender on three axes of about 400-500 horse powers
- 2) 2 Passenger cars (on 2 axes)
- 3) To have the possibility to construct some premises for which we need: 100,000 bricks, 800 qls cement, 80mc wood for steelwork and 30 qls iron.

Vice:

2 locomotives
7 passenger cars
20 box cars

The roundhouse at the station of Todi has been supplied with the necessary equipment to ensure the efficiency of the locomotives and the cars.

The repairs on the reactivated line, on premises and on installation are still proceeding in order to augment the organization of the service.

Immediately after having re-activated the line Terni-Todi this concern is taking steps in order to re-activate also the line between Pratta Todina and Ponte Felcino and has initiated the necessary work especially the work concerning the reconstruction of the bridge over the "Nestore" which we hope will soon be completed.

After all other minor works are completed the railway service will be re-opened for the public between Pratta Todina and Ponte Felcino with the hopes that with the construction of the Tiber bridge the whole line Terni-Ponte Felcino will be in operation. The following is available for this purpose:

1 steam locomotive to be repaired
2 passenger cars
12 box cars

In order to re-activate the service for the public the following is required:

- 1) to get two locomotives. Steam tender on three axes of about 400-500 horse powers
- 2) 2 passenger cars (on 2 axes)
- 3) To have the possibility to construct some premises for which we need: 100,000 bricks, 800 Qls cement, 80mc wood 50 mc calcium and 90 Qls iron.
- 4) To construct a small workshop for the maintenance of the locomotives and the other cars.

The workshop at Umbertide has been completely destroyed.

At the same time this direction has examined the possibility of re-activating the electrical line between Pratta Todina and Ponte Felcino and between Perugia Ponte S. Giovanni (when the over bridge on the road Falotta Ponte Felcino will be completed.

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(2) HV

In order to complete this programme the following is necessary
That the Society Terni will be authorized to supply about

1200 Kw electrical power.

that the Allied authorities provide for the transport of
4 electrical locomotives from P. Pattoli station to Monte Felcino.
the weight of a locomotive is about 55 tons, length about 11 m.
that the Allied Authorities supply us with the necessary
material in order to reconstruct the over head bridge at the Pal-
lotte, for which reconstruction the beams existing at Ponte S. Gio-
vanni, which were also used by the Germans for the repairs on the
Tiber bridge may be used.

We call your attention to the above request which is
urgently needed for the operation of a reduced railway service.

If other details are needed we shall inform you of them
from time to time.

a/ the director Laurenti

4920

57/38/7

ACP/av

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

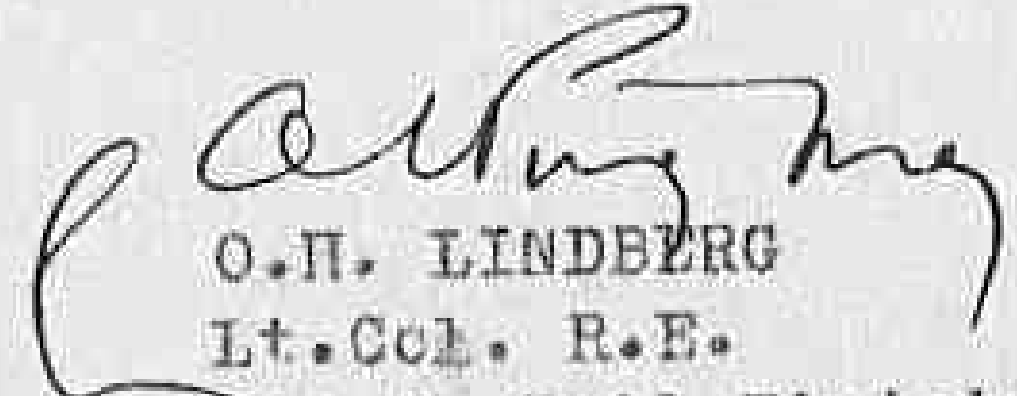
2 March 1945

Tel. 843238
Ref. AC/57/33/Tn 4

TO : Rail Movements

SUBJECT : Central Umbria Railway.

1. Reference is to recent complaint that all freight cars had been withdrawn from the Terni-Todi line, and that local tile traffic was therefore not able to pass.
2. MRS agrees that two wagons can be allotted to this line daily to meet such requirements, but it will be necessary for the usual indent to be made through Movement channels.


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

4919

Subject:- Central Umbria Railway.

Military Railway Service
CMP.

To:- Tn. Sub. Commission, Tele: Firebox 13,
A.C.(Rail Section), Tn.A.3(0)/26/2-313A.
(Building). 20 Feb.'45.

Reference your AC/57/33/Tn.4 dated 15 Feb.
'45.

There is no objection to provision of two
wagons daily for this traffic so far as this HQ is
concerned. It will be necessary for indent to be
placed through the usual movements channels.

W. Hayward

Capt., R.E.
for Brigadier,

Director, Military Railway Service.

JK.

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TRAN

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HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO-UMBRIA REGION
APO 394

0 1419

R/6259

17 February, 45

SUBJECT: Ferrovia Centrale Umbra

TO : HQ. AC.
Transportation Sub-Commission

- 1; We have received the attached report from the Provincial Commissioner Perugia.
2. He points out that the re-activation of this railroad is of extreme urgency to this Province.
3. Any help you can give in this matter will be very much appreciated.

For the Regional Commissioner:

B. Maule-Capt
for A.D. BONHAM-CARTER
Lt. Colonel
Executive Officer

Copy: to Capt. Dean

6917

Translation

Ferrovie Centrale Umbra

The Direction

COPY

Ref. to your request we wish to inform you about the position of the reactivation and re-instatement and the works will be completed.

As it is known the railway has commenced to function according to the agreements taken with ANG and ACC; train service is now going from Terni to Todi, effective from 15 Oct. 44 after having borrowed a steam locomotive from the "Soc. Terni". The following is available for the railway service:

- 2 locomotives
- 7 Passenger cars
- 20 box cars

The roundhouse at the station of Todi has been supplied with the necessary equipment to ensure the efficiency of the locomotives and the cars.

The repairs on the re-activated line, on premises and on installation are still proceeding in order to augment the organization of the service.

Immediately after having re-activated the line Terni-Todi this Concern is taken steps in order to re-activate also the line between Fratta Todina and Ponte Felcino and has initiated the necessary work especially the work concerning the reconstruction of the bridge over the "Nestore" which we hope will soon be completed.

After all other minor works are completed the railway service will be re-opened for the public between Fratta Todina and Ponte Felcino with the hopes that with the construction of the Tiber bridge the whole line Terni-Ponte Felcino will be in operation.

The following is available for this purpose:

- 1 steam locomotive (to be repaired)
- 2 passenger cars
- 12 box cars.

In order to re-activate the service for the public the following is required:

- 1) to get 2 locomotives. Steam tender on 3 axes of about 400-600 horse powers.
- 2) 2 Passenger cars (on 2 axes)
- 3) To have the possibility to construct some premises for which we need: 100,000 bricks, 800 Qtls cement, 80mc iron.

train service is now going from Terni to Todi, effective from 15 Oct. 44 after having borrowed a steam locomotive from the "Soc. Terni". The following is available for the railway service:

- 2 locomotives
- 7 Passenger cars
- 20 box cars

The roundhouse at the station of Todi has been supplied with the necessary equipment to ensure the efficiency of the locomotives and the cars.

The repairs on the re-activated line, on premises and on installation are still proceeding in order to augment the organization of the service.

Immediately after having re-activated the line Terni-Todi this Concern is taken steps in order to re-activate also the line between Fratta Todina and Ponte Felcino and has initiated the necessary work especially the work concerning the reconstruction of the bridge over the "Nestore" which we hope will soon be completed.

After all other minor works are completed the railway service will be re-opened for the public between Fratta Todina and Ponte Felcino with the hopes that with the construction of the Tiber bridge the whole line Terni-Ponte Felcino will be in operation.

The following is available for this purpose:

- 1 steam locomotive (to be repaired)
- 2 passenger cars
- 12 box cars.

In order to re-activate the service for the public the following is required:

- 1) to get 2 locomotives. Steam tender on 3 axes of about 400-500 horse powers.
- 2) 2 Passenger cars (on 2 axes)
- 3) To have the possibility to construct some premises for which we need: 100,000 bricks, 800 Qtls cement, 80mc wood, 50 mc calcium and 90 Qtls iron.
- 4) To construct a small workshop for the maintenance of the locomotives and the other cars.

The workshop at Umbertide has been completely destroyed. At the same time this direction has examined the possibility of re-activating the electrical line between Fratta Todina and Ponte Felcino, and between Perugia Ponte S. Giovanni (when the over bridge on the road Palotta Fontevogge will be completed).

In order to complete this programme the following is necessary:

That the Società Terni be authorized to supply about 1200 KW electrical power;

that the Allied Authorities provide for the transport of 4 electrical locomotives from P. Pattoli station to Ponte Felcino; (the weight of a locomotive is about 36 tons, length about 11m). that the Allied Authorities supply us with the necessary material in order to re-construct the over-head bridge at the Pallotta, for which reconstruction the beams existing at Ponte S. Giovanni, which were also used by the Germans for the repairs on the fiber bridge, may be used.

We call your attention to the above request which is urgently needed for the operation of a reduced railway service.

If other details are needed we shall inform you of them from time to time.

s/ The Director
Laurenti

1941

57/38/44

Ministry of Transport
General Inspectorate M.C.T.C.
R.S.T. n° 214/013

Rome 9 Feb. 1945

TO : Tn S/Commission A.C.
Rehabilitation of Railways - Present conditions of
several railway - lines.

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

A) Compartimental Inspectorate of Bologna

- 1) Railway line Rimini - Nordfелtria (length 36 Km) : not in operation;
no rehabilitation works on hand.
With reference to above line we would 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 - Fossato : length 134 Km; not in operation; no
rehabilitation works on hand.

C) Compartimental Inspectorate of Roma

- 3) Railway line Umbertide - Perugia - Todi - Todi : 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 Marsilano Station Bldg.
Upon completion of above works it will be possible to operate a service
btw Perugia and Pratta Tolina, abt. 30 Km, thus rehabilitating the
whole section Perugia - Todi but for abt. 7 Km. interruption btw.
Todi and Pratta Tolina on account of a very important metallic bridge
spanning the Tevere River at Km. 60 + 567.

- 4) Railway line Spoleto - Morela : length 51 Km; not in operation. The
Tunnel Biselli at Km. 42 has been repaired. A rectifier, or a connection
with I.S.R. electric line or a steam loco have been requested; If
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 Castelraimondo - Camerino : length 11 Km. No informations
are available.

1) Railway line Rimini - Novafeltria (length 36 Km) : not in operation; no rehabilitation works on hand. -
With reference to above line we would very much agree if that S/C could send some Official to carry out a survey together with an Official of this Ministry, in order to investigate the possibility to carry out some re-ambilitation 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 - 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 mt-span bridge at Km. 50 + 854; repairworks at Marciانو Station Bldg.

Upon completion of above works it will be possible to operate a service btw Perugia and Pratta Todina, abt. 30 Km, thus rehabilitating the whole section Perugia - Todi but for abt. 7 Km. interruption btw. Todi and Pratta Todina 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, or a connection with I.S.R. electric line or a steam loco have been requested; If should it be possible to grant one of above requests, a service could be re-operated.

7072

D) Compartimental Inspectorate of Ancona

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

6) Railway-line Casteltrivulzio - Cantarino : length 11 Km. No informations are available.

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

The General Director
sgd DE CUPIS

57/38/3

ACP/10

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

Tel. 843238
Ref. AC/57/38/Tn 4

16 February 45

TO : MRS - Building

SUBJECT : Central Umbria Railway.

1. This standard gauge line is in operation between Terni and Todi, using a locomotive loaned by Terni Steel Works, and traffic is brought into Terni by MK31SR pilot engine.
2. There is a regular traffic in tiles passing in the line, such articles being urgently needed for the rehabilitation of the important works at Terni. It is understood all rolling stock has been withdrawn, and request is made for two open freight cars to be assigned daily for movement of this traffic.

P. Lindberg
C.H. LINDBERG
Lt. Col. R.E.,
Chief, Rail Division.

Copy to: Movements Tn Sub-Comm. AC.
Regional Transport. Officer, Lazio-Umbria Region.

4913

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

Inter Office Memorandum

Tel: 478704.

Ref. 366/2/Tn.3.

SUBJECT: Central Umbria Railway - Line 436.

TO : Rail Division.✓

1. A representative of Mining Division recently visited lignite mines between Marsciano and Perugia and has submitted a report in connection with the central Umbria railway. Copy of this report is attached herewith for information.
2. Will you please say by what date central Umbria railway expect to operate traffic between Marsciano and San Giovanni.

J. W. Steff
Lt. Col.
M. J. STEFF,
Lt. Col.
for Chief Movements Division.

Encl.

4914

MEMO

HEADQUARTERS
LARIO-MINIERIA REGION
REGIOMINING DIVISION
APO 394

306/00

1 February 1948

Ref: Minco-924.3

SUBJECT: Rail Road Centrale Umbra (Terni-Todi-Marciano-S. Giovanni
(Perugia))

TO : Lt. Col. Baker

1. The road is interrupted over the Tevere river; 100 meters of steel bridge are down, pillars OK. Service: 2 trains per day Terni-Todi. Equipment: two 40 tons steam locomotives (one borrowed from Soc. Terni). Capacity 100 tons.

2. The section S. Giovanni station (Perugia) - Marciano is being repaired (the stone arch bridge north of Marciano is being reconstructed).

3. The estimated time to put the electric system in order is four months. They have 8 electric locomotives efficient. One steam locomotive (40 tons) is being repaired at Perugia for service between Marciano and Perugia. Ing. Rosati, Direttore della Ferrovia, Perugia or Soc. Ital. per le Strade Ferrate del Mediterraneo are the sources of information.

4. If power is allocated to the lignite mines along this Terni-Perugia Railroad, 350 tons of lignite and bricks and tiles from Marciano can be shipped daily over this line.

For The Regional Commissioner:

JOSEPH B. GILLESPIE,
Captain, C.E.,
Chief, Reg. Mining Division.

1041

Translation

59/38/4
/nr

Ministry of Communications

Rome 4th December 1944

General Inspectorate of
Civil Motorization and
Transports in concession

Div. Serv. V Ofc. 3rd -
Ref: 4573
reply to letter of 3/10/44
tele: 57.13.10

TO: ALLIED COMMISSION
Transportation Sub-Commission
Via Veneto
Rome

SUBJECT: Terni-Umbertide railway line.

Examined the efficiency of the above mentioned railway line and its eventual reoperation we can inform you that:

a) - while only the section Terni-Acquasparta is at present in good conditions, on the branch Acquasparta - Todi, the construction of one arch of the bridge, 12 mt. span. on the river Naia has been completed. On the branch-line Todi - Perugia it results that one iron bridge on the river Tiber (km. 60+567, between the stations of Todi and Frazza Todina) and one bridge with four masonry arches on the river Nestor (Km. 50+854), now under repair, were destroyed by the Germans.

b) - The overhead system and the feeding triphase line which are in the station of Marsciano, have been ruined by various damages, which can all be repaired. On the contrary the transformation cabin of the zone of Papigno, near Terni, was destroyed as well as the transformer elevators.

c) - The situation of the rolling stock is satisfactory: of the four steam locos, two have been left: one is on the branch-line Terni-Todi; the other in the station of Marsciano.

d) - The railway line has a remarkable traffic - (only on the section Terni-Todi we have about 60.000 passengers per day; 340 despatches of commodities, and nearly 2400 various transports at low speed per month) - and it is really indispensable to the food industries, to the brick-factories of the zone and especially

1947

TO: ALLIED COMMISSION
Transportation Sub-Commission
Via Veneto
Rome

SUBJECT: Terni-Umbertide railway line.

Examined the efficiency of the above mentioned railway line and its eventual reoperation we can inform you that:

- a) - while only the section Terni-Aquasparta is at present in good conditions, on the branch Acquasparta - Todi, the construction of one arch of the bridge, 12 mt. span. on the river Naia has been completed. On the branch-line Todi - Perugia it results that one iron bridge on the river Tiber (km. 60+567, between the stations of Todi and Fratta Todina) and one bridge with four masonry arches on the river Nestor (Km. 50+854), now under repair, were destroyed by the Germans.
- b) - The overhead system and the feeding triphase line which are in the station of Marsciano, have been ruined by various damages, which can all be repaired. On the contrary the transformation cabin of the zone of Papigno, near Terni, was destroyed as well as the transformer elevators.
- c) - The situation of the rolling stock is satisfactory: of the four steam locos, two have been left: one is on the branch-line Terni-Todi; the other in the station of Marsciano.
- d) - The railway line has a remarkable traffic - (only on the section Terni-Todi we have about 60.000 passengers per day; 340 despatches of commodities, and nearly 2400 various transports at low speed per month) - and it is really indispensable to the food industries, to the brick-factories of the zone and especially to the steel industries of Terni.
- e) - The society has re-operated the Service on the section Terni-Todi with two steam locos; one was on the rail-line and the other was leased by the "Terni" Company, which is co-interested in the reoperation of the service.
- Owing to the intense traffic it is necessary to improve the service and therefore the Society has proposed to this Ministry, to increase the programme of operation of the branch-line Terni-Todi, which is already efficient.

/./.

The application requests the institution of an additional couple of trains per day, besides the two already existing -

The requirement will be of 160 tons of combustible material and of 110 Kos. of lubricant per month.

Twelve open rail cars and 18 box-cars have been requested for the operation of this new couple of trains.

We attach hereto a prospect in which are reported all data necessary to that Commission to consider the above mentioned application.

As this service is of public interest and it is especially necessary to the steel industries, this Ministry is of the opinion to approve the request.

We are waiting to know the decisions of that Sub-Commission on the argument.

The Minister

(sgd. CERABONA)

As this service is of public interest, this Ministry is of the necessary to the steel industries, this Ministry is of the opinion to approve the request.

We are waiting to know the decisions of that Sub-Commission on the argument.

The Minister

(sgd. CERABONA)

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Tel. n. - 4 DIC 1944



Ministero delle Comunicazioni

ISPettorato GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

ALLA COMMISSIONE ALLEATA
Sottocommissione per i Trasporti
Via Veneto R O M A

SERV. V UFF. 3°

Divisione
Prot. N. 4573 Allegati 1

Ferrovia Terni-Umbertide
OGGETTO

Riferimento nota del 3.10.1944
Tel. 57/13/10

Effettuate opportune indagini per accertare lo stato di efficienza della ferrovia in oggetto e la possibilità di una sua riapertura al traffico, si è riscontrato:

a) - il solo tratto Terni - Acquasparta è praticamente in buone condizioni e percorribile, mentre per quello Acquasparta-Todi è stata quasi ultimata una sola arcata del ponte sul Naia di m.12 diluce; per quello Todi-Perugia risulta che sono stati distrutti dai tedeschi il ponte in ferro sul Tevere (Km.60+567, fra le stazioni di Todi e Fratta Todina) ed il ponte a quattro arcate in muratura sul Nestore (Km.50+854), per il quale ultimo sono in corso i lavori di ripristino.

b) - La linea aerea di contatto e la linea trifase primaria di alimen-

1918

Direzione SERV. V UFF. 3°

Prot. N. 4573

1

Allegato

Riferimento nota del 3.10.1944
Tel. 57/13/10

Oggetto: Ferrovia Terni-Umbertide

Effettuate opportune indagini per accertare lo stato di efficienza della ferrovia in oggetto e la possibilità di una sua riapertura al traffico, si è riscontrato:

a) - il solo tratto Terni - Acquasparta è praticamente in buone condizioni e percorribile, mentre per quello Acquasparta-Todi è stata quasi ultimata una sola arcata del ponte sul Naia di m.12 diluce; per quello Todi-Perugia risulta che sono stati distrutti dai tedeschi il ponte in ferro sul Tevere (Km.60+537, fra le stazioni di Todi e Fratta Todina) ed il ponte a quattro arcate in muratura sul Nestore (Km.50+854), per il quale ultimo sono in corso i lavori di ripristino.

b) - La linea aerea di contatto e la linea trifase primaria di alimentazione, sita nella stazione di Marignano, hanno subito vari danni, tutti praticamente riparabili. Al contra-

da

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rio è andata distrutta la cabina di trasformazione nella zona di Papigno, presso Terni, nonché i trasformatori elevatori.

c) - La situazione del materiale rotabile è soddisfacente: delle 4 locomotive a vapore in dotazione ne sono rimaste 2: una trovata sul tratto Terni-Todi, l'altra nella stazione di Marsciano.

d) - La ferrovia ha un traffico notevole (solamente sul tronco Terni-Todi circa 60.000 viaggiatori al giorno, n.340 trasporti di merci e di n.950 capi-bestiami a grande velocità e n.2400 trasporti veri a piccola velocità al mese) ed è altresì indispensabile per i bisogni delle industrie alimentari e dei laterizi della zona servita e soprattutto delle acciaierie di Terni.

e) - La Società ha potuto ripristinare il servizio sul tratto Terni-Todi con due locomotive a vapore: una che trovata già sulla linea e l'altra concessale in fitto dalla Società "Ter-ni", interessata alla ripresa del servizio.

Per l'esigenza del traffico occorre però intensificare il servizio, e pertanto la Società ha presentato a questo Ministero una proposta di varia-



Ministero delle Comunicazioni

ISPettorato GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

*Divisione
Trasporti*

To

Allegato

Proposta di

Decreto

N. 5

OGGETTO

zione al programma dell'esercizio della
ferrovia stessa per il tratto già in ef-
ficienza, Terni-Todi.

Tale proposta comporta l'aumento
d'una coppia di treni al giorno oltre
alle due già esistenti, con un fabbisog-
no suppletivo di tonnellate 160 di com-
bustibile e Kg. 110 di lubrificante al
mese.

Per l'effettuazione di tale nuova
coppia di treni, occorrerebbe assegna-
re inoltre n. 12 carri merci aperti e
n. 18 carri merci chiusi.

Si allega pertanto un prospetto dal
quale risultano tutti i dati occorrenti
a codesta Spett. Commissione per l'esame
della proposta qui inoltrata.

In considerazione delle ragioni
di pubblica utilità, già sopra esposte,
nonchè per l'importanza che ha la ferro-
via per le vicine Acciaierie, questo
Ministero esprime parere favorevole

20.7

Divisione
Dott. N. C.
Allegati
Risposta al Fedel
Dott. N. C.

OGGETTO

zione al programma dell'esercizio della ferrovia stessa per il tratto già in efficienza, Terni-Todi.

Tale proposta comporta l'aumento d'una coppia di treni al giorno oltre alle due già esistenti, con un fabbisogno suppletivo di tonnellate 160 di combustibile e Kg. 110 di lubrificante al mese.

Per l'effettuazione di tale nuova coppia di treni, occorrerebbe assegnare inoltre n. 12 carri merci aperti e n. 16 carri merci chiusi.

Si allega pertanto un prospetto dal quale risultano tutti i dati occorrenti a codesta Spett. Commissione per l'esame della proposta qui inoltrata.

In considerazione delle ragioni di pubblica utilità, già sopra esposte, nonché per l'importanza che ha la ferrovia per le vicine Acciaierie, questo Ministero esprime parere favorevole per l'accoglimento della proposta stessa.

sa.

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Si resta in attesa delle determinazioni in merito di codesta Spett. Commissione.

IL MINISTRO

Gerardo

1956