

ACC

AC 208/TN.4

10000/148/2279

REP
APR. 1944

10000/148/2229

REPORTS ON I.E.R. STANDARD
APR. 1944 - MAY 1945 GAUGE LINE TERNOLI-
CAMPOBASSO

POM/ic

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

Tel. 843236
Ref. AC/208/Tn 4

4 May 1945

SUBJECT : Termoli-Campobasso line

TO : Chief Transportation Officer Bari

1. For your information mixed train service will commence on the Termoli-Campobasso line 7 May 45, daily except Sunday.
2. Type 625 loco will be used and composition of train will be two Box Wagons for passengers and one for general goods together with any freight traffic that may develop.
3. Total tonnage capacity of train is 100 tons.

By Command of Rear Admiral Stone:

P.G. Matson, Major

6399

208/h3

PGM/lc

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

Tel. 643238
Ref. AC/208/Tn 4

10 April 1945

TO: Ministry of Transports
I.S.R. General Direction

SUBJECT: Train Service Termoli-Campobasso.

1. Reference yours 10 March file M.211/2527/225/ICCA/3176/9.
2. The service requested has been agreed to operate daily except Sunday between Termoli and Campobasso.
3. Composition will be one 625 type Loco and two box cars for passengers, together with Freight Cars as required, one Box Car to be used for smalls between Termoli and Campobasso only.
4. Submit schedule and advise effective date.

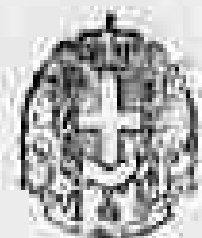
P.G. MATSON, Major T.C.

Peter
Please let Hall at Bari
know maximum
capacity permitted
higher

2 Box cars 25 tons
1 - 15 " " " " " "
40

6398

100 tons net



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma 12 MAR 1945

124 - A

N. 211/2527/225/ICCA/3176/9

Al N.

del

OGGETTO

Linea Termoli-Campobasso

Sottocommissione Trasporti dell'A.C.

Divisione Ferroviaria - R O M A

p.n.

Direzione Generale - M.R.S.

ALLEGATI N.

I) - Mi riferisco alla lettera APO/512 in data 7 Febbraio c.a. con la quale viene richiesto di concretare il programma minimo di servizio da attuare sulla linea Termoli - Campobasso non appena pronta all'esercizio.

II) - Si propone l'istituzione di una coppia giornaliera di treni con i seguenti estremi:

Termoli p. 5.00 Campobasso a. 10.20

Campobasso p. 14.00 Termoli a. 19.00

III) - I treni potrebbero essere effettuati da una locomotiva gr. 625 ed essere composti di due carri o una carrozza per viaggiatori (80 posti), un carro per merci a collettame ed eventuali altri carri carichi a completamento della prestazione.

IV) - Consumo giornaliero di carbone previsto in 5 tonn.

V) - Delle tre linee ferroviarie facenti capo a Campobasso, la linea per Termoli, quando sarà aperta all'esercizio, costituirà l'unica comunicazione utile per un capoluogo di provincia fortemente ~~abitato~~ ⁶³⁹⁷ e di notevole attività commerciale. Una comunicazione giornaliera è effettivamente un minimo oltre il quale non pare si possa andare.

ae.

./.

VI) - Si resta in attesa di conoscere la decisione che sarà presa al riguardo.

IL DIRETTORE GENERALE

Ugo Ramond

Subject: Train Service -
TERMOLI - CAMPOBASSO.

TO: Tn.Sub-Comm., AC.,
 Rail Division.
 (Building). ✓

Copy to: Tn. Officer,
 Bari Ops Office
HQ., ISR., BARI

Military Railway Service,
 CMF.

Tele: Firebox 13
 Tn.A3(0)/24/6 - 204A
6 Apr 45

Reference AC/208/Tn4 dated 2 April.

1. There is no objection to the following service being introduced:

DAILY EXCEPT SUNDAY

TERMOLI dep 0500	CAMPBASSO dep 1400
CAMPBASSO arr 1020	TERMOLI arr 1900

2. One 625 class locomotive will be supplied from the Bari Div..
 As there is no passenger equipment available for this service
 it will be necessary to utilise 2 box cars.
3. Bari Ops to please arrange with ISR to work all available stock
 off this line as soon as possible after the opening, advising this
 Headquarters the numbers of the vehicles concerned. All vehicles
 in need of heavy repair are to be held at TERMOLI or North thereof
 until CIVITOVCA MARCHE is opened up. Vehicles requiring light
 repairs to be worked to FOGGIA.

R. A. Wilson

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

JHC

6396

Ministry of transport
I.S.R. General Direction

Rome

M.211/2527/225/100A/3476(9)

Subject:

Termoli - Campobasso
line.

Allied Commission

Transportation Sub Commission

Railway Division

R o m e

cc. HQ. M. R. S.

1. Reference letter APO 512 dated 7 February 1945, requesting settlement of a minimum operation program to be enforced on the Termoli Campobasso line, as soon as this line will be opened to traffic.
2. We suggest to operate a daily couple of trains with the following timing:

Termoli	lv. 0500	Campobasso	ar. 1020
Campobasso	lv. 1400	Termoli	ar. 1900
3. Trains could be hauled by a 625 class locomotive; consist could be of two box cars or one coach for passengers (80 seats), one car for freight smalls and eventually some more loaded cars as a completion of weight.
4. Daily consumption of coal has been estimated to be 5 tons.
5. Out of the three railway lines leading to Campobasso, the line bound to Termoli, when opened to traffic will be the only useful connection with a province chief-town being largely populated and having considerable trade activity. Of course, one daily service is a real minimum.
6. We are awaiting for your decisions on **6395** letter.

cc. HQ. M. R. S.

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2. We suggest to operate a daily couple of trains with the following timing:

Termoli	lv. 0500	Campobasso	ar. 1020
Campobasso	lv. 1400	Termoli	ar. 1900

3. Trains could be hauled by a 625 class locomotive; consist could be of two box cars or one coach for passengers (80 seats), one car for freight smalls and eventually some more loaded cars as a completion of weight.

4. Daily consumption of coal has been estimated to be 5 tons.

5. Out of the three railway lines leading to Campobasso, the line bound to Termoli, when opened to traffic will be the only useful connection with a province chief-town being largely populated and having considerable trade activity. Of course, one daily service is a real minimum.

6. We are awaiting for your decisions on ~~639~~ ⁶³⁹ letter.

Director General

Signed: Di Raimondo

Ca.9.cb.

TRANSPORTATION SUB-COMMISSION, AC.

(RAIL DIVISION)

c/o Transportation Increment

C.M.F.

Tel. 843191/43

Ref. AC/208/Tn 4

20 February 45

TO : The Director Military Railway Service, C.M.F.

SUBJECT : Report on Locomotives and freight wagons on Railway,
ISERNIA-CAMPOBASSO-TERMOOLI.

1. The following locomotives and freight wagons were inspected at the under-mentioned Station with a view to recovery when the line is open:

ISERNIA (GASA 19) 21 KM from ISERNIA

LOCO 735220 Cylinders & Boilers badly damaged, rods missing.

4 driving wheels intact, the rest scrap.

LOCO 735291 Cylinders Good, Boiler & Fire-box damaged, rods damaged

or missing, 4 driving wheels good, the rest scrap.

Both tenders are badly damaged and need very heavy repairs.

CANTALUPO

LOCO 470079 Instruments & Gauges removed from Driver's Cab.

otherwise minor repairs. Cylinders etc. good. The

track is heavily damaged both sides of the locomotive

and it would be impossible to remove.

VINCHIATURO

LOCO 940019 Cab and fire-box completely blown out by mine, boiler

badly holed, Cylinders, rods and wheels good.

LOCO 905009 Cab and fire-box badly damaged by explosives. Boiler

light repairs. Cylinders, rods and wheels good; Tender

missing.

G 203605 P.S.I. - Box This car is burnt out; and turned over clear of the track, frame and wheels good, very heavy repairs needed.

CAMPOBASSO

LOCO 905027 Cylinders, rods and wheels good, rest scrap.

LOCO 905065 Cylinders, rods and wheels good, boiler heavily damaged.

LOCO 905052 Good cylinders, rods and wheels, rest scrap

LOCO 905061 Good cylinders and wheels, rods etc. missing, boiler

RCB/1c

TO : The Director Military Railway Service, C.M.S.R.

SUBJECT : Report on Locomotives and freight wagons on Railway,
ISERNIA-CAMPOTASSO-TERNOLI.

1. The following locomotives and freight wagons were inspected at the under-mentioned Station with a view to recovery when the line is open:

TOSPINI (CASA 19) 21 KM from I SERVICIO

Loco 735220 Cylinders & Boilers badly damaged, rods missing.
4 driving wheels intact, the rest scrap.

Loco 735291 Cylinders Good, Boiler & Fire-box damaged, rods damaged or missing. 4 driving wheels good, the rest scrap.

Both tenders are badly damaged and need very heavy repairs.

CAETALUPO

LOC 470079 Instruments & Gauges removed from Driver's Cab.

otherwise minor repairs. Cylinders etc. good. The track is heavily damaged both sides of the locomotive and it would be impossible to remove.

VINCI LATURO

Loco 940019 Cab and fire-box completely blown out by mine, boiler badly holed, cylinders, rods and wheels good.

LCCO 905009 Cab and fire-box badly damaged by explosives. Boiler light repairs. Cylinders, rods and wheels good; Tender missing.

G^C 203605 F.S.I. - Box This car is burnt out; and turned over clear of the track, frame and wheels good, very heavy repairs needed.

05345024650

LOCO 985027 cylinders, rods and wheels good, rest scrap.

Loco 905065 cylinders, rods and wheels good, boiler heavily damaged.

L000 905052	Good cylinders, rods and wheels, rest	sort 3394
L000 905057	Good cylinders and wheels, rods etc.	missing, boiler

and fire-box badly damaged, rest scrap.

1000 905064 Cylinders good, boiler and fire-box damaged, rods

missing: wheels good but not under locomotive.

1000 WHEELS IN STATION YARD :

TYPE 940. - 5 Dr. wheels

TYPE 305. - 9 pr wheels

AL 562064 P. S. I. PASS. ELECTRIC MOTOR COACH - Motors and seats

removed, together with all fittings, body good.

AT^R 562063 P.S.T. As above

AL^N 562039 P.S.T. As above, but body slightly damaged.

AL^N 562060 T.S.T. " " " " " "

1.1

= 2 =

ROLLING STOCK		RAILWAY	TYPE	CONDITION AND REMARKS
NUMBER				
P ^C 1135739		F.S.I.	BOX	O.K.
Z ^{CR} 40139		F.S.I.	PRISON CAR	HEAVY REPAIRS
EC ^Z 66072		F.S.I.	PASS 2/3	HEAVY REPAIRS, NO SEATS, NO FLOOR, NO WINDOWS.
C ^Z 32193		F.S.I.	PASS. 3	HEAVY REPAIRS body good
C ^Z 30531		F.S.I.	PASS. 3	" " " still has seats & compartments.
DP ^L 07410		F.S.I.	BRAKE	HEAVY REPAIRS, BODY HALF GONE.
C ^Z 30674		F.S.I.	PASS 3	MEDIUM
C ^Z 37181		F.S.I.	PASS 3	HEAVY REPAIRS, NO SEATS or WINDOWS
C ^Z 30113		F.S.I.	PASS 3	HEAVY REPAIRS, half the Compartments, and seats missing.
C ^Z 41525		F.S.I.	PASS 3	HEAVY REPAIRS, Roof damaged, half the floor and all seats missing; body good.
NV 511293		F.S.I.	VINO	MEDIUM REPAIRS
NV 511351		F.S.I.	VINO	VERY HEAVY REPAIRS
NV 541517		F.S.I.	VINO	MEDIUM REPAIRS
F 170836		F.S.I.	BOX	VERY HEAVY REPAIRS, GROUND FRAME Only
L 402980		F.S.I.	H.S.	LIGHT REPAIRS OR OX
P ^C 1126563		F.S.I.	BOX	O.K.
F 171686		F.S.I.	BOX	HEAVY REPAIRS, FRAME only, not burnt.
P 165013		F.S.I.	BOX	SCRAP
P ^C 131223		F.S.I.	BOX	"
E ^C 1016856		F.S.I.	BOX	O.K.

6393

56 KM FROM TERMOLI -

Ing CARLUCCIO reports that there are 10 box cars in good condition

C ² 32193	P.S.I.	PASS. 3	HEAVY REPAIRS body good
C ² 30531	P.S.I.	PASS. 3	" " " still has seats & compartments.
DP ¹ 87418	P.S.I.	BRAKE	HEAVY REPAIRS, BODY HALF DONE.
C ² 30674	P.S.I.	PASS 3	MEDIUM
C ² 37181	P.S.I.	PASS 3	HEAVY REPAIRS, NO SEATS OR WINDOWS
C ² 30113	P.S.I.	PASS 3	HEAVY REPAIRS, half the Compartments, and seats missing.
C ² 41525	P.S.I.	PASS 3	HEAVY REPAIRS, Roof damaged, half the floor and all seats missing; body good.
MV 511293	P.S.I.	VINO	MEDIUM REPAIRS
MV 511351	P.S.I.	VINO	VERY HEAVY REPAIRS
MV 541517	P.S.I.	VINO	MEDIUM REPAIRS
F 170836	P.S.I.	BOX	VERY HEAVY REPAIRS, GROUND FRAME Only
L 482980	P.S.I.	H.S.	LIGHT REPAIRS OR OK
F ^C 1126563	P.S.I.	BOX	O.K.
F 171686	P.S.I.	BOX	HEAVY REPAIRS, FRAME only, not burnt.
F 165013	P.S.I.	BOX	SCRAP
F ^C 131223	P.S.I.	BOX	"
F ^C 1016356	P.S.I.	BOX	O.K.

6393

56 KM FROM TERMOLI -

Ing CARLUCCIO reports that there are 10 box cars in good condition in a siding 56 KM from TERMOLI. I was unable to inspect these cars as all approaches to the siding were covered with snow.

R.A. Bount

R.C. BOWIE Lt. RA
Transportation Sub-Comm. (RAILS)
Allied Commission A.P.O. 394

Inter-office memorandum. 208/38

State of repair of Biferno bridge; line Trmoli-Campobasso.

The bridge is being reconstructed by Ministry of Public Works because it serves both the railway line and the highway.

Ministry of P.W. kept me waiting for two days in order to get in touch with Engineering Office at Campobasso under whose jurisdiction comes the bridge, but apparently they did not succeed.

Eng. Io Cigno, says that the bridge is practically completed, but for the sidewalks; two or three weeks are still required for seasoning the concrete structure, so that they anticipate that the line will be ready for operation by the 20th of April.

mr/

31 March 1945

*Noted
act
shw*

6392

Ministry of Transports
I.S.R. Direction General

Subject: Ternoli-Campobasso line
restorations

Roma, 18 MAR 1945

L.5/13/13601/100A 1322/9

To Lt.Col. Lindberg
A.O. Tn.Sub Commission
Building

- 1) Ref. your letter AC/208/Un/4 dated 9th March 1945.
- 2) As already reported, the Ternoli-Campobasso line has been completed by this Administration as for what concerns the restoration of ruined viaducts and bridges, but the restoration of damaged tunnels has been delayed to be made as soon as the weather conditions will allow it for these works can be made also if the line is in operation.
- 3) During the winter, because of the special structure of the ground, some slides happened where the tunnels are damaged, but said encumbrances will be speedily removed.
- 4) As per our competence, we confirm that said line would be ready to be reoperated in the first days of April, if the Public Works Ministry will have completed in the same period of time the rebuilding of the Biferno bridge.
- 5) As we already stated, the ~~works~~ ^{restoration} works of damaged tunnels, could also be made when the line is in operation.

General Director
sgd Di Reimondo

mi 18/3ng

6391

208/37

0947

MINISTERO DEI TRASPORTI
Direzione Generale
Ferrovie dello Stato

Roma 13 MAR 1945

L.5/13/1260L/104122/9

AL COL. O.M. LINDBERG

OGGETTO:

Linea: Termoli-Campobasso
Riparazioni

COMMISSIONE ALLIATA
Sottocommissione Trasporti
Stanza N°52- Piano 3°

S E D E

- 1) Riferimento alla lettera n°A.C./208/Tn4 del 9/3/45
- 2) Come fu già riferito la linea Termoli Campobasso è stata in effetti completata da parte di questa Amministrazione per quanto riguarda la ricostruzione dei viadotti e ponti crollati e fu rimandata la sistemazione delle gallerie disastrate appena le condizioni climatiche lo avessero consentito essendone possibile l'esecuzione anche sotto esercizio. Durante il periodo invernale data la natura del terreno si sono verificati smottamenti in corrispondenza dei tratti di galleria danneggiati, ma tali ingombri verranno eliminati rapidamente.
- 4) Si conferma per quanto compete a questa Amministrazione che la suddetta linea potrà essere pronta per l'apertura all'esercizio nei primi giorni del prossimo mese di aprile semprechè il Ministero dei Lavori Pubblici abbia nello stesso periodo di tempo ultimata la ricostruzione del ponte sul Biferno.
- 5) I lavori di rivestimento delle gallerie disastrate potranno, come già si è accennato essere proseguiti con la linea sotto esercizio.

6390

IL DIRETTORE GENERALE

OGGETTO:

Linea: Termoli-Campobasso
Riparazioni

COMMISSIONE ALLIATA
Sottocommissione Trasporti
Stanza N°52- Piano 3°

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- 5) I lavori di rivestimento delle gallerie disastrate potranno, come già si è accennato essere proseguiti con la linea sotto esercizio.

6390

IL DIRETTORE GENERALE

Vedi Campobasso

lu

208/36

ACB/1c

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

Tel. 843238
Ref. AC/208/Tn 4

9 March 1945

TO : General di Raimondo
Director General
I.S.R.

SUBJECT : Repairs to Termoli-Campobasso-Line.

1. Information was supplied to us that this line was complete and ready for operation, with the exception of the Biforno Bridge, but a recent visit of one of our Officers revealed that the tracks have still to be cleared, and that no determined effort was being made to do this.
2. May a clear statement be received on the matter please, so that the question of services on the line may be considered?

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

6389

708/34
/Ba

TRANSLATION

Ministry of Communications
General Direction I.S.R.
Work & Constructions Dept.

Rome - Nov. 25th 1944

Ref : L.4/26395/Bt
Reply to ACC/Tn/208

SUBJECT : Private cars

TO : AC Tn. S/Commission
Attn. Maj. Mole E.Q.

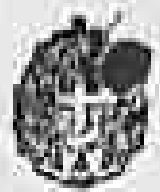
With reference to above mentioned letter we beg to report following informations supplied by Works Dept. of Naples.

- 1) The firm Molinari does not own other cars besides that requisitioned to its technical director Eng. Zaccardi.

Please therefore investigate as to the possibility to release above car.

The Chief of the Dept.
sdg Lo Cigno

6388



MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE

(1) Servizio Lavori e C.

OGGETTO. Automobili private

Roma. 25 Novembre 1944 .A.

N. 14/26395/Bt

Al N.N.A. CC/Tr/208

Al Transportation Sub Commission
 E.Q. Mole Major

R o m a

In relazione alla lettera in riferimento si comunica che la Sezione Lavori di Napoli ha informato questo Servizio che:

- 1) la ditta Molinari non possiede alcun automezzo oltre quello
 requisito al suo direttore tecnico Ing. Zaccardi. -

Si prega, quindi, studiare la possibilità del rilascio dell'automobile in questione.

IL CAPO DEL SERVIZIO

De Gregis

6387

Stab. Tip. Pucci - Ancona - Ord. 37 - 35-4-2-XX - 1.501.000 K 1

HEADQUARTERS
ALLIED COMMISSION
Transportation Sub Commission
APO 894

100/279
EJM/em
208/33

REF. : November 27th 1944
TO : Lt. Col. Lindberg,
Tptn. S.C., A.C. (Rails).
SUBJECT : Termoli - Campobasso line 279 reconstruction.

1. The reconstruction works on this line were inspected on 22nd and 23rd Nov.
2. All the work is well in hand and 95% completed. This in view of the local weather conditions is good progress.
3. The contracts will all be completed by the 21st Dec. approximate one month late.
4. The last link of this line to the junction near Termoli is over the river Biferno bridge, a combined road rail brick arch structure of some fine spans.
5. The reconstruction of this bridge was the responsibility of C.R.E. and work was put in hand over 6 months ago with a firm of contractors Iallo Pasquale.
6. Progress has been slow from the start and today there still remain four brick arches to build.
7. The C.R.E. has no further interest in the structure and has moved forward.
8. It was obvious that the contractor was not capable of getting the work completed under several months.
9. I called a meeting to which the Ing. Civile Campobasso Province and the Railway Resident Engineer were present as the responsibility for this bridge now becomes that of the Ing. Civile.

- 2 -

10. It was agreed that :

- A. The contractor was not the correct firm for the work and therefore the contract would be terminated on 26th Nov.
- B. A new contract would be made by the Ing. Civile, with a well known firm, capable of handling the work.
- C. The new contract would commence on 28 Nov. and the time allowed for completion to be 40 days with a bonus and penalty clauses.
- D. Some 150,000 bricks are required to complete the work. These it is alleged by the Ing Civile are obtainable from the Fantozzi brickfields at Benevento. Ing. Civile will visit brickfields on 29 Nov. to make all arrangements for the supply of bricks.
- E. No. 10 railway waggons will be required to transport bricks from the Fantozzi sidings to Termoli. I made the request for these waggons to Major Bowers at Naples, for the placing of the waggons in the sidings on the 3rd Dec.

Ing Civile and Railway Works Section Naples informed of this date and instructed that Fantozzi brickworks contact Station master at Benevento to obtain labels.

E. J. Nole Major

E.J. NOLE, Major,
Tptn.S.C.,A.O. (Rails).

2 copies to Major Richardson.

6385

Rome, 28 September 1944

TO MAJOR E.I. HOLM

Transportation Subcommittee

SUBJECT

Progress of the works
on the line Termoli-
Campobasso

The state of progress of the works until the 15 th inst is the following:

- 1 st) Overline bridge at Km. 12+714 - (Firm Lalle)
The deviation of the route has been over; the traffic has been also turned out. The firm is providing to the demolition of the masonry in order to prepare the plan of support of the arch.
- 2 nd) Viaduct at Km. 48+300 (Firm Vincenzo Castiglione)
The firm has provided to the demolition of the damaged masonry and it is preparing the centering with timber found in the country-side.
- 3 rd) Viaduct at Km. 58+224 - (Firm Ing. REXX Colitti Vincenzo)
The deviation of the route is being made; in the same time the firm is providing to the demolition of the damaged abutments.
- 4 th) Viaduct at Km. 65+976 (Firm Cerimele Salvatore)
The firm is providing to the construction of a pilaster.
- 5 th) Tunnel at Km. 66+200 (Firm Cerimele Salvatore)
The firm is providing to removing the materials; in 10 days the removing will be completely over. The firm will provide to the repair of the disconnected revetment.
- 6 th) Viaduct with 3 arches at Km. 72+260 (Firm Cerimele Salvatore)
The rebuilding of all pilasters has been begun. The pilaster towards Campobasso is already finished. The centering of the first arch has been built. The other centerings for the other arches are being prepared.
- 7 th) Tunnel at Km. 72+700 (Firm Cerimele Salvatore)
The firm has begun the removing of the materials at the entrance of the tunnel as well as at the it's end; 3 meters of it have been already cleared.
- 8 th) Tunnel at Km. 79+500 (Firm Felice Di Penta)
The removing of the materials is going on, either at the entrance

SUBJECT

Progress of the works
on the line Termoli-
Campobasso

The state of progress of the works until the 15th inst is the following:

- 1 st) Overline bridge at Km. 12+714 - (Firm Lulle)
The deviation of the route has been over; the traffic has been also turned out. The firm is providing to the demolition of the masonry in order to prepare the plan of support of the arch.
- 2 ac) Viaduct at Km. 48+300 (Firm Vincenzo Castiglione)
The firm has provided to the demolition of the damaged masonry and it is preparing the centering with timber found in the country-side.
- 3 rd) Viaduct at Km. 58+824 - (Firm Ing. Luigi Colitti Vincenzo)
The deviation of the route is being made; in the same time the firm is providing to the demolition of the damaged abutments.
- 4 th) Viaduct at Km. 65+976 (Firm Cerimele Salvatore)
The firm is providing to the construction of a pilaster.
- 5 th) Tunnel at Km. 66+200 (Firm Cerimele Salvatore)
The firm is providing to removing the materials; in 10 days the removing will be completely over. The firm will provide to the repair of the disconnected revetment.
- 6 th) Viaduct with 5 archs at Km. 72+350 (Firm Cerimele Salvatore)
The rebuilding of all pilasters has been begun. The pilaster towards Campobasso is already finished. The centering of the first arch has been built. The other centerings for the other archs are being prepared.
- 7 th) Tunnel at Km. 73+700 (Firm Cerimele Salvatore)
The firm has begun the removing of the materials at the entrance of the tunnel as well as at the it's end; 8 meters of it have been already cleared.
- 8 th) Tunnel at Km. 79+500 (Firm Felice Di Penta).
The removing of the materials is going on, either at the entrance or at the end.
- 9 th) Viaduct at Km. 80+814 (Firm Felice Di Penta)
The construction of the masonry of all pilasters is going on; two pilasters are already over.
- 10 th) Tunnel at Km. 80+893 (Firm Felice Di Penta)
The removing of the materials is going on, either at the entrance of the tunnel or at it's end.

./.

- 11 th) Tunnel at Km. 81+323 (Firm Felice Di Penta)
The removing of the materials is going on; about 25 meters of the tunnel have been cleared.
- 12 th) Viaduct at Km. 81+304 (Firm Felice Di Penta)
The Firm has finished the construction of the foundations of the wing-wall towards Ternoli. It is also providing to the excavation of the foundations of the other wing-walls.
- 13 th) Viaduct at Km. 83+911 (Firm Molinari Natale)
The construction of the arch towards Benevento is over. The second arch is being built.
The lieutenant colonel Bright of the A.C.C. Lucera went to Campobasso last days and gave n.9 Lorries to the Section of Naples for the transportation of the materials.
About 100 T. of concrete has been already arrived at Gaglianese and it has been unloaded in the workshops.
I beg you to provide to sending other 100 T. of concrete.
At last I beg you to hasten the issue of the guns of M48 Jeep for the motor-car n. 20005.

IL CAPO DEL SERVIZIO LAVORI

6383

Subject: Cement Supply Termoli
Campobasso Line.

Transportation Increment.
C.M.F.

Tele. Firebox 81
Outside Line 843116

Ref. Tn.A.4/122
23 Sept. '44.

To: Tn., A.C.C. (Mjr Mole)
M.R.S. (Blag).

Copy to: Tn. 2.

1. Reference enquiry by Major Mole regarding cement deliveries by Tn.(British) to Termoli - Campobasso line for A.C.C. use.
2. The following is the total quantity of cement supplied to date:-

100 tons total : Wagon numbers 1702, 1022057, 486049,
411231, 483356

all despatched Sept. 6th and consigned to "TN. A.C.C.
TERMOLI, I.S. Railway.

3. Shortage of wagons has prevented additional deliveries of cement being made but this matter is being rectified by our Stores branch.

4. It seems that the cement which the I.S.R say was consigned to A.P.O. 384 has no connection at all with Tn. (British).

G.C.R. Carey

(G.C.R. Carey)
S/Captain
for Brig.

Director of Transportation

I.S.R. informed

25/9/44

6382

Italian State Railway

Translation

Campobasso, 19 Agosto 1944

Subject:

Rehabilitation works on the
Termoli-Campobasso line

To Major E J Mole
ACC.Tr. Subcommission
General Direction I.S.R.
Piazza Croce Rossa

Roma

The Termoli Campobasso line, rehabilitation works have been allotted as you know, divided in 5 allotments, to the Firms: Lallo, Castiglione, Colitti, Cerimele and Di Penta.

The works have been started on 16 August 1944
I send you a copy in English language of the relative contracts.

Concerning materials I inform you of what follows:

- 1) Bricks Major Cameron (369 works Section) has informed me to have released the Boronello brick - kiln production. Therefore, the I.S.R. Administration have purchased 2,500,000 bricks, at said kiln. Such bricks are to be delivered within October. Other 100,000 bricks could be supplied by Boiano and Cantalupo kilns.
- 2) Cement - The first cement stock is not yet arrived at Termoli - I beg you, therefore, to urge the consignement from Bari to Gaglianese where an appropriate store house is ready.

I beg you also to dispose that, if possible, the cement consignments will be effected according to the following quantities:

on 15 August	500 quintali
on 1 September	1000 quintali
on 15 September	500 quintali
on 1 October	500 quintali
on 15 October	500 quintali

€381

The Termoli Campobasso line, rehabilitation works have been allotted as you know, divided in 5 allotments, to the Firms: Lallo, Castiglione, Colitti, Cerimele and Di Penta.

he works have been started on 16 August 1944

I send you a copy in English language of the relative contracts. Concerning materials I inform you of what follows:

1) Bricks Major Cameron (369 works Section) has informed me to have released the Boranello brick - kiln production. Therefore, the I.S.R. Administration have purchased 8,300,000 bricks, at said kiln. such bricks are to be delivered within October. Other 100,000 bricks could be supplied by Boiano and Cantalupo kilns.

2) Cement - The first cement stock is not yet arrived at Termoli - I beg you, therefore, to urge the consignement from Bari to Gaglianesei where an appropriate store house is ready.

I beg you also to dispose that, if possible, the cement consignement will be effected according to the following quantities:

on 15 August	500 quintali
on 1 September	1000 quintali
on 15 September	500 quintali
on 1 October	500 quintali
on 15 October	500 quintali

€381

2) Stone - Considering the difficulties which shall be explained, hereafter, and following appropriate inquiries of this Office the stone supply problem has been solved in such manner as to avoid transportations; namely, we have applied^{to} Stone quarries located near each workshop.

4) Lime - Also lime shall be supplied directly on the spot, in order to avoid transportations.

./.

- 5) Sand The sand, necessary for the works, should be carried from Boiano or from Termoli. We are testing some local sands, located near the workshops, owing to the difficulties to obtain transportation means.
- 6) Transportations -- This problem is the sole still unsolved, in spite of this Office's interest in the matter. I have contacted Capt. Catchell, according to our understanding on the meeting, held on 7 August, he has informed me to have no transportation means available and consequently he has addressed our request to the Province Prefect.
- This Prefect, too, refers that no transportation means are available, as the few motor trucks are necessary for food services.
- It is impossible to get private motor-trucks as the few efficient ones are all frozen either by the A.M.C. or by the Prefect.
- On the contrary, 10 motortrucks have been granted permanently to the civil Engineering Office, which on these days has finished the reconstruction of bridges placed on main roads, and it has now only to build some bridges located on secondary roads. Could you intervene in order to grant to this office at least 5 motortrucks for 3 months?
- You will kindly realize ^{that} works cannot go on without these transportation means. Our office has already tried to reduce their number to the indispensable minimum, that is to those necessary only to carry cement and bricks.
- I beg you, therefore, to take interest in the matter **6380** solve it with your efficient intervention.
- The best solution might be to grant directly to this office certain motortrucks for a certain period, that is at least 5 motortrucks for 3 months.
- 7) Gasoline supply -- 600 liters of gasoline, are monthly necessary,

means.

6) Transportations -- This problem is the sole still unsolved, in spite to this Office's interest in the matter. I have contacted Capt. Gatchell, according to our understanding on the meeting, held on 7 August, he has informed me to have no transportation means available and consequently he has addressed our request to the Province Prefect.

This Prefect, too, refers that no transportation means are available, as the few motor trucks are necessary for food services.

It is impossible to get private motor-trucks as the few efficient one are all frozen either by the L.L.S. or by the Prefect.

On the contrary, 10 motortrucks have been granted permanently to the civil Engineering Office, which on these days has finished the reconstruction of bridges placed on main roads, and it has now only to build some bridges located on secondary roads. Could you intervene in order to grant to this office at least 5 motortrucks for 3 months?

You will kindly realize ^{the} works cannot go on without these transportation means. Our office has already tried to reuse their number to the indispensable minimum, that is to those necessary only to carry cement and bricks.

I beg you, therefore, to take interest in the matter **6380** solve it with your efficient intervention.

The best solution might be to grant directly to this office certain motortrucks for a certain period, that is at least 5 motortrucks for 3 months.

7) Gasoline supply ~ 600 liters of gasoline, are monthly necessary to let our officials inspect daily works.

I beg you, therefore, to order to the local ACC Officer to allot to the car target N.A. 20163 the above mentioned quantity of gasoline (600 liters for each month), only for August, September, October and November months.

/./

Tires supply - As for my verbal request, 4 jeep tires should be granted to keep efficient the car that I use to ride between Naples and Campobasso.

I beg you, therefore, to authorize the Naples ACC. to supply the car target Fiat NA 20505 with the above mentioned tires.

On 1st September I will send you a detailed report about works' progress.

Accept my best regards

the 2nd group Chief
signed Eng. Paolo Ferone

Please address the reply to:
Eng. Paolo Ferone
I S R Works Section
25 Cariatati Street - Naples

623

MINISTRY OF COMMUNICATIONS
WORKS SECTION - NAPLES

Naples 14 August 1944

Gr. 2/8329

SUBJECT:

Re-operation of the Termoli-
Campobasso line

To Major MCLE
Transportation Sub-Commission
Villa Patrizi

R o m e

1) Reference to our agreement of 7 August, I inform you that, according to the competitions concerning the allotment of repair works on the Termoli-Campobasso line, the following firms have been charged with works:

- 1st allotment: reconstruction of the railroad over pass at Km. 12 + 374 - to the Firm LALLO
- 2nd allotment: reconstruction of the viaduct at Km. 48 + 300 to the Firm Eng. CASTIGLIONE
- 3rd allotment: reconstruction of the viaduct at Km. 58 + 304 to the Firm Eng. COLITTI
- 4th allotment: reconstruction of the viaducts at Km. 65 + 976 and 72 + 620 and tunnels at Km. 66 + 124 and 72 + 699 to the Firm GERIMBLE Salvatore
- 5th allotment: reconstruction of the viaduct at Km. 80 + 814 and 81 + 504 and tunnels at Km. 79 + 435 - 80 + 893 and 81 + 323 to the Firm DI PENTA Felice -
- 6th allotment: reconstruction of the bridge at Km. 83 + 911, 58 near Campobasso station to the Firm MONTANARI Natale -

I will forward to you a copy of the contracts.

THE CHIEF OF WORKS SECTION

signed.....

MINISTERO DELLE COMUNICAZIONI
SEZIONE LAVORI DI NAPOLI

=====

NAPOLI 14/8/1944

N°Gr.2/ 8329

SIG. MAJOR MOLE

ACC Transportation Subcommittee

Villa Patrizi

Riattivazione linea

Termoli-Campobasso

ROMA

Come da accordi intervenuti con la S.V. il 7 agosto u.s. vi informo che sono state esperite le gare per l'affidamento dei lavori di riattamento della linea Termoli-Campobasso i quali sono rimasti così aggiudicati:

1°-Lotto- Ricostruzione sottovia Km.12+374 alla ditta LALLO

2°-Lotto- Ricostruzione viadotto Km.48+300 alla ditta Ing.

CASTIGLIONE

3°-Lotto- Ricostruzione viadotto Km.58+304 alla ditta Ing.

COLITTI

4°-Lotto-Ricostruzione viadotti Km.65+976 e 72+620 e gallerie al Km.66+124 e 72+699 alla

ditta CERIMELE SALVATORE

5°-Lotto-Ricostruzione viadotti Km.80+814 e 81+504 e gallerie al Km.79+435-80+893 e 81+323

alla ditta DI PENTA FELICE **6377**

6°-Lotto-Ricostruzione ponte al Km.83+911,58 presso la stazione di Campobasso alla ditta MOLINARI NATALE.

Faro seguito per rimettere copia dei contratti.

IL CAPO DELLA SEZIONE LAVORI

di. L. L. L.

Come da accordi intervenuti con la S.V. il 7 agosto u.s. vi informo che sono state esperite le gare per l'affidamento dei lavori di riattamento della linea Termoli-Campobasso i quali sono rimasti così aggiudicati:

1°-Lotto- Ricostruzione sottovia Km.12+374 alla ditta LALLO

2°-Lotto- Ricostruzione viadotto Km.48+300 alla ditta Ing.

CASTIGLIONE

3°-Lotto- Ricostruzione viadotto Km.58+304 alla ditta Ing.

COLITTI

4°-Lotto-Ricostruzione viadotti Km.65+976 e 72+620 e

gallerie al Km.66+124 e 72+599 alla

ditta CERIMALE SALVATORE

5°-Lotto-Ricostruzione viadotti Km.80+814 e 81+504 e

gallerie al Km.79+435-80+893 e 81+323

alla ditta DI PENTA FELICE **6377**

6°-Lotto-Ricostruzione ponte al Km.83+911,58 presso la sta-

zione di Campobasso alla ditta MOLINARI NATALE.

Faro seguito per rimettere copia dei contratti.

IL CAPO DELLA SEZIONE LAVORI

di Manno

To: HQ. AUC. Transportation Sub-Commission
(atten Maj. E.J.Mole)
From: Engineering Division, HQ.AMG. Region 5
Subject: Campobasso-Termoli-Railway
Ref: R5/516/4
Date: 6 Sept. 1944

Ref your letter AUC En/208/27 dated 5 Sept 44.

Campobasso Province is now incorporated in Region 3 and it is regretted we are no longer in a position to assist you with transport for railway reconstruction materials.

FOR THE REGIONAL COMMISSIONER

E. J. Mole
E. J. FODEN
MAJOR
PUBLIC WORKS OFFICER
FOR REGIONAL ENGINEER



6376

4699

EJM/lr

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele. : 478701

Our reference: ACC Tn/208/27
Date : 5 Sept. 1944

SUBJECT : Termoli-Campobasso Line.

TO : HQ. ACC.
Region V
(att. Major FODEN)

1. Reference your letter R5/516/4 dated 14 Aug. 44.
2. The release of the bricks for this reconstruction has now been satisfactorily arranged.
3. The only outstanding question is now one of motor transport.
4. It is alleged by the Italian State Railway engineers that no trucks are available and the matter has been referred by Capt. Gatchell to the Prefect of the Province.
5. The Prefect states that all lorries are required for food transport but it is understood that 10 trucks have been permanently assigned to Provincial Civil Engineer for bridge reconstruction now being done on secondary roads.
6. It is therefore requested that five of these lorries be assigned to the Italian State Railways for a period of 3 months together with an adequate petrol supply.
7. In addition it is requested a monthly supply of 600 litres of petrol be made to Eng. Paolo Ferone, who is resident engineer on these works, for use in car No N.A. 20163.

Eg. Noh Ngr.
for D.S. ADAMS
Colonel, C.E.
Director, Tn. Sub-Comm.

6375

E-1/r

208/26

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele. : 478701

Date : 1 September '44

SUBJECT : Reconstruction Fermo-Comobasso Railway.

TO : Colonel D.S. ADAMS
Director Transportation Sub-Commission

for attention of Mr. Charlie Ryan

1. The reconstruction of the above line has just been commenced the total length being 100 Km.

2. Eng. Paolo Ferone, Works Section I.S/R. has been appointed resident engineer and his duties require his personal inspection of all the engineering works being undertaken over the entire length of line.

3. He has in his possession a motor car which is considered essential for his use in the proper performance of his duties but same is without tyres and inner tubes.

4. It is therefore requested that 4 tyres and tubes be released for this motor car, the particulars of which are:

Make of Car	Fiat 518
Registration No	MA 20505
Engine No	005296
Chassis No	601273
Size of Tyres	600x16

W. J. Kim inf per

W. J. Kim

W. J. Kim

by Director, Tn. Sub-Comm.

6374

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Ref: ADC Tn/208/25

Date : 9 August 44

TO : HQ A.C.C.
Region V
Attention: Major Foden.

SUBJECT : Reconstruction Termoli-Campobasso Ply.

1. The question of the supply and transport of bricks for the reconstruction of the above railway was discussed with Lt. Col. Parsons and Capt. Catchell on the 7 August and it was agreed that motor transport would be provided to haul bricks from the Bannello Brick Fields and that the supply of bricks should if possible be drawn from these fields due to the comparative short haulage.

2. The matter was next discussed with Signore Valerio the Ing. Civile of Campobasso Province who stated that the total output of these works was required for road bridge reconstruction and the building of houses.

3. The Garrison Engineer at Campobasso working under 369 Works Section R.E. was next interviewed and it was stated that as from 11 Aug the R.E. would have no further demands to make on the Bannello works thus reducing the demands on these works by some 100,000 bricks per week.

4. The estimated total requirements of bricks for the Rly reconstruction is 350,000 of which it is hoped to obtain 100,000 from numerous small brick fields in the Termoli District and the balance of 250,000 from the Bannello Works.

5. A request has been made to the C/O 369 Works Section R.E. to obtain the release of the 250,000 bricks from the Bannello Works but in the event of the Military giving up all control of these works as stated by the C.E. Campobasso it is requested that instructions are issued to the Ing. Civile Campobasso Province that the total output of the works are not be used on road bridge and house reconstruction and that a fair proportion of the weekly output be allocated to the Italian State Railway Contractors for the restoration of this very important transport link.

File per 6373

SUBJECT : Reconstruction Termoli-Campobasso Rly.

1. The question of the supply and transport of bricks for the reconstruction of the above railway was discussed with Lt. Col. Parsons and Capt. Gatchell on the 7 August and it was agreed that motor transport would be provided to haul bricks from the Barmello Brick Fields and that the supply of bricks should if possible be drawn from these fields and to the comparative short haulage.

2. The matter was next discussed with Signore Valerio the Ing. Civile of Campobasso Province who stated that the total output of these works was required for road bridge reconstruction and the building of houses.

3. The Garrison Engineer at Campobasso working under 369 Works Section R.E. was next interviewed and it was stated that as from 11 Aug the R.E. would have no further demands to make on the Barmello works thus reducing the demands on these works by some 100,000 bricks per week.

4. The estimated total requirements of bricks for the Rly reconstruction is 350,000 of which it is hoped to obtain 100,000 from numerous small brick fields in the Termoli District and the balance of 250,000 from the Barmello Works.

5. A request has been made to the C/O 369 Works Section R.E. to obtain the release of the 250,000 bricks from the Barmello Works but in the event of the Military giving up all control of these works as stated by the C.E. Campobasso it is requested that instructions are issued to the Ing. Civile Campobasso Province that the total output of the works are not be used on road bridge and house reconstruction and that a fair proportion of the weekly output be allocated to the Italian State Railway Contractors for the restoration of this very important transport link.

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

Via Vittorio Veneto
(Corporations)

Ministry of Communications
State railway
The General Director

Rome 26/7/1944
N.C.S.-350:52
al n. A.C.C. Tn./208/I5 of
29/6/1944
Lt.Col. L.E.Vining
Director Transportation S/C
A.P.O. 394

SUBJECT : Railway line Termoli-Campobasso

I thank You for the authorization given for the beginning of the repair-works of the railway line Termoli-Campobasso. I have therefore disposed that these works will begin at once under control of an engineer sent by Your Subcommission.

The work department will indicate to the above engineer the source of necessary supplies, to be allowed from time to time, the date of starting said works and the reliable contractors, who by means of bids, will be intrusted with all the works included in the first phase : the underpass at Km. 12+374, the viaduct at Km. 48+300, the bridge at Km. 58+934 and the clearing of tunnels.

Soon after we will begin the works of the second phase: the bridge on the Inferno at Km. 9+868, the viaduct at Km. 65+976; and in the third phase the viaduct at Km. 72+760.

Constructions near the Station of Ripalimosani, can be done independently from the others and so we will give out contracts for them at the same time.

The general director
General Di Raimondo

Via Vittorio Veneto
(Corporazioni)



MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
IL DIRETTORE GENERALE

Roma, 26 /7/ 1944

N. C.S.350/52

al n. ACC.Tn/208/15 del 29 /6/1944

L.T.COL. L.E. VINING
Director transportation
Subcommission

-OGGETTO-

APO 394

Linea Termoli-Campo-
basso

----- Ringrazio la S.V. dell'autorizzazione accordata per l'inizio dei lavori di ripristino della linea Termoli-Campobasso.- Ho pertanto disposto perchè detti lavori siano subito incominciati sotto il controllo dell'ingegnere incaricato di codesta Sottocommissione.

La Sezione Lavori di Napoli indicherà subito al prefato ingegnere il luogo di fornitura dei materiali occorrenti, fornitura distanziata nel tempo, nonchè la data di inizio dei lavori e le Ditte di fiducia alle quali, mediante apposite gare a termini abbreviatissimi di 3 o 4 giorni verranno affidate le opere comprese nel 1° tempo e cioè: sottopassaggio al Km.12+374, viadotto al Km. 48+300, ponte al Km. 58+934 e sgombero gallerie.

Si farà seguito subito dopo con le opere del 2° tempo: ponte sul Biferno al Km. 9+808 e viadotto al Km. 65+976, e del 3° tempo: viadotto al Km. 72+960.

Le opere d'arte presso la stazione di Ripalimosani che possono procedere indipendentemente dalle prime, verranno del pari subito appaltate.

IL DIRETTORE GENERALE

6371

Luigi Ramunno

TO : HQ ACC Transportation Sub-Commission. (attn Maj E.S. WILKIN).

FROM : HQ Region V, AEG.

SUBJECT : CHIMBORAZO - TUMBURA Railway - Reconstruction.

REF : RS/546/L.

DATE : 13 Jul 44.

1. As instructed by telephone message from HQ on 3 Jul 44, the following report is submitted in regard to the supply of materials, labour and transport for the above reconstruction scheme which has been approved.

2. Materials, tools and labour required for each section of the project and in total are shown on the attached schedule. Also the sources of supply.

3. Materials.

(a) Bricks. Authority has been given by Industries and Commerce Sub-Commission to Regional Supply Officer, HQ AEG Region V, to obtain bricks for approved AEG projects from the Activation Brick Works, LIXERA, (Pazña Province) - see letter ref AC/546/EC dated 30 May 44. This brick works has a potential output of 70,000 bricks per day.

(b) Cement. Is not procurable locally and must be obtained through ACC.

(c) Tools. Not procurable locally and must be obtained through ACC or purchased in HARTIS or WORE. It is understood that Public Works and Utilities Sub-Commission has available tools of the type required, which might be borrowed to initiate the work if Transportation Sub-Commission unable to arrange immediate supply.

4. Labour.

The bulk of the labour is available in the neighbourhood of bridges and tunnels to be reconstructed. Provision for housing any labour working at too great a distance from homes to permit of daily travel back and forth by own means can be accommodated at HINCHINSAID, S. MARTIN, HIRABONKON and CAMPOLINERO. It is not considered that motor transport for labour will be more than a casual local matter.

5. Transport.

(a) The situation in regard to Regional Civil Transport has changed since the reconstruction scheme was submitted. At that time it was anticipated considerable help could be obtained from tide courses as soon as harvest demands have been satisfied. Subsequent increase in the territory taken over by AEG Region V has imposed a heavy strain on the available Regional Civil Transport, and the allocation of vehicles by ACC will be necessary.

(b) The work falls into sections, and it is proposed to set up stock depots for materials requiring long haul - cement, bricks, posulano (volcanic sand) and timber - at

GUANAGUAY OF S. MARTIN,
BAGACAYEN, HIRABONKON, HARTIS,
HINCHINSAID OF CAMPOLINERO.

6370

3. Materials.

(a) Bricks. Authority has been given by Instructions and Comares sub-commission to Regional Supply (Cofron), III Region V, to obtain bricks for approved projects from the Agrarian Brick Works, LIMA, (Pucallpa Province) - see letter ref AG/5046/70 dated 30 May 4. This brick works has a potential output of 70,000 bricks per day.

(b) Cement. Is not procurable locally and must be obtained through

AOZ.

(c) Tools. Not procurable locally and must be obtained through AOZ or purchased in LIMA or ILO. It is understood that Public Works and Facilities Sub-Commission has available tools of the type required, which might be borrowed to initiate the work if transportation sub-commission unable to arrange immediate supply.

4. Labour.

The bulk of the labour is available in the neighbourhood of bridges and tunnels to be reconstructed. Provision for housing any labour working at too great a distance from houses to permit of daily travel back and forth by car means can be accommodated at RIVADAVIA, S. MARTIN, REABOYUNI and CAYOLINO. It is not considered that motor transport for labour will be more than a casual local matter.

5. Transport.

(a) The situation in regard to Regional Civil Transport has changed since the reconstruction scheme was submitted. At that time it was anticipated considerable help could be obtained from this source as soon as harvest demands have been satisfied. Subsequent increase in the territory taken over by III Region V has imposed a heavy strain on the available Regional Civil Transport, and the allocation of vehicles by AOZ will be necessary.

(b) The work falls into sections, and it is proposed to set up stock depots for materials requiring long haul - cement, bricks, posulano (volcanic sand) and timber - at

6370

CHACABUEN or S. MARTIN, MATRICE,
CHACABUEN, RIVADAVIA, MATRICE,
REABOYUNI or CAYOLINO.

and to have three stocks completed in 60 days. Remaining materials are obtainable within 50 km radius of the points where required.

(c) For the first 60 days or until long haul stocks are completed, it is estimated that 50 3-ton trucks or equivalent will be required. After that time the number can be reduced to 30. These numbers allow for any incidental assistance which the Regional Civil Transport will be able to offer from time to time.

FOR REGIONAL COMMISSIONER:

P.S. Officer Comptroller

MR/MR. Capt Gatchell

Private Foygen Capt Sinclair
Lima H Q

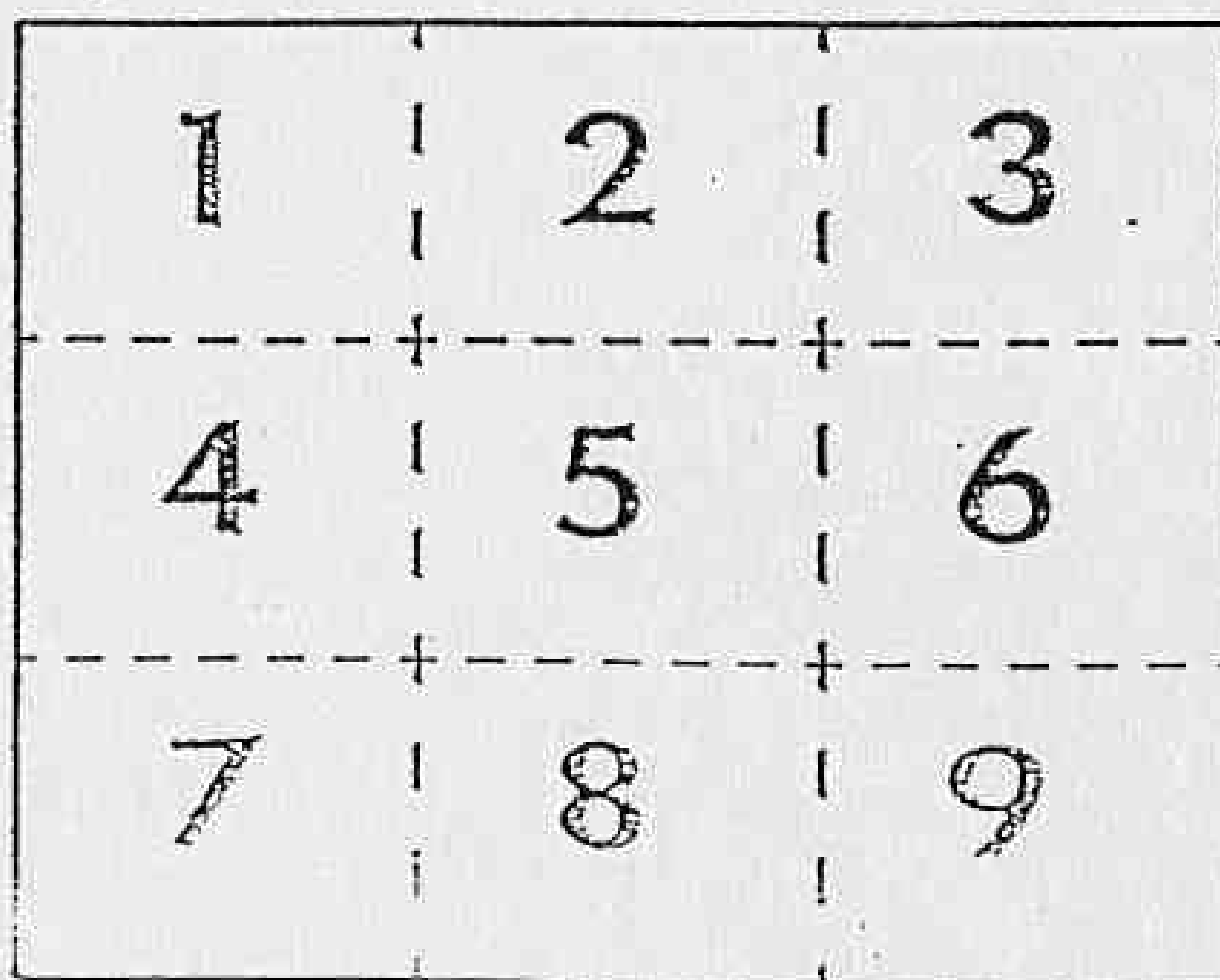
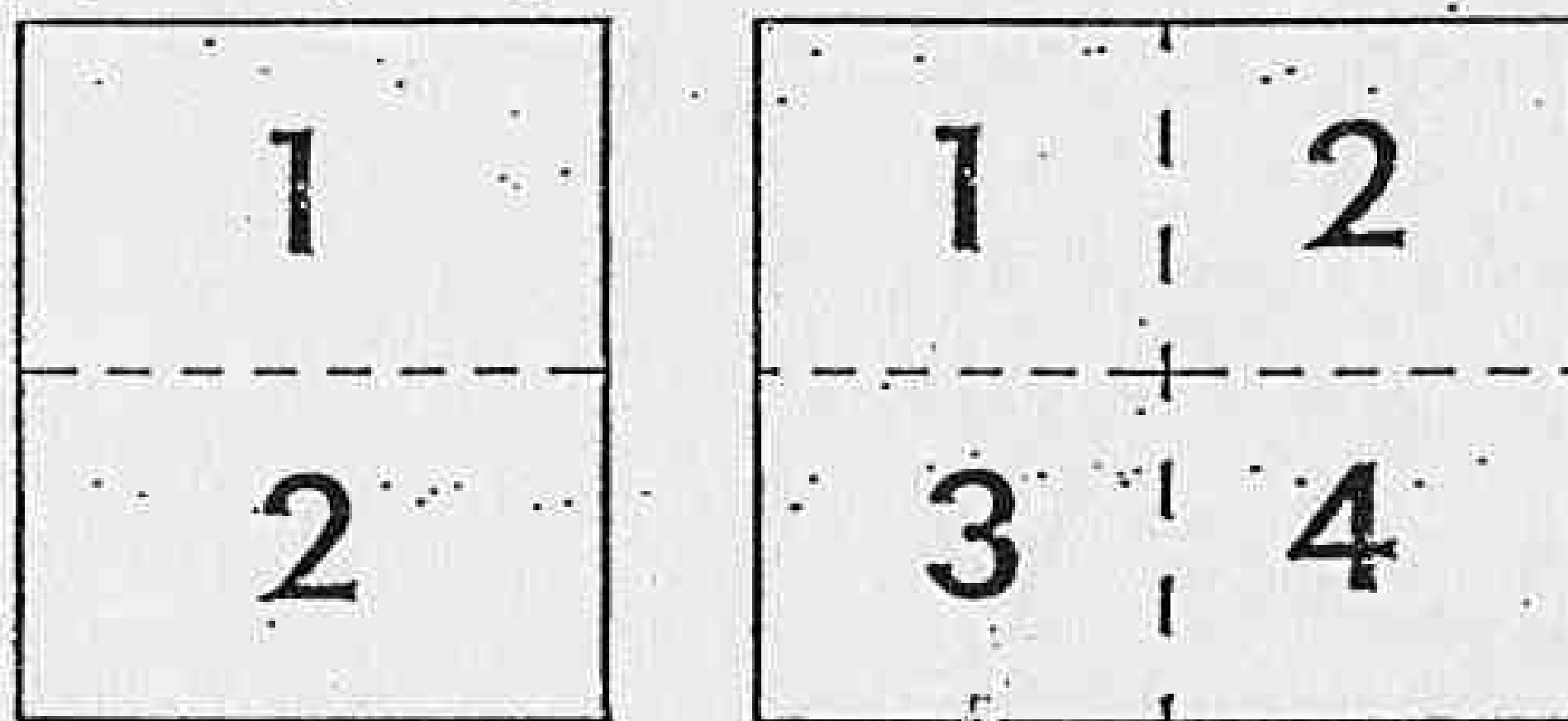
J.F. Valero
M. WILSON

Major,
Regional Public Works Officer,
for Regional Engineer.

L.U. Parsons
P.C. Comptroller

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

SEE DIAGRAMS BELOW.



G.R.	1. BRIDGE 8 m. SPAN AT KM 12+374	2. VIADUCT 10 ARCHES AT KM 48+300	3. VIADUCT 3 ARCHES AT KM 58+934	4. VIADUCT 15 ARCHES AT KM 65+976	5. TUNNEL 1787 LONG AT KM 79+100 66+124/211	6. VIADUCT 5 ARCHES AT KM 72+620	7. TUNNEL 1000 LONG AT KM 84+100
LABOURERS - EXCAVATION	-	-	10	10	20	30	40
LABOURERS - GENERAL	10	12	20	20	10	25	10
STONE MASONS	4	6	10	10	4	15	6
STONE DRESSERS	2	2	6	4	1	6	2
CARPENTERS	2	3	2	3	-	6	-
	18	23	48	47	35	82	64
SHOVELS	8	10	20	20	20	30	30
PICK AXES	2	3	20	10	10	25	20
WHEEL BARROWS - WOOD	2	3	8	4	6	10	-
WHEEL BARROWS - IRON	6	6	14	6	1	15	12
HAMMER HANDLES	-	-	5	5	2	5	2
NAILS Kg.	20	10	40	100	20	200	20
STEEL SPIKES FOR CENTERING, Kg.	40	20	140	400	-	600	-
MASONS' HAMMERS	5	5	15	10 & 15	2	15	8
CARPENTERS SAWS	1	1	1	1	1	1	-
AXES	1	1	1	1	1	1	-
AUGERS	1	1	1	1	1	1	-
DECAUVILLE TRACK M.	-	-	-	-	-	-	20

4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	TOTAL
15 ARCHES AT KM 65+976	TUNNEL M 87 LONG AT KM 79+124/1211	VIADUCT 5 ARCHES AT KM 72+620	TUNNEL M 65 LONG AT KM 72+699	TUNNEL M 202 LONG AT KM 79+435/637	VIADUCT 9 ARCHES AT 80+212	TUNNEL M 156 LONG AT KM 80+293 - 81+348	TUNNEL M 84 LONG AT 81+323/407	VIADUCT 27 ARCHES AT 81+504	VIADUCT 2 ARCHES AT KM 81+104	
10	20	30	40	50	60	10	60	20	1	310
20	10	25	15	15	30	8	-	20	8	195
10	4	15	6	6	15	6	-	10	4	96
4	1	6	2	2	6	2	-	2	2	37
3	-	6	-	-	5	-	-	2	1	24
7	35	82	63	73	116	26	60	54	15	660
20	20	30	30	35	30	10	15 40	15	2	270
10	10	25	20	20	30	5	15 40	15	2	20
4	6	10	-	-	-	5	4 5	4	2	49
6	7	15	12	12	12	6	6 -	6	3	107
5	2	5	2	2	5	1	4 8-	5	1	33
20	20	200	20	20	125	-	100 -	40	20	612
100	-	600	-	-	375	-	100 -	140	-	1712
15	2	15	45	5	15	5	10 -	8	5	100
1	1	1	-	-	2	-	10 -	1	-	9
1	1	1	-	-	2	-	10 -	1	-	9
1	1	1	-	-	2	-	10 -	1	-	9
-	-	-	200	300	100	-	-	-	-	-

10.	11.	12.	13.	TOTAL.	SOURCE	ESTIMATED TIME FOR COMPLETION
TUNNEL M 156 LONG AT KM 80+893 - 81+348	TUNNEL M 84 LONG AT 81+323/401	VIADUCT 2 ARCHES AT 81+504	VIADUCT 2 ARCHES AT KM 81+104			
10	60	20	1	310	FOR ITEMS 1, 2 & 3. TOWNS OF URURI, S. MARTINO, LARINO AND CASACCHENNA	
8	-	20	8	193		
6	-	10	4	96	FOR ITEMS 4, 5, 6 & 7. TOWNS OF RIPABOTTONI, CAMPOLISTO, MATRICE & MONTAGANO.	
2	-	2	2	37		
-	-	2	1	24	FOR ITEMS 8, 9, 10, 11, 12 & 13. TOWNS OF CAMPOBASSO, S. STEFANO, FERRAZZANO, MIRABELLO & RIPALINDOANO.	
26	60	54	15	660		
10	15	15	2	210	RELEASE THRO' A.C.F.	
5	15	15	2	202	" " "	
5	4	4	2	49	CAN BE MADE LOCALLY	
6	6	6	2	107	RELEASE THRO' A.C.F.	
1	4	5	1	33	SHOULD BE POSSIBLE TO PURCHASE NAPLES OR ROME.	
-	100	40	20	615		
-	100	140	-	1715	MADE LOCALLY IF STEEL PROVIDED	
5	10	8	5	1095	RELEASE THRO' A.C.F. OR PURCHASE	
-	10	1	-	9	PURCHASE NAPLES OR ROME	
-	10	1	-	9		
-	10	1	-	9		

MASONS HAMMERS		25	25	15	10 & 15	2	15	85
CARPENTERS SAWS		1	1	1	1	1	1	-
AXES		1	1	1	1	1	1	-
AUGERS		1	1	1	1	1	1	-
DECAUVILLE TRACK	M.	-	-	-	-	-	-	300
CONTRACTORS WAGGONS		-	-	-	-	-	-	4
BULLDOZER		-	-	-	-	-	-	-
CEMENT	TONS	12	21	170	45	6	64	-
POZZOLI (VOLCANIC SAND) M.C.		25	7	85	60	30	170	35
LIME	TONS	4	1	14	10	5	30	6
TIMBER	M.C.	20	10	30	80	4	140	-
BRICKS		15,000	36,000	22,000	60,000	2,000	10,000	-
STONE	M.C.	150	70	300	380	50	500	50
SAND	M.C.	30	70	40	100	5	160	-
ESTIMATE TIME FOR COMPLETION	DAYS	40	50	70	70	60	90	90

10 0, 15	2	15 30	35	5 10	15 30	5	10 -	8 10	5
1	1	1	-	-	2	-	X -	1	-
1	1	1	-	-	2	-	X -	1	-
1	1	1	-	-	2	-	X -	1	-
-	-	-	300	300	100	-	- -	-	-
-	-	-	4	4	2	-	- -	-	-
-	-	-	-	-	1	-	- -	-	-
45	6	64	-	-	75	-	7	20	4
60	30	170	35	35	240	35	-	200	10
10	5	30	6	6	40	6	-	35	15
80	4	140	-	-	140	-	-	30	4
60,000	2000	10,000	-	-	90,000	-	-	24,000	-
380	50	500	50	50	700	50	-	400	50
100	5	160	-	-	160	-	20	40	8
70	60	90	90	100	90	95	80	70	40

		8	5	10095	RELEASE THRO' ACC OR PURCHASE
	X -	1	-	9	PURCHASE NAPLES OR ROME
	X -	1	-	9	
	X -	1	-	9	
	-	-	-	100	AVAILABLE IN PROVINCE
	-	-	-	10	SALVAGE IN PROVINCE
	-	-	-	1	NOT ESSENTIAL.

-	1	20	4	106 211	RELEASE THRO' ACC.
35	-	200	10	520 930	AVELLINO
6	-	25	15	102 174	LOCAL LIME KILNS
-	-	20	4	174 428	DIETRABONDANTE (CAMPBASSO PROVINCE).
-	-	24,000	-	352,000	LUCERA
50	-	400	50	2750	LOCAL QUARRIES
-	20	40	8	633	LOCAL SAND PITS.

95 80 70 40 150

0983

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

6363

CONFIDENTIAL

208/22

HQ REGION 5 AMG

ACC ADVANCE FROM ADAMS

615

17 JULY 44

CONFIDENTIAL

PRIORITY

TRANSPORTATION SUB-
COMM.

REFERENCE YOUR THREE TWO ZERO DATED ONE TWO JULY PD PAREN TO HQ REGION FIVE AMG
FROM ACC ADVANCE PAREN ~~WOLF~~ ADMITTED HOSPITAL FOR SHORT TIME PD WILL SUGGEST
ALTERNATIVE DATES ON HIS RETURN TO DUTY PD

L.T. MONTANT Jr.
1st Lieut. AND
Adjutant

D S ADAMS
Colonel.

6368

EDY V ECO NR 156 IMPORTANT T
FROM HQ REGION FIVE ANG 121600
TO ACC MAIN

GR 29 BT

320 FOR TRANPTN SUB - COM . REF YOUR 7343 .

SUGGEST ONE SEVEN OR ONE EIGHT JULY FOR MEETING WITH MOLE .
ALTERNATIVELY WILL ARRANGE MEET MOLE ON DATE CONVENIENT TO

HFM

BT

REPTNS ~~156~~ PIP T ~~121600~~ 29 ~~320~~

~~TRANPTN 7343~~

15 Jul 98 SFK B

Econ Sec Tm / 891



ACTION

N 34/15

Acc List
Action - Econ Sec (3)
Info - A/C.C.
FILE (2)
FLORAT

TOR
2050
SL

891

ACC MAIN

HA REGION FIVE AMB
320



34/15

JULY 12/1600

NONE
IMPORTANT
CITE: NONE

FOR TRAMPTN SIB COMMISSION. REF YOUR 7343. SUGGEST 17 OR 18 JULY FOR MEETING WITH
MOLE. ALTERNATIVELY WILL ARRANGE MEET MOLE ON DATE CONVENIENT TO HIM

ACCDIST

ACTION SCOM SEC (3)

INFO A/CC
FILE (2)
FLOAT

6367

15 Jul
98

JULY 15/

CONFIDENTIAL

oe 1802

HQ REGION FIVE CAMPOBASSO

ACC READ FOR VINING

7343

11 JULY 44

CONFIDENTIAL

PRIORITY

TH SUBCOMMISSION

IMPOSSIBLE ATTEND MEETING ONE TWO JULY ED PAREN TO HQ REGION FIVE CAMPOBASSO
FOR PAREN FROM ACC MAIN FOR VINING SIGNED STONY PAREN NOTIFY MOLE LATER DATE PD

CONFIDENTIAL

N. PIOMBINO, CMC, USA,
ASST. ADJUTANT
LT COL
LE VINI

IMPOSSIBLE ATTEND MEETING ONE TWO JULY HD PAREN TO HQ REGION FIVE CAMPORASSO
FOR FODEN FROM ACC MAIN FOR VINING SIGNED STONE PAREN NOTIFY MOLE LATER DATE ED

CONFIDENTIAL

N. PIOMBINO, CMO, USA,
ASST. ADJUTANT
LT COL LE VINI

Major Mole

Sir:
I added your name
to signal with permission
of Capt Boddy, to make
it clear to receiving incl.
Sgt. G. Gaudens

6306

0989

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

ACTION COPY

N7/089 3188
Tr

3 MJDY V LRAR NRS211 IMPORTANT

FROM NO REGIO V ANG 021730

TO ACC MAIN

GE--- BT

302 FOR TRANSPORTATION SUB COMMISSION(.)

ATTENTION MAJOR MOLE(.) RECEIVED YOUR TELEPHONE MESSAGE

CAMPOBASSO TERNOLI RAILWAY(.) ~~PREPARE~~ PREPARING QUANTITIES AND

V SUGGEST YOU MEET ME CAMPOBASSO 12 JULY(.) REPLY DELAYED

OWING ABSENCE IN AQUILA(.) ACKNOWLEDGE

BT

SENT NR 3

0110 B RJK B

RECD NR 3

0110VB SS



ACC MAIN DIST
 ACTION - ECON SEC (3)
 INFO - DE P. C. C
 FILE
 FLOAT (2)

6365

9 July
25

TO : HQ ACC Transportation Sub-Commission. (a. Maj E. J. MOSE).

FROM : HQ Region V, ACC.

SUBJECT : CANFORASSO - TERNOLI Railway - Reconstruction.

REF : 35/516/4.

DATE : 15 Jul 44.

1. As instructed by telephone message from Major Mole on 5 Jul 44, the following report is submitted in regard to the supply of materials, labour and transport for the above reconstruction scheme which has been approved.

2. Materials, tools and labour required for each section of the project and in total are shown on the attached schedule. Also the source of supply.

3. Materials.

(a) Bricks. Authority has been given by Industries and Commerce Sub-Commission to Regional Supply Officer, HQ AMG Region V, to obtain bricks for approved AMG projects from the Adriatica Brick Works, LUCERA, (Foggia Province) - see letter ref ACC/5046/IC dated 30 May 44. This brick works has a potential output of 70,000 bricks per day.

(b) Cement. Is not procurable locally and must be obtained through ACC.

(c) Tools. Not procurable locally and must be obtained through ACC or purchased in NAPLES or Rome. It is understood that Public Works and Utilities Sub-Commission has available tools of the type required, which might be borrowed to initiate the work if transportation Sub-Commission unable to arrange immediate supply.

4. Labour.

The bulk of the labour is available in the neighbourhood of bridges and tunnels to be reconstructed. Provision for housing any labour working at too great a distance from homes to permit of daily travel back and forth by own means can be accommodated at BIPONTINO, S. MARTINO, RIPABOTTONE and CAMPOLIBRO. It is not considered that motor transport for labour will be more than a casual local matter.

5. Transport.

(a) The situation in regard to Regional Civil Transport has changed since the reconstruction scheme was submitted. At that time it was anticipated considerable help could be obtained from this source as soon as harvest demands have been satisfied. Subsequent increase in the territory taken over by AMG Region V has imposed a heavy strain on the available Regional Civil Transport, and the allocation of vehicles by ACC will be necessary.

(b) The work falls into sections, and it is proposed to set up stock depots for materials requiring long haul - cement, bricks, Pozzuolo (volcanic sand) and timber - at

QUERQUETTES or S. MARTINO,
CASACALANDA, RIPABOTTONE, MARRICA,

6363

3. Materials.

(a) Bricks. Authority has been given by Industries and Commerce Sub-Commission to Regional Supply Officer, HQ AM Region V, to obtain bricks for approved AM projects from the Idriatica Brick Works, LUJERA, (Poggia Province) - see letter ref AG/5046/IC dated 30 May 44. This brick works has a potential output of 70,000 bricks per day.

(b) Cement.

Is not procurable locally and must be obtained through

ACC.

(c) Tools. Not procurable locally and must be obtained through

ACC or purchased in NAPLES or ROME. It is understood that Public Works and Utilities Sub-Commission has available tools of the type required, which might be borrowed to initiate the work if transportation Sub-Commission unable to arrange immediate supply.

4. Labour.

The bulk of the labour is available in the neighbourhood of bridges and tunnels to be reconstructed. Provision for housing any labour working at too great a distance from homes to permit of daily travel back and forth by own means can be accommodated at RIPOLESANO, S. MARTINO, RIPABOTTIONI and CARCILLERO. It is not considered that motor transport for labour will be more than a casual local matter.

5. Transport.

(a) The situation in regard to Regional Civil Transport has changed since the reconstruction scheme was submitted. At that time it was anticipated considerable help could be obtained from this source as soon as harvest demands have been satisfied. Subsequent increase in the territory taken over by AMG Region V has imposed a heavy strain on the available Regional Civil Transport, and the allocation of vehicles by ACC will be necessary.

(b) The work falls into sections, and it is proposed to set up stock depots for materials requiring long haul - cement, bricks, pozzolano (volcanic sand) and timber - at

GUALLONESI or S. MARTINO, MATRIDA,
CASACALANDA, RIPABOTTIONI,
RIPOLESANO or CARCILLASSO,

and to have these stocks completed in 60 days. Remaining materials are obtainable within 50 km radius of the points where required.

(c) For the first 60 days or until long haul stocks are completed, it is estimated that 50 5-ton trucks or equivalent will be required. After that time the number can be reduced to 30. These numbers allow for any incidental assistance which the Regional Civil Transport will be able to offer from time to time.

FOR REGIONAL COMMISSIONER:

E. J. J. J.
S. E. J. J.

Major,
Regional Public Works Officer,
For Regional Engineer.

JEF/REC.

	1 Bridge 8 m Span At Km 12+574	2 Viaduct 10 Arches At Km 48+500	3 Viaduct 5 Arches At Km 58+934	4 Viaduct 15 Arches At Km 65+976	5 Tunnel 11.87 Long At Km 66+124/211	6 Viaduct 5 Arches At Km 72+620	7 Tunnel 4.65 Long
Labourers-Excavation	—	—	10	10	20	30	40
Labourers-General	10	12	20	20	10	25	15
Stone Masons	4	6	10	10	4	15	6
Stone Dressers	2	2	6	4	1	6	2
Carpenters	2	3	2	3	—	6	—
	18	23	48	47	35	82	63
Shovels	8	10	20	20	20	30	30
Pickaxes	2	3	20	10	10	25	20
Wheel Barrows-Wood	2	5	8	4	6	10	—
Wheel Barrows-Iron	6	6	14	6	7	15	12
Hammer Handles	—	—	5	5	2	5	2
Nails kg	20	10	40	100	20	200	20
Steel Spikes For Centering	40	20	140	100	—	600	—
Masons' Hammers	5	5	15	10	2	15	5
Carpenters Saws	1	1	1	1	1	1	—
Axes	1	1	1	1	1	1	—
Augers	1	1	1	1	1	1	—
Décauville Track M	—	—	—	—	—	—	500

4 15 Arches At KM 63+916	5 Tunnel M 87 Long At KM 66+124/811	6 Viaduct 5 Arches At KM 72+620	7 Tunnel M 65 Long At KM 72+699	8 Tunnel M 202 Long At KM 79+435/637	9 Viaduct 9 Arches At 80+814	10 Tunnel M 156 Long At KM 80+893 - 81+048	11 Tunnel M 84 Long At 81+323/407	12 Viaduct 7 Arches At 81+504	13 Viaduct 2 Arches At KM 81+704	Total
10	20	30	40	50	60	10	60	20	-	310
20	10	25	15	15	30	8	-	20	8	190
10	4	15	6	6	15	6	-	10	4	90
4	1	6	2	2	6	2	-	2	2	37
3	-	6	-	-	5	-	-	2	1	24
47	35	82	63	75	116	26	60	54	15	600
20	20	30	30	35	50	10	40	15	2	210
10	10	25	20	20	30	5	40	15	2	200
4	6	10	-	-	-	5	5	4	2	40
6	7	15	12	12	12	6	-	6	5	70
5	2	5	2	2	5	1	-	5	1	20
100	20	200	20	20	125	-	-	40	20	600
400	-	600	-	-	375	-	-	140	-	1000
10	2	15	5	5	15	5	-	8	5	50
1	1	1	-	-	2	-	-	1	-	10
1	1	1	-	-	2	-	-	1	-	10
1	1	1	-	-	2	-	-	1	-	10
-	-	-	500	300	100	-	-	-	-	900

10 Tunnel 1156 long At KM 80+893 - 81+048	11 Tunnel 1184 long At 81+323/407	12 Viaduct 7 Arches At 81+504	13 Viaduct 2 Arches At KM 81+704	Total	Source
10	60	20	-	310	For items 1,2,3 Towns of Utruri, S. Martino, Larino and Casacalenda
8	-	20	8	193	
6	-	10	4	96	For items 4,5,6 & 7 Towns of Ripabottoni, Campolieto, Matrice & Montegano.
2	-	2	2	37	
-	-	2	1	24	For items 8,9,10, 11, 12 & 13 Towns of Campobasso S. Stefano, Ferrazzano, Mirebello & Ripalimosano
26	60	54	15	660	
10	10	15	2	210	Release THRO' A.C.C
5	10	15	2	202	" " "
5	5	4	2	49	Can be made locally
6	-	6	5	107	Release THRO' A.C.C.
1	-	5	1	33	Should be possible to Purchase Naples or Rome
-	-	40	20	615	
-	-	140	-	1715	Made locally if steel provided
5	-	8	5	95	Release THRO' ACC. or purchase
-	-	1	-	9	Purchase Naples or Rome
-	-	1	-	9	
-	-	1	-	9	
-	-	-	-	100	Available in province

Masons' Hammers	5	5	15	10	2	15	5
Carpenters Saws	1	1	1	1	1	1	-
Axes	1	1	1	1	1	1	-
Augers	1	1	1	1	1	1	-
Decauville Track M	-	-	-	-	-	-	500
Contractors Wagons	-	-	-	-	-	-	1
Bulldozer	-	-	-	-	-	-	-
Cement Tons	12	27	17	45	6	64	-
Pozzuli (Volcanic Sand) M.C.	25	7	85	60	30	170	55
Lime Tons	4	1	14	10	5	30	6
Timber M.C.	20	10	30	80	4	140	-
Bricks	15 000	36 000	23 000	62 000	2 000	10 000	-
Stone	150	70	300	380	50	500	50
Sand	30	70	40	100	5	160	-
Estimated Time For completion Days	40	50	70	70	60	90	90

100	-	100	-	-	275	-	-	140	-
10	2	15	5	5	15	5	-	8	5
1	1	1	-	-	2	-	-	1	-
1	1	1	-	-	2	-	-	1	-
1	1	1	-	-	2	-	-	1	-
-	-	-	500	300	100	-	-	-	-
-	-	-	1	1	2	-	-	-	-
-	-	-	-	-	1	-	-	-	-
45	6	64	-	-	75	-	7	20	4
60	30	170	35	25	260	35	-	200	10
10	5	30	6	6	60	6	-	35	15
80	4	140	-	-	110	-	-	30	4
60,000	2,000	10,000	-	-	93,000	-	-	24,000	-
380	30	500	50	30	700	50	-	100	50
100	5	160	-	-	160	-	20	40	8
70	60	90	90	100	90	95	80	70	10

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-	-	140	-	1715	Made locally if steel provided	
5	-	8	5	95	Release THRO' ACC. or purchase	
-	-	1	-	9	Purchase Naples or Rome	
-	-	1	-	9		
-	-	1	-	9		
-	-	-	-	700	Available in province	
-	-	-	-	10	Salvage in province	
-	-	-	-	1	not essential.	
-	-	-	-	-		
-	7	20	4	277	Release THRO' ACC.	
55	-	200	10	932	Avellino	
6	-	55	15	172	Local Lime kilns.	
-	-	30	4	458	Pietrabbondante (Campobasso province)	
-	-	24000	-	352000	Lucera	
50	-	400	50	2750	Local Quarries	
-	20	40	8	633	Local sand pits	
95	80	70	40	150		

0998

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

6362

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

MF/ml

ES/44A

28 June 44

SUBJECT: Italian State Railway - Termoli-Campobasso Line.

TO : Transportation Sub-Commission

1. Reference your ACC Tn/208/11 of 23 Jun 44, para 5, authority is hereby granted for the reconstruction of the TERMOLI - CAMPOBASSO Line.

2. A copy of Finance Sub-Commission's letter 13079/F of 27 June 44 to the Ministry of the Treasury approving of this expenditure of 25 million lire has already been forwarded you direct by Finance Sub-Commission.

Copy to:
Finance Sub-Commission

J. Bruce Thompson
A D. S. ADAMS *Maj. RA*
Colonel, C. E.
Executive Officer,
Economic Section.

6361

HEADQUARTERS

LEV/cg.

ALLIED CONTROL COMMISSION

Transportation Sub-Commission

APO 394.

Our reference : ACC In/208/2
Date : 23 May 44.

TO : Vice President,
Economic Section,
HQ ACC.

SUBJECT: Report on ISR Standard Gauge line Termoli - Campobasso.

1. Attached is a report submitted by Major E.J. Mole, Railway Engineer of the Transportation on the above-mentioned section of the railway.
2. After a survey of the line by Major Mole, the report gives the requirements in the way of material necessary, also labour wanted, in order to get the section in a fit state for railway operation.
3. There are no unsurmountable difficulties which present themselves, and it is estimated that if the work is taken in hand at once it will take approximately 6 months to complete.
4. It is stressed that an early decision be made in the matter - as if it is decided to open the section the work must be completed before next winter.
5. The Italian Railway authorities are anxious to have this section brought into use.
6. The figures giving the volume of traffic both as regards passenger and freight prior to the war are not very impressive and cannot be used as a justification for opening this section, but circumstances have entirely altered since the war.
7. The area served by the section from Termoli to Campobasso is a very important agricultural centre and the existing means of serving the area are negligible.
8. Taking a long view - this section which practically speaking can be brought into use without much difficulty, will be still more important when the rest of the section from Campobasso to Benevento is repaired - thus forming the important link connecting the East and West Coasts - but until such time as the Campobasso - Benevento section can be brought into use, the section Termoli to Campobasso

2

will be of very great importance in serving the area it runs through and therefore it is strongly recommended that in the interests of the country, quite apart from any military considerations, that the work of restoring the line be taken in hand.

9. It will be noted that the cost involved will be approximately 25 million lire.



L.E. VINING,
Lieut. Colonel,

Director, Transportation Sub-Commission, ACC.

20 May '44.

TO : Lieut-Col. L.E. VINING,
Director, Transportation Sub-Commission, AGO.

SUBJECT : Report on L.S.R. Standard Gauge Line Termoli-Campobasso.

Introduction :

The Termoli-Benevento line is the link in the L.S.R. system from the main West coast line from Termoli to the Foggia-Naples line at Benevento.

It is single track, standard gauge suitable for steam or diesel hauled traffic only.

Considerable damage has been done to the total link by enemy action but between Termoli and Campobasso the extent of the damage as detailed later, is considerably less than the section between Campobasso and Benevento, where the demolition of bridges and tunnels has been complete and little more than piles of rubble and wreckage remain to mark the position of the former structures.

The immediate interest lies in the section from Termoli to Campobasso and from enquiries made of Region V officers it has been ascertained that the rebuilding of this section is strongly recommended.

Campobasso is the central storage and distribution for the South of Abruzzi Molise, and rail communication with the Adriatic ports at Vasto, Termoli and Bari would facilitate transport of stores which at present must be conveyed on indifferent and sometimes very rough surfaced roads. By the construction of this line direct communication with Naples via Termoli and Foggia would also be possible. In addition to the transportation of bulk supplies there would be a large local traffic in agricultural produce of this well developed area.

Survey of Condition of Line.

Map References	ITALY	100,000 Sheet
"	"	155
"	"	154
"	"	162

Stations

Stations	Km
Termoli	0
Gaglianeri	8
S. Martino	15
Uzzani-Rotello	27
Larino	36
Casacalenda	43
Bonafro	53
Ripabottoni	58
Campolieto	66
Matrice	75
Ripalimosani	82
Campobasso	87

6359

It should be noted that all distances quoted are as measured from Termoli.

Considerable damage has been done to the total link by enemy action but between Termoli and Campobasso the extent of the damage as detailed later, is considerably less than the section between Campobasso and Benevento, where the demolition of bridges and tunnels has been complete and little more than piles of rubble and much remain to mark the position of the former structures.

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Survey of Condition of Line.

Map References	ITALY	100,000	Sheet
"	"	"	153
"	"	"	154
"	"	"	152

Stations

Station	Km	Km
Termoli	0	000m
Guglioneri	8	636m
S. Martino	15	771m
Orani-Petello	27	624m
Larino	36	690m
Casacalenda	48	500m
Bonefro	53	624m
Ripabottoni	58	571m
Campolieto	66	874m
Matrice	75	560m
Ripalimosani	82	057m
Campobasso	87	206m

6339

It should be noted that all distances quoted are as measured from Termoli. Commencing at Termoli the track runs parallel to the main Termoli-Bari main line for two kilometres before branching off in a S-Easterly direction. At H835745 the Termoli-Foggia road is crossed by a single span R.C.J. concrete filled deck type underbridge carried on brick abutments. This bridge has sustained slight damage above of the outside R.C.J. being completely blown out and a fourth twisted. Repairs however are not of a difficult nature as the necessary steel sections are available, and it is estimated that the work could be completed within a month. Bridge and track is at present in use to a point south of Guglioneri station a distance of 9 kms.

At 9km 508m (H822698) the line crossed the R. Biferno by means of a 9 arch brick and masonry structure which served the dual purpose of a road and rail bridge. Extensive damage has been done which necessitates the complete reconstruction of 1 pier and 5 arches. Work has however been commenced on the repairs by Italian contractors under the supervision of the Royal Engineers.

South of the R. Biferno bridge the fishplates have been removed from the rails for a distance of 1 km. At 12 km 374m (HSL2675) a single span brick arch bridge carried the line over the Termoli-Campobasso road but the arch has been completely demolished. The brick abutments however are in good condition only the reconstruction of the arch, spandrels and parapet walls is required, the whole of which work, it is estimated could be completed within 6 weeks.

From this bridge the track apart from numerous spot renewal of sleepers is in serviceable condition for a distance of 46 km with the exception of two small isolated lengths of damage to the permanent way. The restoration of this damage is a straight forward plate laying job and presents no difficulty on account of material or labour.

Just north of Casacalende at 43 km 300m (H75560) a 10 span brick and stone viaduct has been partially demolished requiring the complete reconstruction of 3 arches, spandrel walls and parapet walls. For the completion of this repair it is estimated a period of 8 to 10 weeks will be required.

At 58km 934m (H753407) the line crossed a flood valley by means of a 3 span brick arch viaduct. This structure has been completely demolished. From site observation it is considered that the rebuilding of this bridge could be reduced to the construction of a single 8.0 metre span arch with spandrel walls and parapet and the existing rubble used to tip the approach embankments either side of the new bridge. The estimated time for the complete reconstruction is 10 to 12 weeks.

At 65 km 976m the line crossed a valley by means of a 15 span brick arch and stone pier viaduct. At the northern end one 6 metre arch and 2 - 12 metre arches and two piers had been completely demolished. The remainder of this structure is in a fair state of maintenance. The reconstruction of these arches and piers is estimated to take 10 to 12 weeks.

At 66 km 127m (H643363) the line passed through a tunnel some 87 metres long. A charge at the Campobasso end has resulted in some 18 to 20 metres of the tunnel being completely demolished including the portion which formerly carried the Termoli-Campobasso road. The road has been diverted across the tunnel over the undamaged portion. All that is necessary to restore this structure is to clear away the debris and rebuild the tunnel portal on the face of the undamaged lining thus shortening the overall length by some 18 metres. The estimated time for carrying out this work is 8 weeks.

At 72 km 620m (H595376) a five span brick arch viaduct has been completely destroyed. This structure formed the flood openings over a valley but it is considered that the reconstruction could be reduced to a viaduct of only 3 spans of 8 metres each, the existing rubble being used to tip the approach embankments at each side of the new structure. To complete this work it is estimated that the time required would be 12 to 14 weeks.

The line passed through a tunnel 65 metres long at 72 km 699m (H594377). Here demolition has been accomplished for 20 metres at the Termoli end, 12 metres at approximately the centre and 12 metres at the Campobasso end. The proposed method of reconstruction ~~maximum length of 12 metres~~ is to rebuild the tunnel portals at each end at the face of the undamaged work and better the earth cover back to suit the reconstructed ends. At the centre damaged section the tunnel lining would be rebuilt and earth filling from bettering the sides of the crater to a suitable angle of repose be allowed to spread over the new length. The estimated time for repairs is 12 to 14 weeks.

For the next 6 km the track is in good condition but at 79km 450m the line once more entered a tunnel some 210 metres long. Here again both ends of the tunnel and approximately the centre section have been severely damaged. At the Termoli end the

6358

At 58km 93km (4703407) the line crossed a flood valley by means of a 3 span brick arch viaduct. This structure has been completely demolished. From site observation it is considered that the rebuilding of this bridge could be reduced to the construction of a single 8.0 metre span arch with spandrel walls and parapet and the existing rubble used to tip the approach embankments either side of the new bridge. The estimated time for the complete reconstruction is 10 to 12 weeks.

At 65 Km 97km the line crossed a valley by means of a 15 span brick arch and stone pier viaduct. At the northern end one 6 metre arch and 2 - 12 metre arches and two piers had been completely demolished. The remainder of this structure is in a fair state of maintenance. The reconstruction of these arches and piers is estimated to take 10 to 12 weeks.

At 66 Km 127m (4843383) the line passed through a tunnel some 77 metres long. A charge at the Campobasso end has resulted in some 10 to 20 metres of the tunnel being completely demolished including the portion which formerly carried the Ternoli-Campobasso road. The road has been diverted between the tunnel over the undamaged portion. All that is necessary to restore this structure is to clear away the debris and rebuild the tunnel portal on the face of the undamaged lining thus shortening the overall length by some 18 metres. The estimated time for carrying out this work is 8 weeks.

At 72 Km 620m (4595375) a five span brick arch viaduct has been completely destroyed. This structure formed the flood openings over a valley but it is considered that the reconstruction could be reduced to a viaduct of only 3 spans of 8 metres each, the existing rubble being used to tip the approach embankments at each side of the new structure. To complete this work it is estimated that the time required would be 12 to 14 weeks.

The line passed through a tunnel 65 metres long at 72 Km 699m (4594377). Here demolition has been accomplished for 20 metres at the Ternoli end, 12 metres at approximately the centre and 12 metres at the Campobasso end. The proposed method of reconstruction ~~is to rebuild the tunnel portals at each end~~ is to rebuild the tunnel portals at each end at the face of the undamaged work and better the earth cover back to suit the reconstructed ends. At the centre damaged section the tunnel lining would be rebuilt and earth filling from battering the sides of the crater to a suitable angle of repose be allowed to spread over the new length. The estimated time for repairs is 12 to 14 weeks.

For the next 6 Km the track is in good condition but at 79km 450m the line once more entered a tunnel some 210 metres long. Here again both ends of the tunnel and approximately the centre section have been severely damaged. At the Ternoli end the length is 15 metres, at the centre 30 metres, and at the Campobasso end 15 metres. The proposed method of reconstruction as suggested for the tunnel at 72 Km 699m is also recommended in this case, the work being estimated to take some 11-14 weeks to complete.

At 80 Km 514m (4572327) the line crossed a stream bed by a 9 span brick arch viaduct. 3 of the arches and 7 piers have been completely destroyed.

The reconstruction could be carried out by building a 3 span 8 metre brick arch bridge at centre portion of original structure and use the existing rubble and excavation from the adjacent tunnel as filling to tip new approach embankments. At the Ternoli end the existing arch would have to be buttressed up on the pier side and filling tipped to form an embankment between this arch and the reconstructed 3 span bridge. Estimated time for completing the work 12 to 14 weeks.

A 155 metres long tunnel at 1572327 has been demolished at both ends and in the centre for a distance of approximately 12 metres in each case. Reconstruction is suggested by setting back the portals to face up the undamaged portion of lining at each end, reconstructing the tunnel barrel at the centre portion and bettering the earth back at each portal to form a suitable slope. At the centre the sides of the crater could be cut back and allowed to spill over the new tunnel barrel. It is estimated that the work would take some 12 to 14 weeks to complete.

The tunnel at 81 Km 323m (1567325) 3 metres long has been completely destroyed over the entire length. The tunnel barrel originally only had an earth cover of 2 1/2 metres and it is therefore suggested that the most economical method of reconstruction would be to clear out the rubble and muck, cut back the original tunnel lining to a uniform height of approximately the horizontal diameter and better the earth down to the top of the wall thus converting the original tunnel into a cutting. The time estimated for this work is 12 weeks.

At 81 Km 509m (1567328) the line crossed a flood valley by means of a 7 span 8 metres brick arch viaduct. This has been completely demolished. The suggested method of reconstruction is to build a single 8 metre span brick arch, with extra abutment walls, spandrels and parapets, at the lowest point of the valley. The approaches to the new bridge could be tipped with the existing rubble and muck obtained from the adjacent tunnel reconstruction at 81 Km 504m. This work is estimated to take some 12 weeks to complete.

At 81 Km 704m the line crossed a two span 3 metre brick arch culvert. The arches and central pier have been completely demolished but the abutment walls are sound. The reconstruction of this culvert is estimated to take 6 weeks to complete.

From this point into Campobasso station the line is undamaged and suitable for service after normal maintenance work is put in hand. Station buildings on this route are all in a fair state and are capable of being put into immediate use after the necessary cleaning up has been done, but some work is at present occupied for military purposes.

Signalling is all of the manual type and although not in working order, requires very little attention to be put in operation again. Water towers at Oruni, S. Martino, Larino and Casacalanda are in good working condition but those at Campobasso and Campolieto have been completely destroyed. Reconstruction in both cases however would not be a difficult matter as the source of supply, namely aqueducts, have not suffered any harm, but it is considered that for the time being the needs could be met with the existing equipment at the above mentioned undamaged installations.

The permanent way on the whole is in serviceable condition; numerous spot re-sleepering is required, general routine maintenance as roadings, packing, renewal of five sets of P & C work and the adjustment of many others is necessary, but all this only constitutes work which can easily be handled by the normal permanent way gangs.

MATERIALS REQUIRED.

(1) Bricks

It is estimated that a total of 400,000 bricks will be required for this reconstruction. Bricks are produced locally at Campobasso and Lucera and it is anticipated that the firm of Baranallo could supply the required number. Release of these bricks would have to be obtained from the I.C.R.E. but no difficulty is anticipated in this respect.

(2) Stone

Stone is quarried at Campobasso and the I.C.R.E. have a quarry adjacent to the line at Montecastello from which a large percentage of the total quantity required can be obtained

At 81 Km 509m (H567328) the line crossed a flood valley by means of a 7 span 8 metres brick arch viaduct. This has been completely demolished. The suggested method of reconstruction is to build a single 8 metre span brick arch, with stone abutment walls, spandrels and parapets, at the lowest point of the valley. The approaches to the new bridge could be tipped with the existing rubble and silt obtained from the adjacent tunnel reconstruction at 81 Km 509m. This work is estimated to take some 12 weeks to complete.

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MATERIALS & LABOR.

(1) Bricks

It is estimated that a total of 400,000 bricks will be required for this reconstruction. Bricks are produced locally at Campobasso and Lucera and it is anticipated that the firm of Baranelli could supply the required quantity. Release of these bricks would have to be obtained from the I.C.S.A., but no difficulty is anticipated in this respect.

6357

(2) Stone

Stone is quarried at Campobasso and the I.C.S.A. have a quarry adjacent to the line at Montecastello from which a large percentage of the total quantity required can be obtained.

(3) Sand

Suitable sand exists at many river and stream beds all along the route and no difficulty is presented on this account.

(4) Cement

It is estimated that 300 tons of cement will be required and the supply of this material has been agreed by the I.C.S.A.

(5) Lime

Lime for mixing with the cement is produced locally at S. Martino and therefore presents no difficulties in obtaining necessary supplies.

(6) Timber

Sufficient timber, some 300 cubic metres for making the necessary centring for turning the arches, is already in the possession of the I.S.F. It will be noted that many of the bridges are suggested to be reconstructed with 9 metre arches thus the centring and lagging can be used over and over again on different structures. Sleepers can be got from salvaging which can be obtained from the Carpinone-Vinchiaturo line which is so badly damaged that no immediate reconstruction is contemplated.

(7) Steel Rail

All the required P.C. work is to hand on this section, likewise ^{at} scattered points there are small stacks of rails available. Any requirements above those existing on the section can be obtained from the Carpinone-Vinchiaturo section.

(8) Transport

Road transport for labour and materials can be supplied by Region V.

(9) Labour

It is estimated for the total work some 500 men. (200 tradesmen and 300 labourers) will be required. These it is understood are all available locally and in fact firms of contractors have already offered their services to Region V for this class of work.

The reconstruction of this line presents no difficult engineering problems and is capable of being carried out by good firms of local contractors. By commencing many of the repairs simultaneously it is considered that the whole of the work can be completed within 6 months at a rough estimated cost of twenty five million lire.

E.J.

E.J. Kolo,
Major.

Naples, 8th June 1944

N° ACC/Tn/208/9 of 28th May 1944

File: L/4166
6/20

TO : A.C.C.

Lt. Col. L.E. VINING

SUBJECT : Termoli - Campobasso line.

1. I am very grateful to you, because of your interest for the Termoli - Campobasso line service.

I am very interesting in order that, as soon as possible, the trains be able to pass in that section, because to export to Termoli, and from here everywhere to all places of liberated Italy, the abundant agricultural produce of the region: Corn (about 150.000 tons); oil (3.000 tons) greens (100.000 tons), milk-foods, charcoal, wood, cattle, makaronis etc.

2. All the items necessary for repairs, the cement excepting, may be manufactured by the local shops or have already been supplied by the firms contractors.

Your Tn.S.C., consequently, would give orders in order that the material transportation be effected by the Region 5 (see the paragraph 8 of the report of the Wj.Mole), and a congruous quantity of benzine and gasoline be assigned for the cars to be employed by the Firms contractors and the works Division officers.

Your Sub-Commission would take interest also in order that the Region 5th facilitate the of bricks made by the local brick-Kilns.

3. The workmen and the technical directors are disposable. So that, if the repairs are authorized immediately, they will be completed before the autumn.

4. The capitals for those repairs will be bestowed by the Italian Government.

5. Please, will give passes, with validity of 6 months, to under-mentioned technical our functionaries:

Eng. Mario di Mauro	-	Identity card N° 27022
Eng. Paolo Ferone	-	" " " 25557
Eng. Antonio Carluccio	-	" " " 29023

6. Will inform us what you will settle.

Undersecretary of State
Gen. DI RAIMONDO *6355*

EJM/gh

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

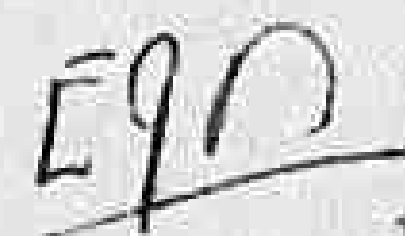
Our Reference : ACC Tn/203/16

Date : 3 July '44

TO : D.Q.M.G. (M)
HQ., AAI. CMF.

SUBJECT : Termoli-Campobasso Railway Bridge over the River Biferno.

1. Reference your letter Mov 3/35 dated 15 May and further to my letter ACC Tn/208/7 dated 25 May '44.
2. The reconstruction of the Termoli-Campobasso Railway has been approved and the work will be commenced in the course of the next few days so that the completion can be accomplished before the bad weather sets in.
3. The bridge crossing the River Biferno will be required as before to carry a railway track and therefore no lifting of existing tracks or the alteration of the road approaches can be permitted.



L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

6354

EJM/rg

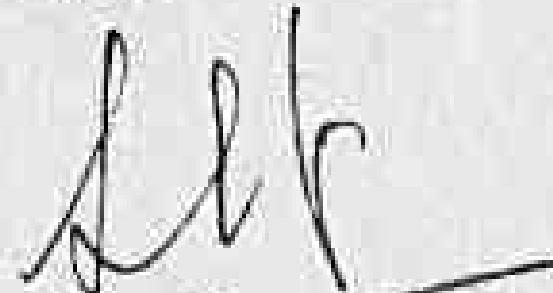
HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
AFO 394

Our reference : ACC Tn/208/
Date : 29 June '44. 15.

TO : Minister of Communications,
Naples.

SUBJECT : Termoli-Campobasso Line.

1. Reference letter ACC Tn/208/9 dated 28 May 44 and your reply L/4166/6/20 dated 8 June 44.
2. Authority has now been granted for the reconstruction of this line and the work is to be carried out under the supervision of this Sub-Commission's Engineer.
3. Under the authority of a letter from the Finance Sub-Commission, Ref. 13079/F dated 27 June 44, addressed to M.E. The Minister of the Treasury, the necessary arrangements will be made for financing the work to the estimated cost of 25 million lire.
4. It is essential that work be commenced forthwith so that the reconstruction can be completed before the bad weather sets in.
5. of
Supply/the 300 tons of cement will be arranged on receipt of your written request stating when and to what place the material is required.
6. Reference para 5 of your letter L/4166/6/20 no passes are now required for the three engineers who you are sending to carry out this work.
7. It is requested that this Sub-Commission be notified immediately arrangements have been made to commence this work.



L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

6353

HEADQUARTERS
ALLIED CONTROL COMMISSION
FINANCE SUB-COMMISSION
APO 394

27 June 1944

13079/F

SUBJECT: Italian State Railway - Ternoli-Carpobasso Line.

TO : H.E. The Minister of the Treasury.

1. General di Raimondo, Under-Secretary for Communications, has made plans, in conjunction with the Transportation Sub-Commission, ACC, for the reconstruction of the Italian State Railway line between Ternoli and Carpobasso.
2. It is estimated that such reconstruction will cost approximately 25 million lire. This expenditure has the approval of Finance Sub-Commission and you are requested to make the necessary arrangements for financing the work, which will supply an essential civilian need.

(Signed) E. H. Foley, Jr.

Colonel,
Joint Director,
Finance Sub-Commission.

Copy to: Director, Transportation Sub-Commission
13086/F

6352

ACP/rg

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC Tn/208/13.

Date : 25 June 44.

TO : Regional Commissioner,
Region V.

SUBJECT : Italian State Railways - Termoli-Campobasso Line.

1. A letter has been received from the Undersecretary of State for Railways and Highways to the effect that the car used by the State Railway's Engineer for inspections on the Termoli-Campobasso route has been requisitioned by Region V.
2. The car, Bianchi No. 20163 is absolutely essential for the supervision of engineering work on this particular line, which is hoped may be reconstructed before the winter weather makes such work impossible.
3. The car was furnished with a regular pass, and in the circumstances, I shall be pleased if the car may be returned to the Italian State Railway's Engineer in charge of the Termoli-Campobasso reconstruction work without delay.

L.E.V.

L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

Copy to:- Major E.H. Kinselle,
Tn. Sub-Commission, ACC, Rep.,
C/o Mov Foggia (for information).

6351

CLIMATE FOR A
SUSTAINABLE FUTURE

Errevis - 415

Transcript 11

Napoli, li 23/09/1944 UFFICIO CENTRALE LAVORI

OAGTMO:Linea Termoli-Campobas-

TOE A.O.O.

L. T. Col. L. E. Vining

Director Transportation

Subcommission
A.P.O. 394

10)-Mi riferisco alla mia precedente lettera L.6/20/4/156 in data 8 corrente mese.

220) - Per la sorveglianza dei lavori sulla linea Termoli-Campobasso le I.S.R. avevano la macchina NA 20163 marca Bianchi S.9, munita di regolare permesso di circolazione.

30)-Tale macchina in data 8 corrente mese è stata requisita dal Col. Wihley. Comandante della Regione V^a A.C.C.

40) - E' evidente che per l'espletamento degli incarichi il personale dell'I.S.R. ha assoluto bisogno di una automobile per potersi spostare lungo la linea.

50) - Vi prego, perciò, voler disporre perchè la macchina suddetta non venga requisita e venga restituita al personale dell'I.S.R.

60)-Vi ringrazio sin d'ora per quanto farete al riguardo.=

quoyee:termoli-campobasso line.

TO A.C.C.

L. I. Vol. I. E. vining

Director Transportation

Subcommission
A.P. 0.394

10)-Referring to my preceding letter file L.O/20/4156 of the 8 of June.

20) --to supervise the works on the
Termoli-Campobasso line, I.G.
K. used the car n° 20103 bian-
chi brand 8,9 furnished with
regular pass.

30) - This car on the 8 of this month of June has been requisitioned by Col. Wihley Commander of the 5th Region A.C.U.

40)- It is evident that I.S.R. personnel needs absolutely this car to be able of inspecting the line.

5%)- I beg yon therefore to be so Kind as to dispose that above ~~W~~ said requisitioned car might return to I.S.R. Personnel.

60) - I thank you in advance for what you will do there about.

L. II. SOTTOSEGRETARIO DI STATO

HEV UN DERSEKRETERARI

TO A.C.C.

L.T.Col.L.E.Vining

Director Transportation

Subcommission A.P.O.324
=====

1°)-Mi riferisco alla mia precedente lettera L.6/20/4/166 in data 8 corrente mese.

2°)-Per la sorveglianza dei lavori sulla linea Termoli-Campobasso le I.S.R. avevano la macchina NA 20163 marca Bianchi S.9, munita di regolare permesso di circolazione.

3°)-Tale macchina in data 8 corrente mese è stata requisita dal Col. Wihley. Comandante della Regione V A.C.C.

4°)-E' evidente che per l'espletamento degli incarichi il personale dell'I.S.R. ha assoluto bisogno di una automobile per potersi spostare lungo la linea.

5°)-Vi prego, perciò, voler disporre perchè la macchina suddetta non venga requisita e venga restituita al personale dell'I.S.R.

6°)-Vi ringrazio sin d'ora per quanto farete al riguardo.=

IL SOTTOSEGRETARIO DI STATO

Luigi Sturzo

TO A.C.C.

L.T.Col.L.E.Vining

Director Transportation

Subcommission A.P.O.324
=====

1°)-Referring to my preceeding letter file L.6/20/4/166 Of the 8 of June.

2°)-to supervise the works on the Termoli-Campobasso line, I.S.R. used the car n° 20163 Bianchi brand 8,9 furnished with regular pass.

3°)- This car on the 8 of this month of June has been requisitioned by Col. Wihley Commander of the 5^a Region A.C.C.

4°)- It is evident that I.S.R. personnel needs absolutely this car to be able of inspecting the line.

5°)- I beg you therefore to be so Kind as to dispose that above said requisitioned car might return to I.S.R. Personnel.

6°)- I thank you in advance for what you will do there about.

THEY UNDERSECRETARY 6350

Luigi Sturzo

EJM/rg

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC Tn/208/11.

Date : 23 June 44.

TO : Economic Section,
HQ. A.C.C.

SUBJECT : Italian State Railway - Termoli-Campobasso Line.

1. Further to my letter ACC Tn/208/2 dated 23rd May and conversations between Colonel Adams and Lt-Colonel Vining.
2. General di Raimondo, Undersecretary of State for Communications has written asking if the reconstruction of this line can be put in hand to supply an essential civilian need in providing transport from a very important agricultural area to the main Adriatic Coast Line and the small Port of Termoli. The product for export of the area served by this line is given as:-
 - (a) Corn 150,000 Tons.
 - (b) Oil 3,000 Tons.
 - (c) Vegetables 100,000 Tons.

In addition the following produce is exported but no figures are quoted :-
Milk, Cheese, Charcoal, Wood, Cattle, Macaroni.

3. The Undersecretary has investigated queries raised by this Sub-Commission and has given the following assurances:-

- (a) All material required for the reconstruction is available locally with the exception of cement. The supply of the cement required, some 300 tons has been agreed by the D.C.M.R.S. from stocks in hand should the proposed reconstruction be approved.
- (b) Adequate labour is available locally and the Italian State Railways will provide for the necessary technical and labour supervision which will be in turn supervised by the Engineer of the Transportation Sub-Commission.
- (c) Funds for the reconstruction, estimated at some 25,000,000 lire will be provided by the Italian Government.

4. It has been agreed that local transport of materials and labour required for this work will be carried out by Region V.

5. It is therefore recommended that authority be granted for this work to proceed at once so that the reconstruction of the line can be completed before the bad weather with heavy falls of snow sets in approximately in November.



6349

L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.



MINISTERO delle COMUNICAZIONI

SOTTOSCRITTORATO di STATO

Ferrovie, Marina Mercantile, Civile

Trasporti in Comunicazione

Napoli, li 8/6/44

n° L. 4/66

6/20

al n° ACC/Tn/208/9 del 28 maggio u.s.

O G G E T T O

Linea Termoli-Campobasso. =

To: A.C.C.

L.T.Col. L.E. VINING

DIRECTOR TRANSPORTATION

SUBCOMMISSION

APQ 394

1°) - Sono molto grato alla S.V. dell'interessamento preso per la linea Termoli-Campobasso, la cui ricostruzione mi sta molto a cuore.

Essa riveste un carattere di eccezionale interesse per i bisogni civili. Infatti, con la riattivazione di questa linea sarà possibile trasportare a Termoli, e di qui in tutta l'Italia liberata, la forte produzione agricola della zona: cereali (circa 150.000 Tonn.) olio (3000 Tonn.) vegetali (100.000 Tonn.) latticini, carbone vegetale, legname, bestiame, pasta alimentare ecc.

2°) - Si conferma che tutti i materiali occorrenti nei lavori, ad eccezione del cemento, possono essere ottenuti da fonti locali o sono già in possesso delle Ditte che saranno incaricate dell'esecuzione dei lavori. - Codesta Tn.S.C. dovrebbe soltanto dare disposizioni per l'esecuzione dei trasporti dei materiali a mezzo della Regione 5^a, come accennato al punto 8 della relazione del Major MOLE, e per l'assegnazione di un limitato quantitativo di benzina e gasolio per gli automezzi da impiegarsi dalle Ditte appaltatrici dei lavori, e dal personale della direzione dei lavori.

Codesta Tn.S.C. dovrebbe anche interessare la Regione 5^a perché agevoli lo sblocco dei mattoni presso le fornaci produttrici della zona.

3°) - Tutta la mano d'opera occorrente nei lavori e il personale tecnico di dirigenza che dovrà sorvegliare la costruzione sono disponibili. - Qualora fosse subito autorizzato l'inizio dei lavori, questi potrebbero essere completati prima della cattiva stagione.

4°) - I fondi occorrenti per l'esecuzione dei lavori saranno erogati dal Governo Italiano.

6358

1°) - Sono molto grato alla S.V. dell'interessamento preso per la linea Termoli-Campobasso, la cui ricostruzione mi sta molto a cuore.

Essa riveste un carattere di eccezionale interesse per i bisogni civili. Infatti, con la riattivazione di questa linea sarà possibile trasportare a Termoli, e di qui in tutta l'Italia liberata, la forte produzione agricola della zona: cereali (circa 150.000 Tonn.) olio (3000 Tonn.) vegetali (100.000 Tonn.) latticini, carbone vegetale, legname, bestiame, pasta alimentare ecc.

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Codesta Tn.S.C. dovrebbe anche interessare la Regione 5° perché agevolare lo sblocco dei mattoni presso le fornaci produttrici della zona.

3°) - Tutta la mano d'opera occorrente nei lavori e il personale tecnico di dirigenza che dovrà sorvegliare la costruzione sono disponibili. - Qualora fosse subito autorizzato l'inizio dei lavori, questi potrebbero essere completati prima della cattiva stagione.

4°) - I fondi occorrenti per l'esecuzione dei lavori saranno erogati dal Governo Italiano. **8348**

5°) - Si prega anche codesta Tn.S.C. voler rilasciare dei permessi con validità di sei mesi per il sottonotato personale tecnico che sarà incaricato dei lavori:

Ing. Mario DI MAURO	- Identity card. No. 27022
Ing. Paolo FERONE	- " " 25557
Ing. Antonio CARLUCCIO	- " " 29023

.....

60) - Gradirò conoscere l'esito del vostro interessamento che mi auguro favorevole. =

IL SOTTOSGREGARIO DI STATO

Wm. Lawrence

•



HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394.

BJW/cg.

Our reference : ACC Tn/208/9
Date : 28 May 44.

TO : General Di Raimondo.
Undersecretary of State for Italian Railways & Highways.
NAPLES.

SUBJECT: Railway Line - Termoli - Campobasso.

1. The question of the reconstruction of the above line has been referred to this Sub-Commission by the D.G.M.R.S.

2. This line has been inspected and reported upon by my officer responsible for engineering works, but before the approval to this work can be granted it is necessary to have the following information.

(A) The D.G.M.R.S. is not interested in the re-opening of this section and therefore, the full reasons must be given as to why it is desired for vital civilian needs to re-build this line.

(B) With the exception of cement, which will be provided from military sources should the scheme be approved, it is stated that all the necessary materials can be obtained from local resources or are already in the possession of the Italian State Railways. Your confirmation of these statements is requested.

(C) The work will require the employment of a considerable amount of labour. Can this labour be obtained locally, and technical personnel for supervising the construction and handling of the labour be provided? A very important factor in the consideration of this proposal is that sufficient labour is available to enable the work to be completed before the bad weather arrives.

(D) The estimated cost of the work is approximately 25 million lire (Lire 25,000,000). It is presumed that this money will be provided by the Italian State Railways from funds obtained or to be made available by the Italian Government.

3. Your early reply is requested.

4. Copy of report attached.

6367
Lieut-Colonel,
L.M. Vining,

Director, Transportation Sub-Commission, ACC.

TO : H.Q., A.C.C., Transportation Sub-Commission
(Attn: Maj. E.J. Mole).

FROM : Regional Pub. Wks. Offr, Engineering Div.
H.Q. A.M.G. Reg. 5.

SUBJECT : Reconstruction of Campobasso-Termini Railway.

REFERENCE : R5/516/4.

DATE : 21 May 1944.

1. Reference your recent inspection I have investigated the availability of labour, bricks and timber.

2. Ing. Valerio, Genio Civile, Campobasso, who is in charge of all road and road bridge re-construction in Campobasso Province, informs me that there are still untapped sources of masons, bricklayers and carpenters. Transport difficulties have prevented their use on road bridges. The labour camps along the line which we contemplate should remove this disability.

3. No bricks can be had from the Baranello brickworks near Campobasso for at least two months as the entire output during that time is earmarked for operational requirements.

4. Report dated 21 May on Adriatica Brickworks, Lucera, is attached. CE No 2 District has indicated that his requirements are met by other brickworks in the Lucera district. It should be possible to negotiate with D/Dw for release of bricks for the railway. Supply at the rate of 20,000 per week represents only 4% of the output estimated to be possible by the NCO i/c. These bricks are of excellent quality and superior to those made at Baranello. Transport would be by Regional Civilian Transport and by using the Lucera, S. Severo, Serracapriola, Ururi and Lucera, Castelnuovo, Bonefro routes delivery can be made to intermediate points on the line.

5. Timber stated by the railway engineer to be available has not yet been inspected. It has been observed that centering for road bridges is being constructed from locally grown timber and the same procedure can be followed for railway bridges. Standardisation of arches and Staggered re-construction will limit the amount of timber required.

For Regional Commissioner

J.E. Foden
J.E. FODEN,
Maj.,
Reg. Pub. Wks Offr.,
Engineering Div.



copy to :
Executive Officer.

6346

23 May
958

5187

TO : REGIONAL SUPPLY OFFICER HQ REGION V AMG
FROM : REG. PUB. WKS. OFFICER
SUBJECT : ADRIATICA BRICKWORKS, LECERA
REF : R5/518/63
DATE : 21 May 1944

Reference letter from C.E. No. 2 District CE/430/1 dated 29 March 44.

1. I visited the Adriatica Brickworks yesterday in company with R.C.M.S. Griffiths, 387 Wks Sec, E.E. and found the plant set up and ready to commence production on 22 May.
2. On instructions of Maj. Franklin DCE, Bari the brickworks have been taken over by 80 RBW, SAEC No. 2 Det, Giovanezza and the output will be controlled by D/DW (See para 7c of CE letter CE/430/1).
3. The works are in first class condition and equipped with modern plant. Sgt Skonhouse of 80 RBW is in charge and estimates that production can be boosted up to 70,000 solid bricks per day if required. Bricks are of excellent quality.
4. The question therefore becomes one concerning acceptance by D/DW of demands for bricks for AMG purposes.

J.E.F.
J.E. FODEN,
Major,
Reg. P.W. Officer,
Eng. Div.

Copies to : • Executive Officer
PC Foggia Province
HQ ACC Transportation Sub-Commission (Maj. E.J. Mole)
File - R5/518/4

RJM/gfh

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC Tn/208/7

Date : 25 May 44

TO : D.Q.W.C. (M)

SUBJECT : Replacement of Bridge.

1. Reference your letter Mov 3/35 dated 15 May '44.
2. The question of the reconstruction of the Ternoli-Campobasso line is at present under consideration and it is anticipated that the work will be commenced in the near future.
3. The bridge crossing the River Biferno has been only partially destroyed and the reconstruction necessary is the rebuilding of one pier and two arches.
4. Provided the bridge is rebuilt to the strength of the existing arches it will be suitable for the required railway loading of this line.
5. Before this work is completed the reconstruction of this line will have been commenced or held in abeyance to a later date.
6. The track should therefore not be lifted or the road approaches altered for the present.
7. The decision as to rebuilding of this line will be communicated to you in the course of the next few days.



L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

6344

Subject: Replacement of Bridges.

Headquarters,
Allied Armies in Italy.
Mov. 3/35.
15 May. 44.

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

208/6

1. Ref. attached copy of my Mov 3/35 dated 6 May addressed to D.C.M.R.S. and copy of his reply dated 13 May. 44.

2. Will you please say whether you have given any authority for the reconstruction of the Line Ternoli-Campobasso, and if so, whether the reconstruction of the Arch bridge over River Biferno (Map Ref. H.821696) in the manner proposed, will seriously affect any plans of I.S.R.

Paul H. H. H.

D.C.M.G. (14) Brig.

TS.

Copy to: Works (Your File 3230/DDW)

Subject: Replacement of Bridges.

Headquarters,
Allied Armies in Italy.
Mov. 3/35.
6 May. 44.

To: D.G.M.R.

1. It is proposed to rebuild the demolished arch bridge over River Biferno (Map Ref. H821698) on the line TERMOLI-VINCHIATURO.
2. The original bridge provided a single roadway and a single track permanent way. It has been proposed that in the rebuilt bridge the permanent way be removed, thus providing a two way roadway, and alter the road approaches to suit. If and when the permanent way requires to be reinstated the track could be replaced.
3. Our information is that the line is only open to Guglionesi, at which railhead certain Military Maintenance traffic is handled.
4. Will you please say urgently whether you have any objections to the rebuilding of the demolished arch bridge as proposed.

ET/

Sgd. J.W. Baker.
Major.
for Brig.
D.Q.M.G. (M)

Copy to: Works (Your file 3230/DDW)

ARMED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

100 400
13 May 1944

SUBJECT: Replacement of Bridges

TO : D.M.S. (Movements) R.E.A.F. S.M.S. 100 400

1. Movements 3/35, Letter 6 May 1944.
2. Under date 17th March, request for authority to restore the rail line Tonalá-Campobasso was received from the I.S.R., together with plans for its reconstruction.
3. It did not appear that this line could be constructed in time to be of any military value. However, in view of the fact that the reconstruction could be carried out without materially affecting the material or manpower situation from a military requirement standpoint, the entire project was therefore turned over to the Transportation Sub-Commission, WPI, with the understanding that there would be no military objections, if in their judgment, the reconstruction of this line served useful and necessary civilian requirements.
4. It is my understanding that the Transportation Sub-Commission of the WPI are now handling this matter with a view to permitting construction to start in the near future.
5. There is no military objection to rebuilding the bridge over the River Alfama in the manner suggested in letter of quoted date. It should, however, be constructed in such a manner that it will be adequate to handle railway loads at the proper time.
6. It is suggested that this matter be further coordinated thru Transportation Sub-Commission, WPI.

(Sgt.)...
CARL R. GAY, JR.
Brigadier General - USA
Director General.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

EJM/gfh

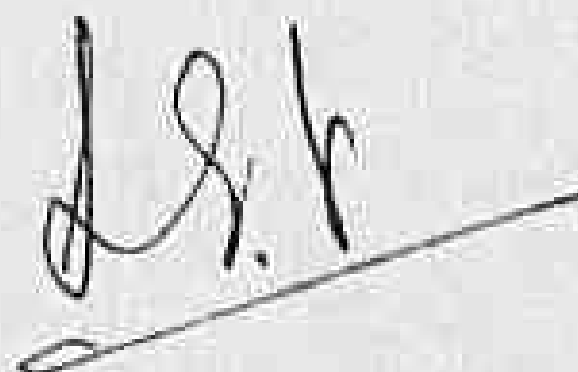
Our Reference : ACC Tn/208/5

Date : 25 May 44

TO : D.Q.M.G. (Mov) H.Q., A.A.I.

SUBJECT : Reconstruction of Railways Cancelllo-Benevento.

1. Reference your letter Mov 3/35 dated 6 May '44.
2. At the present time it is not considered necessary to rebuild the privately owned railway line from Cancelllo-Benevento, as the requirements of the area concerned on the whole are catered for by the I.S.R. system which is in operation.
3. The question of the reconstruction of the road bridge over the River Tannaso near Pescolaniazza has been referred to the Public Works & Utilities Sub-Commission who are responsible for this class of reconstruction.



L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

EJM/gfh

Our Reference : ACC Tn/208/4

Date : 25 May 44

TO : Public Works & Utilities Sub-Commission.
(Attention Lt. Col. Jenny)

SUBJECT : Bridge over River Tenna near Fiesole.

1. Reference telephone conversation of even date between Lt. Col. Jenny and Major Mole.
2. As promised, attached herewith a copy of D.Q.M.G. (Mov) letter dated 6 May '44, Reference Mov 3/35.
3. The bridge in question is that quoted in para 1 (b) D.Q.M.G. (Mov) letter and carries the highway over the river.
4. With regard to the railway line, this Sub-Commission has replied to D.Q.M.G. (Mov) and it is assumed that you will do likewise with regard to the road bridge.
5. It is requested that a copy of your reply to the D.Q.M.G. (Mov) be forwarded to this Sub-Commission.

L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

6340

SUBJECT:- Reconstruction of Railways - CANCELLI/BENEVENTO and
BENEVENTO/VINCHIATURO

208/3.

To: D.G.M.R.S.

Headquarters,
Allied Armies in Italy.
Mov 3/35
6 May 44

1. Directorate of Works, this H.Q., has received the following applications for the release of bricks and/or cement:-

(a) From the privately owned Railway Company, for the reconstruction of the line CANCELLI - BENEVENTO, and

(b) From Ing. Luigi Ciapparelli, Naples, for the reconstruction of a bridge crossing the river TAMELLO, near PESCOLANILAZZA, located between BENEVENTO and VINCHIATURO. (It is not clear whether this bridge is a road or railway bridge).

2. Copies of the applications are attached.

3. Bricks and cement are required for urgent Military Commitments, and before any action is taken it is necessary for D.D.W. to know -

(a) Whether the railway lines in question are required to be opened for military use, or

(b) Whether A.C.C. are concerned in having the lines made usable for civilian purposes.

4. It has previously been stated these lines would not be re-opened for Military use.

5. Will you please confirm current position.

P. J. Holloway

Brig.
D.G.M.C. (Mov)

BT/

Copy to: Works (3222/WT dated 4 May 44)

Transportation Sub-Commission A.C.C. (with copies of the applications mentioned)

6339

COPY

Ing. LUIGI CIAPPARELLI
Impresa Costruzioni

Naples 30 April 1944

Benevento Piazza Guerrazzi.
Napoli Gradoni S. Maria Apparente
(Petraro).

To

General ANDERSON - Director of the Office
D.D.W. of the Allied Command.
CASERTA

The undersigned Society has been invited by the Office of
Genio Civile of Benevento to assume the government of the reconstruction
works of the bridge of five arcades destroyed by the Germans, on the river
Tammaro, near Pescolamazza.

Before accepting this charge, this society desires to know if
this office can assign the bricks needed, on the total amount of ~~about~~
280,000 to be taken from the furnace S.Vito of Benevento, or else 2500
quintals of cement type 500, to be taken from the stables of Ariano
Irpino, or from other stables of Salerno or of Bagnoli.

We would like you to take this into consideration and answer
us very soon.

We remain yours,

The Society.

6328

COPY

Al Signor
 Generale ANDERSEN Direttore
 Ferrovia BENEVENTO - CANCELLO - NAPOLI. dell'Ufficio D.D.W. del Co-
 mando Alliato - CASERTA -

Benevento, 28 Aprile 1944.

B....3895/D

The railway Cancelllo-Benevento-Napoli, having been damaged by the Germans last September, both in the fixed establishments, bridges galleries rail and wheel-materials ect., and now it has to be on request of the local Authority and for the necessity of the alimentation of the city of Benevento and Naples, reconstructed and opened as soon as possible.

In fact the Direction of the railway since last October has initiated the reconstruction of the bridges of less importance and the setting in order of the bridges and of the galleries the railway had bought and regularly payed to the brick-kiln of S.Vito in Benevento 150.000 full bricks.

While the railway was taking the above mentioned bricks which among other things most of them were already loaded on the wagons as they still are to day the English Command gave the order not to take away the surnamed bricks and up to to-day no order has been given for the delivery of the above mentioned quantity of bricks.

Being now in a great need of 150.000 bricks for the reconstruction of the galleries Torrentello e Carpineto; the last in very bad condition owing to a large farnace in the mountain which threatens to make the whole gallery fall and even the reconstruction of the bridges on the river Sabato and torrent Garvo (di luce n.18) and viaduct on the locality Tre Ponti, three arcades each of 12 metres large.

Owing to these great necessities the Direction of this surnamed railway begs this office that having ever asked anything to the Allied Command, now the surnamed railway hopes you can soon give the order to deliver at least the bricks loaded on the wagons.

Hoping you will try to do your best to satisfy us.

We remain - yours

IL DIRETTORE
 ?????????????????

6337

HEADQUARTERS

LEV/cg.

ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394.

*Original delivered to Col Adams
by hand. Action to proceed
See letter 208/9.*

Our reference : ACC Tn/208/2
Date : 23 May 44.

TO : Vice President,
Economic Section,
HQ ACC.

SUBJECT: Report on ISR Standard Gauge line Termoli - Campobasso.

1. Attached is a report submitted by Major E.J. Mole, Railway Engineer of the Transportation on the above-mentioned section of the railway.
2. After a survey of the line by Major Mole, the report gives the requirements in the way of material necessary, also labour wanted, in order to get the section in a fit state for railway operation.
3. There are no unsurmountable difficulties which present themselves, and it is estimated that if the work is taken in hand at once it will take approximately 6 months to complete.
4. It is stressed that an early decision be made in the matter - as if it is decided to open the section the work must be completed before next winter.
5. The Italian Railway authorities are anxious to have this section brought into use.
6. The figures giving the volume of traffic both as regards passenger and freight prior to the war are not very impressive and cannot be used as a justification for opening this section, but circumstances have entirely altered since the war.
7. The area served by the section from Termoli to Campobasso is a very important agricultural centre and the existing means serving the area are negligible.
8. Taking a long view - this section which practically speaking can be brought into use without much difficulty, will be still more important when the rest of the section from Campobasso to Benevento is repaired - thus forming the important link connecting the East and West Coasts - but until such time as the Campobasso - Benevento section can be brought into use, the section Termoli to Campobasso

63.26

will be of very great importance in serving the area it runs through and therefore it is strongly recommended that in the interests of the country, quite apart from any military considerations, that the work of restoring the line be taken in hand.

9. It will be noted that the cost involved will be approximately 25 million lire.

L.E. VINING,
Lieut Colonel,
Director, Transportation Sub-Commission, ACC.

20 May '44.

TO : Lieut-Col. L.E. Vining.
Director, Transportation Sub-Commission, ACC.

SUBJECT : Report on I.S.R. Standard Gauge Line Termoli-Campobasso.

Introduction :-

The Termoli-Benevento Line is the link in the I.S.R. system from the main West coast line from Termoli to the Foggia-Naples line at Benevento.

It is single track, standard gauge suitable for steam or diesel hauled traffic only.

Considerable damage has been done to the total link by enemy action but between Termoli and Campobasso the extent of the damage as detailed later, is considerably less than the section between Campobasso and Benevento, where the demolition of bridges and tunnels has been complete and little more than piles of rubble and muck remain to mark the position of the former structures.

The immediate interest lies in the section from Termoli to Campobasso and from enquiries made of Region V officers it has been ascertained that the rebuilding of this section is strongly recommended.

Campobasso is the central storage and distribution for the South of Abruzzi Molise, and rail communication with the Adriatic ports at Vasto, Termoli and Bari would facilitate transport of stores which at present must be conveyed on indifferent and sometimes very rough surfaced roads. By the construction of this line direct communication with Naples via Termoli and Foggia would also be possible. In addition to the transportation of bulk supplies there would be a large local traffic in agricultural produce of this well developed area.

Survey of Condition of Line.

Map References	ITALY	100,000 Sheet	155
"	"	"	154
"	"	"	162

Stations

Termoli	0 Km	000m
Guglioneri	8 Km	686m
S. Martino	15 Km	771m
Ururi-Rotello	27 Km	621m
Larino	36 Km	690m
Casacalenda	48 Km	300m
Bonefro	53 Km	024m
Ripabottoni	58 Km	574m
Campolieto	66 Km	874m
Matrice	75 Km	560m
Ripalimosani	82 Km	057m
Campobasso	87 Km	206m

6325

It should be noted that all distances quoted are as measured from Termoli.

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Campolieto	66 Km
Matrice	75 Km
Ripalimosani	82 Km
Campobasso	87 Km

6325

It should be noted that all distances quoted are as measured from Termoli. Commencing at Termoli the track runs parallel to the main Termoli-Bari main line for two kilometres before branching off in a S-Easterly direction. At H835748 the Termoli-Foggia road is crossed by a single span R.S.J. concrete filled deck type underbridge carried on brick abutments. This bridge has sustained slight damage three of the outside R.S.J. being completely blown out and a fourth twisted. Repairs however are not of a difficult nature as the necessary steel sections are available, and it is estimated that the work could be completed within a month. Bridge and track is at present in use to a point south of Guglioneri station a distance of 9 Kms.

At 9Km 508m (H822698) the line crossed the R. Biferno by means of a 9 arch brick and masonry structure which served the dual purpose of a road and rail bridge. Extensive damage has been done which necessitates the complete reconstruction of 1 pier and 5 arches. Work has however been commenced on the repairs by Italian contractors under the supervision of the Royal Engineers.

South of the R. Biferone bridge the flashplates have been removed from the rails for a distance of 1 Km. At 12 Km 374m (H812675) a single span brick arch bridge carried the line over the Termoli-Campobasso road but the arch has been completely demolished. The brick abutments however are in good condition only the reconstruction of the arch, spandrels and parapet walls is required, the whole of which work, it is estimated could be completed within 6 weeks.

From this bridge the track apart from numerous spot renewal of sleepers is in serviceable condition for a distance of 46 Km with the exception of two small isolated lengths of damage to the permanent way. The restoration of this damage is a straight forward plate laying job and presents no difficulty on account of material or labour.

Just north of Casacalenda at 48 Km 300m (H79560) a 10 span brick and stone viaduct has been partially demolished requiring the complete reconstruction of 3 arches, spandrel walls and parapet walls. For the completion of this repair it is estimated a period of 8 to 10 weeks will be required.

At 58 Km 934m (H703407) the line crossed a flood valley by means of a 3 span brick arch viaduct. This structure has been completely demolished. From site observation it is considered that the rebuilding of this bridge could be reduced to the construction of a single 6.0 metre span arch with spandrel walls and parapet and the existing rubble used to tip the approach embankments either side of the new bridge. The estimated time for the complete reconstruction is 10 to 12 weeks.

At 65 Km 976m the line crossed a valley by means of a 15 span brick arch and stone pier viaduct. At the northern end one 6 metre arch and 2 - 12 metre arches and two piers had been completely demolished. The remainder of this structure is in a fair state of maintenance. The reconstruction of these arches and piers is estimated to take 10 to 12 weeks.

At 66 Km 127m (H643383) the line passed through a tunnel some 67 metres long. A charge at the Campobasso end has resulted in some 18 to 20 metres of the tunnel being completely demolished including the portion which formerly carried the Termoli-Campobasso road. The road has been diverted across the tunnel over the undamaged portion. All that is necessary to restore this structure is to clear away the debris and rebuild the tunnel portal on the face of the undamaged lining thus shortening the overall length by some 18 metres. The estimated time for carrying out this work is 8 weeks.

At 72 Km 620m (H595378) a five span brick arch viaduct has been completely destroyed. This structure formed the flood openings over a valley but it is considered that the reconstruction could be reduced to a viaduct of only 3 spans of 8 metres each, the existing rubble being used to tip the approach embankments at each side of the new structure. To complete this work it is estimated that the time required would be 12 to 14 weeks.

The line passed through a tunnel 65 metres long at 72 Km 699m (H594377). Here demolition has been accomplished for 20 metres at the Termoli end, 12 metres at approximately the centre and 12 metres at the Campobasso end. The proposed method of reconstruction ~~and the~~ is to rebuild the tunnel portals at each end at the face of the undamaged work and better the earth cover back to suit the reconstructed ends. At the centre damaged section the tunnel lining would be rebuilt and earth filling from battering the sides of the crater to a suitable angle of repose be allowed to spread over the new length. The estimated time for repairs is 12 to 14 weeks.

For the next 6 Km the track is in good condition but at 79 Km 450m the line once more entered a tunnel some 210 metres long. Here again both ends of the tunnel and ~~at the~~ Termoli end the

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At 58km 93m (H703407) the line crossed a flood valley by means of a 3 span brick arch viaduct. This structure has been completely demolished. From site observation it is considered that the rebuilding of this bridge could be reduced to the construction of a single 8.0 metre span arch with spandrel walls and parapet and the existing rubble used to tip the approach embankments either side of the new bridge. The estimated time for the complete reconstruction is 10 to 12 weeks.

At 65 Km 976m the line crossed a valley by means of a 15 span brick arch and stone pier viaduct. At the northern end one 6 metre arch and 2 - 12 metre arches and two piers had been completely demolished. The remainder of this structure is in a fair state of maintenance. The reconstruction of these arches and piers is estimated to take 10 to 12 weeks.

At 66 Km 127m (H643383) the line passed through a tunnel some 87 metres long. A charge at the Campobasso end has resulted in some 13 to 20 metres of the tunnel being completely demolished including the portion which formerly carried the Ternoli-Campobasso road. The road has been diverted across the tunnel over the undamaged portion. All that is necessary to restore this structure is to clear away the debris and rebuild the tunnel portal on the face of the undamaged lining thus shortening the overall length by some 18 metres. The estimated time for carrying out this work is 8 weeks.

At 72 Km 620m (H595378) a five span brick arch viaduct has been completely destroyed. This structure formed the flood openings over a valley but it is considered that the reconstruction could be reduced to a viaduct of only 3 spans of 8 metres each, the existing rubble being used to tip the approach embankments at each side of the new structure. To complete this work it is estimated that the time required would be 12 to 14 weeks.

The line passed through a tunnel 65 metres long at 72 Km 690m (H594377). Here demolition has been accomplished for 20 metres at the Ternoli end, 12 metres at approximately the centre and 12 metres at the Campobasso end. The proposed method of reconstruction ~~is to rebuild the tunnel portals at each end~~ is to rebuild the tunnel portals at each end at the face of the undamaged work and better the earth cover back to suit the reconstructed ends. At the centre damaged section the tunnel lining would be rebuilt and earth filling from battering the sides of the crater to a suitable angle of repose be allowed to spread over the new length. The estimated time for repairs is 12 to 14 weeks.

For the next 6 Km the track is in good condition but at 79Km 450m the line once more entered a tunnel some 210 metres long. Here again both ends of the tunnel and approximately the centre section have been severely damaged. At the Ternoli end the length is 15 metres, at the centre 30 metres, and at the Campobasso end 15 metres. The proposed method of reconstruction as suggested for the tunnel at 72 Km 690m is also recommended in this case, the work being estimated to take some 11-14 weeks to complete.

At 80 Km 814m (H572327) the line crossed a stream bed by a 9 span brick arch viaduct. 3 of the arches and 7 piers have been completely destroyed.

The reconstruction could be carried out by building a 3 span 8 metre brick arch bridge at centre portion of original structure and use the existing rubble and excavation from the adjacent tunnel as filling to tip new approach embankments. At the Ternoli end the existing arch would have to be buttressed up on the pier side and filling tipped to form an embankment between this arch and the reconstructed 3 span bridge. Estimated time for completing the work 12 to 14 weeks.

A 155 metres long tunnel at H571327 has been demolished at both ends and in the centre for a distance of approximately 12 metres in each case. Reconstruction is suggested by setting back the portals to face up the undamaged portion of lining at each end, reconstructing the tunnel barrel at the centre portion and bettering the earth back at both portals to form a suitable slope. At the centre the sides of the crater could be cut back and allowed to spill over the new tunnel barrel. It is estimated that the work would take some 12 to 14 weeks to complete.

The tunnel at 81 Km 323m (H567328) 35 metres long has been completely destroyed over the entire length. The tunnel barrel originally only had an earth cover of 2½ metres and it is therefore suggested that the most economical method of reconstruction would be to clear out the rubble and muck, cut back the original tunnel lining to a uniform height at approximately the horizontal diameter and batter the earth down to the top of the wall thus converting the original tunnel into a cutting. The time estimated for this work is 12 weeks.

At 81 Km 509m (H567328) the line crossed a flood valley by means of a 7 span 8 metres brick arch viaduct. This has been completely demolished. The suggested method of reconstruction is to build a single 8 metre span brick arch, with stone abutment walls, spandrels and parapets, at the lowest point of the valley. The approaches to the new bridge could be tipped with the existing rubble and muck obtained from the adjacent tunnel reconstruction at 81 Km 504m. This work is estimated to take some 12 weeks to complete.

At 81 Km 704m the line crossed a two span 3 metre brick arch culvert. The arches and central pier have been completely demolished but the abutment walls are sound. The reconstruction of this culvert is estimated to take 6 weeks to complete.

From this point into Campobasso station the line is undamaged and suitable for service after normal maintenance work is put in hand. Station buildings on this route are all in a fair state and are capable of being put into immediate use after the necessary cleaning up has been done, but some work is at present occupied for military purposes.

Signalling is all of the manual type and although not in working order, requires very little attention to be put in operation again. Water towers at Ururi, B. Martino, Larino and Casacalanda are in good working condition but those at Campobasso and Campolieto have been completely destroyed. Reconstruction in both cases however would not be a difficult matter as the source of supply, namely aqueducts, have not suffered any harm, but it is considered that for the time being the needs could be met with the existing equipment at the above mentioned undamaged installations.

The permanent way on the whole is in serviceable condition; numerous spot re-sleepering is required, general routine maintenance as weedings, packing, renewal of five sets of P & I work and the adjustment of many others is necessary, but all this only constitutes work which can easily be handled by the normal permanent way gangs.

MATERIALS & LABOUR.

(1) Bricks

It is estimated that a total of 400,000 bricks will be required for this reconstruction. Bricks are produced locally at Campobasso and Lucera and it is anticipated that the firm of Baranello could supply the required number. Release of these bricks would have to be obtained from the D.O.R.S., but no difficulty is anticipated in this respect.

(2) Stone

Stone is quarried at Campobasso and the L.O.R. have a quarry adjacent to the line at Montecastello from which a large percentage of the total quantity required can be obtained.

brick arch viaduct. The reconstruction is to build a single 8 metre span brick arch, with stone abutment walls, spandrels and parapets, at the lowest point of the valley. The approaches to the new bridge could be topped with the existing rubble and muck obtained from the adjacent tunnel reconstruction at 61 Km 504m. This work is estimated to take some 12 weeks to complete.

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(2) Stone

Stone is quarried at Campobasso and the I.S.R. have a quarry adjacent to the line at Montecastello from which a large percentage of the total quantity required can be obtained.

(3) Sand

Suitable sand exists at many river and stream beds all along the route and no difficulty is presented on this account.

(4) Cement

It is estimated that 300 tons of cement will be required and the supply of this material has been agreed by the D.O.M.E.

(5) Lime

Lime for mixing with the cement is produced locally at S. Martino and therefore presents no difficulties in obtaining necessary supplies.

(6) Timber

Sufficient timber, some 300 cubic metres for making the necessary centring, for turning the arches, is already in the possession of the I.S.R. It will be noted that many of the bridges are suggested to be reconstructed with 8 metre arches thus the centring and lagging can be used over and over again on different structures. Sleepers can be got from salvaging which can be obtained from the Carpinone-Vinchiaturo line which is so badly damaged that no immediate reconstruction is contemplated.

(7) Steel Rails

All the required P.C. work is to hand on this section, likewise ^{at} scattered points there are small stocks of rails available. Any requirements above those existing on the section can be obtained from the Carpinone-Vinchiaturo section.

(8) Transport

Road transport for labour and materials can be supplied by Region V.

(9) Labour

It is estimated for the total work some 500 men, (200 tradesmen and 300 labourers) will be required. These it is understood are all available locally and in fact firms of contractors have already offered their services to Region V for this class of work.

The reconstruction of this line presents no difficult engineering problems and is capable of being carried out by good firms of local contractors. By commencing many of the repairs simultaneously it is considered that the whole of the work can be completed within 6 months at a rough estimated cost of twenty five million lire.

E. J. Molo
E. J. Molo,
Major.

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