

Rome - Ostia Railway Line

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1 May 195

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HEADQUARTERS ALLIED COMMISSION
APO 194
Transportation Sub-Commission

GB/lr

552/4

1st May 1945

DAILY DIGEST OF ROME PRESS

"Works for the reoperation of the Rome-Ostia railways."

It have been initiated with an intensive rhythm the works to reoperate completely the Rome Ostia rail line, which was destroyed by the Germans during their retreat.

Many gangs of workmen have reoperated the line till two kilometers and half beyond Ladispoli. Seven bridges which were completely destroyed are under reconstruction. The Valleranella cement cave, which is located at the 9th kilometer has been completely inundated. We are waiting the allocation of the indispensable electric energy to operate the hydraulic pumps to drain it.

The Stations of Ostia Antica and Ostia Lido, which have been completely demolished, will be rebuilt according to the planned project, which has been already approved by the authorities. Works have already been initiated. On the same subject, the Orbis Agency has been informed that within the end of the year the rail-line will be reoperated until "Ostia Antica", while the complete reoperation of the line will at least require one year owing to shortage of building material and raw materials necessary for the permanent way.

(From the "Reccole ex" - 1st May 45)

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

File

Tele : 478704

15 January 1945

AO TA/115/2/WH

SUBJECT : Route - Gatic line, movement of fuel wood.

TO : Transportation Sub-Commission (Rail Division)

1. Reference your AO/37/1/WH dated 12 Jan. '45, and the application of STEVEN for additional power to move fuelwood from Rivara to Boma.
2. If at all possible, this fuel certainly should move by rail and your suggestion that additional services should be limited to Tuesdays & Fridays is agreed.
3. It is considered it should be made clear to STEVEN that unless this tonnage (700 tons per week) is produced, services will be cancelled. Can you please arrange with STEVEN to forward weekly returns of tonnage moved?
4. Enclosures to your letter are returned herewith.

[Signature]
Lt. Col.
W. J. Steff Lt. Col.
Chief, Movements Division.

5-19

MINUTE

LETTER

Our Reference: AC/57/1/Tn

SUBJECT: Rome-Ostia Line (Electrified standard gauge line)

TO: Movements, Tn Sub-Commission

1/5/1

1. In brief, this line was re-activated by the 5th Army for passenger traffic on coal stocks which should have been frozen. When coal supply was exhausted, operating Company (STEFER) obtained coal for purposes of repairing Acilia Power Station, but, in fact used the coal for a passenger service.

2. Although no Regional support has been forthcoming for the operation of a passenger service, this Sub-Commission granted permission for a train each way between Acilia and Roma, each morning and evening on Tuesday and Friday, and obtained electric power accordingly.

3. The attached application is sent, and if you agree to the provision of a service, it is suggested that we ask for additional power in morning and evening at the times of the passenger trains to work the full freight cars to Rome in the evening and the empties out in the morning. You may consider it desirable to limit such services to Tuesday and Friday until the traffic is proved, as it will apparently reach Risaro station by horse-drawn vehicles and various types of motor vehicles of doubtful age and power.

Following may
C.H. LINDSEY
Lt. Col. R.E.
Chief, Rail Section.

Transportation Sub-Commission (Rails)
12 January 1945
Tel: 842235

[Signature]

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