

Railway Reconstruction
+
Engineers Progress Report Monthly

10000/148/1101
1 Mar 145

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HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission
(Movements Division - Rail)

JWB/vb

408/14

23rd April, 1945.

Tel: Ext. 342

298/34/Tn.3.

SUBJECT: Re-opening of Line 86 - Ortona to Ancona.

TO : Regional Commissioner, Umbria-Marche Region.
" " Emilia Region.

Agriculture Sub-Commission.

Commerce Sub-Commission.

Displaced Persons & Repatriation Sub-Commission.

Food Sub-Commission.

Industry Sub-Commission.

U.N.R.R.A.

Port & Warehouse Division, Tn. S/C.

1. The reconstruction of Line 86 between Ortona and Ancona will be completed by the end of April, 1945.

2. It has been agreed with AFHQ that this section of the line will be available for the movement of civilian traffic with effect from the loading period commencing 14th May, 1945. The re-opening of this line should show a considerable economy in the use of road transport. First bids for rail movement will be considered for the period 14th to 20th May, and these bids handled by this H.Q. should reach Transportation Sub-Commission, Movements Division (Rail), on 3rd May, 1945.

3. For the information of all concerned, loading and unloading facilities will be provided at the following stations:-

Osimo
Loreto
P. Recanatì
Potenza Picena
Civitanova
S. Elpidio

P.S. Giorgio
Cupra Marittima
Grottanare
Porto Ascoli
Tortoreto
Roseto

346

By command of Rear Admiral Stone:

Copy to:-

Regional Transportation Officer, Umbria-Marche Region.
" " Emilia Region.

M.J. SIEFF, Colonel.

TO : Regional Commissioner, Umbria-Marche Region.
 " " Emilia Region.
 Agriculture Sub-Commission.
 Commerce Sub-Commission.
 Displaced Persons & Repatriation Sub-Commission.
 Food Sub-Commission.
 Industry Sub-Commission.
 U.N.R.R.A.
 Port & Warehouse Division, Tn. S/C.

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P.S. Giorgio
 Cupra Marittima
 Grottanare
 Porto Ascoli
 Tortorato
 Roseto

246

By command of Rear Admiral Stone:

M.J. SIEFF, Colonel.

Copy to:-

Regional Transportation Officer, Umbria-Marche Region.
 " " Emilia Region.

Economic Section.
 Major V.R. Bowers, Senior Transportation Officer, Naples.
 Major C.W.G. Taylor, " " Bari.
 Capt. B.W. Boddy, " " Reggio.
 Capt. A.H. Irvine-Lynch, Transportation Officer, Palermo.
 Capt. B.W. Boddy, " " Rome.
 Capt. W.S. Smith, Transportation Officer, o/o DDtn. Railways, Ancona.
 Rail Division, Transportation Sub-Commission.
 Roads Division, " "
 Movements Division (Roads), Transportation Sub-Commission.
 File 408/Tn./.

JWB/elo

INTER-OFFICE MEMORANDUM

FILE

21 April 1945

Tel : 478704

408/13/Tn 3

SUBJECT : Re-opening of Line 86 - Ortona to Ancona

TO : Rail Division (Tn 4)

1. Reference our 408/3/Tn 3 dated 26 March and meeting held 7 April '45.
2. Advice has just been received from HQ Jambria-Marche Region that Railhead facilities will also be required at Cupra Marittima, where warehouse accommodation is available and in use.
3. Will you please arrange for necessary yard facilities at this Station with D.M.R.S.

For Chief Movements Division

345


J.W. BAKER, Lt. Colonel
Movements Division - Rail

Copy to : Food Sub-Commission

11
1
IN S/C
: HQ, AC, Food S/C (Attn Major Curran)
Copy to: HQ, AC, Transportation S/C
". .": R.C.T.O.

FROM : HQ, AMG, Umbria-Marche Region (Economic & Supply)

REF. : R5/518/165

DATE : 14 April 1945

SUBJECT: Railheads

1. When the coast railway Ortona-Ancona becomes operative, the following are suggested as railheads in the Marche Provinces:

ASCOLI

- a) Porto S. Giorgio-500-600 ton warehouse space
- b) Cupra Marittima-warehouse 230 tons.

MACERATA

- a) P. Vivitanova-2000 ton warehouse
- b) P. Recanati - 500 ton warehouse.

ANCONA

- a) Ancona City.

PESARO

- a) Fano
- b) Pesaro.

For the Regional Commissioner:-

D.V. SHAW-KENNEDY

Major,

Regional Supply Officer

Ext. 376
HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MBT/eh

18 April 1945

490/20/Tn 1

SUBJECT: Rail Construction Priorities.

TO : Addressees shown below.

1. Below is given for information of addressees the Priority Groups for the reconstruction of sections of lines and works of the Italian State Railways, authorized for completion under Allied Commission auspices. It will be understood that construction under M.R.S. control takes precedence over the following.

2. The list will be revised periodically.

Priority	No. of Line	Section of Line
1	36	Ortona - Ancona
1	Bridge	Petrace
1	279	Termoli - Campobasso
1	219	Pisa - Empoli - Florence
1	87	Orte - Rome (doubling of)
1	65	Orte - Chiusi (perm. reconstr.)
1	65	Rio Torto Viaduct
1	246	Giulienova - Teramo
1	Pr. Fly.	Cancello - Benevento
2	257	Rome - Viterbo
2	281	Avellino - Benevento
2	294	Avellino - Rocchetta
2	291	Torre Annunziata - Cancello
2	Viaduct	Ofanto
2	88	Fescara - Chieti
2	Bridge	Biferno
2	W/shops	Cagliari
3	88	Rome - Avezzano
3	* 65	Florence - Arezzo
3	277	Terni - Rieti
3	246	Roma - Ciampino - Albano
3	Loco Depot	Livorno Centrale
3	Loco Depot	Rome S. Sebastiano
3	*220	Unisi - Sinalunga - Empoli
3	Electric	
3	W/shops &	
3	Offices	Ancona

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File

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2. The list will be revised periodically.

Priority	No. of Line	Section of Line
1	86	Ortona - Ancona
1	Bridge	Petrace
1	279	Termoli - Campobasso
1	229	Pisa - Empoli - Florence
1	87	Orte - Rome (doubling of)
1	55	Orte - Chiusi (perm. reconst.)
1	65	Rio Torto Viaduct
1	246	Giulianova - Teramo
1	Pr. Rly.	Cancello - Benevento
1	257	Rome - Viterbo
2	281	Avellino - Benevento
2	294	Avellino - Rocchetta
2	291	Torre Annunziata - Cancello
2	Viaduct	Ofanto
2	88	Pescara - Chieti
2	Bridge	Biferno
2	W/shops	Cagliari
3	88	Rome - Arezzano
3	* 65	Florence - Arezzo
3	277	Terni - Rieti
3	246	Rome - Ciampino - Albano
3	Loco Depot	Livorno Centrale
3	Loco Depot	Rome Sniataranto
3	*220	Chiusi - Sinalunga - Empoli
3	Electric	Ancona
3	W/shops & Offices	Civitavecchia
3	Central Station	Rome, S. Lorenzo
3	Loco Round House	Rome, Tiburtina
3	Warehouse	Lauria Viaduct
3	Pr. Rly.	Terni - Todi - Perugia
3	Pr. Rly.	Rome Sniataranto
3	Yard	Bastia - Eilera
3	244	Benevento - Campobasso
3	279	Various Bldgs. Naples
** D		Bivio Bosco Rodole - Carpinione
D		
D		
D		

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-2-

<u>Priority</u>	<u>No. of Line</u>	<u>Section of Line</u>
D	278	Carpinone - Isernia
D	278	Isernia - Viareno Gaianello
D	Fr. Rly.	Antrodico - Aquila

* Line 65 (Florence - Arezzo) and Line 220 (Chiusi - Sinalunga - Empoli) will be reconstructed on a two-phase basis:

Phase 1 - Clearance of permanent way, destroyed buildings and bridges and construction of bridge piers to springing level.

Phase 2 - Completion of line when materials become available.

** "D" indicates "deferred".

M. E. Thomas

M. E. THOMAS, Colonel
Deputy Director

Copies to:
 Transportation Sub-Commission:
 Planning Staff (Tn 2)
 Movements Division (Tn 3)
 Rail Division (Tn 4) - (4 copies)
 Road Division (Tn 5)
 Port & Warehouse Div. (Tn 6)
 Industry Sub-Commission
 Commerce Sub-Commission
 D.M.R.S. - - - - - (3 copies)
 Secretary, Allied Railway Board, c/o D.M.R.S.
 G-4 (Mov & Tn), AFHQ

A CP/10

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)

c/o Transportation Increment
C.M.F.

Tel. 843238

Ref. AC/246 A/Tn 4

9 April 1945

TO : Brigadier R.D. Waghorn,
Director
Military Railway Service.

SUBJECT : Engineer's Monthly Progress Report, March 1945.

1. Herewith attached is report showing the conditions of the various works which are being carried out by the ISR under the supervision of AC Transportation Sub-Commission (Rail Division) as under :-

Line 50	Civitavecchia, construction of new sidings.
Line 50	Vado-Rossignano, reconstruction
Line 65	Rome-Orte, doubling of track
Line 86	Ortona-Ancona, reconstruction
Line 88	Rome-Avezzano, reconstruction
Line 92	Petrace-Bridge, Gioia Tauro
Line 219	Pisa-Empoli-Florence, reconstruction
Line 229	Piombino-Campiglia, reconstruction
Line 257	Rome-Viterbo, reconstruction
Line 277	Rieti-Terni, reconstruction
Various odd works.	

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2. On these lines the following comments are made:-

Line 50	Vado-Rossignano	-	Completed
Line 65	Rome-Orte	-	Necessary alteration in workmen's trains were arranged.
Line 219	Pisa-Empoli-Florence	-	Completed by MRS, and permanent repairs are now in hand by AC.
Line 229	Piombino-Campiglia	-	Temporary line completed and open for traffic. Permanent repairs may be delayed if bricks are not made available.
Line 257	Rome-Viterbo	-	ISR have pressed for a service with transshipment at Civitavecchia.

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Various odd works.	

342

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Line 65	Rome-Orte	-	Necessary alteration in workmen's trains were arranged. Completed by MRS, and permanent repairs are now in hand by AC. Temporary line completed and open for traffic. Permanent repairs may be delayed if bricks are not made available.
Line 219	Pisa-Empoli-Florence	-	ISR have pressed for a service with transshipment at Capranica. They have been told that such a service cannot be agreed, and they should speed up repairs on the Capranica bridge.
Line 229	Piombino-Campiglia	-	
Line 257	Rome-Viterbo	-	

3. In respect of other lines of civilian priority, the following comments are made :-

Line 65	Florence-Arezzo	-	Clearing debris has continued, and some work undertaken as cement supplies became available.
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Line 277 Rieti-Termini - Work has not proceeded very speedily.
 Line 279 Termoli-Campobasso - Owing to slips in tunnels due to snow and rain, this line will not be completed until 20 April.

4. Other works for which preliminary arrangements have been made are:-

Line 281 Avellino-Benevento
 Line 294 Avellino-Rocchetta
 Line 244 Bastia-Ellera (to connect with lignite mine at Pietrafitta).
 Line 291 Cancello-Torre Annunziata (doubling of track)

Cancello-Benevento (Private Railway) Military interest is now being given to this line. In conjunction with MRS arrangements are being made for supply of 8 km of track, which will enable line to be completed with the exception of bridges outside Benevento.

Legnegrò-Spezzano (Narrow Gauge) The repair of this track is being watched owing to need for movement of lignite from the best producing mine in Southern Italy.

Terni-Todi-Umbertide (Private Railway) This line joins ISR at Terni. Repairs are being watched in view of lignite mines capable of production in the area.

4. Other works for which preliminary arrangements have been made are:-

Line 281 Avellino-Benevento

Line 294 Avellino-Rovchetta

Line 244 Bastia-Eltera (to connect with lignite mine at Pietrafitta).

Line 291 Cancello-Torre Annunziata (doubling of track)

Cancello-Benevento (Private Railway)

Military interest is now being given to this line, in conjunction with MRS arrangements are being made for supply of 8 km of track, which will enable line to be completed with the exception of bridges outside Benevento.

Lagonegro-Spezzano (Narrow Gauge)

The repair of this track is being watched owing to need for movement of Lignite from the best producing mine in Southern Italy.

Terni-Todi-Umbertide (Private Railway) -

This line joins ISR at Terni. Repairs are being watched in view of lignite mines capable of production in the area.

5. GRIVOVER Organisation

At the last meeting of the Allied Railway Board, the desirability of salvaging scrap, and of generally clearing tracks was mentioned. The Grivofer organisation, made up of railway employees who, whilst being paid, have no opportunity of performing their peacetime work, has been engaged in voluntarily clearing yards, tracks, etc; and

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= 3 =

doing some repair work and relaying of track where technical supervision is all that is required. Attached hereto is a detailed statement of work performed and work in hand by the Grivofer organization, and it reveals a creditable desire on the part of the railwaymen themselves to see that the railway is put into shape without any prompting from the officers of the railway.

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

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CRW/ele

Notes on Meeting held at Ministry Communications
7 April 1945, regarding Line 86 Ortona + Ancona

408/9

1. Col. Earley did not envisage any difficulty in putting in the necessary sidings at the stations indicated in this Branch's letter 408/3/Tn 3 dated 26 March '45.
2. Completion of the sidings would in all probability be at the same time as the opening date for loading and normal working.
3. Col. Earley stated that it was the first time a line had been reconstructed by the military and immediately handed over for Italians to operate. He therefore did not want to rush traffic through during the first week. Further, during the first week of operation which would probably be from 7 May, locomotive coal stocks had to be worked to Pescara and necessary wagon and locomotive distribution had to be made. He therefore asked that AC loadings should not commence before 15 May. I asked what would be the position if an AC operational movement came about before that date, could special arrangements be made to make an earlier start. Col. Earley replied that he would like the 15 May to be taken as the date to prevent possible complications.
4. General question of the use of branch lines serving line 86 was discussed and it was agreed that their reconstruction would have to be considered with other constructional work on a priority basis. Particular reference was made to the Civitanova Marche to Albano branch which served the large grain area of Macerata. This is being investigated.
5. It was agreed that no provision during the initial stages of working would be made for Civilian Passenger Travel.
6. The through line capacity was estimated at 5,000 Tons per Day, but this would be decreased when loadings started at the various stations *in bulk*.

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Col. Staff has been informed
of the above and is
replied

AUG
8/4.

C. R. Worthington
C.R. WORTHINGTON
Major

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

JWB/mb

2 April 1945

Tele : 478704

294/23/Tn.3.

SUBJECT : Movement by Rail of A.C. Sponsored and authorised
Civilian traffic - Lines 50, 86 (Ortona - Ancona) and 219.

TO : G-4 (Mov. & Tn.) AFHQ (2)

1. Reference conversation (Boswell - Baker) 13 March and your Mov.3/143.
dated 20 March '45.

2. The following appendices are attached :-

Appendix 'A' - Forecast of weekly tonnages on Line 50
" 'B' - " " " " " " " 219
" 'C' - " " " " " " " 86 (Ortona-Ancona)

3. Every effort has been made to obtain complete details of present and
future traffic over the lines in question, but the figures quoted are
liable to variation as necessitated by rehabilitation programmes.

For the Chief Commissioner.

M.B. Thomas
M.B. THOMAS, Colonel,
Deputy Director,
Transportation Sub-Commission.

Copy to : G-5 AFHQ (2)
Economic Section
Planning Staff, Transportation Sub-Commission
Rail Division, Transportation Sub-Commission (for information)

Appendix 'A'

LINE 50 - Forecast of Weekly Tonnages.

<u>Commodity</u>	<u>Loading Point</u>	<u>Northbound</u>	<u>Southbound</u>	<u>Remarks</u>
Lignite	Giuncarico (Ex Ribolla)	700/1400	1400/2100	Northbound not beyond beyond Rome.
Limestone	S. Vincenzo	3500		For Solvay Plant, Rome when N. Italy liberated
Coal and Coke	Piombino	2800		For Solvay Plant, Rome t.p.w. when N. Italy
Caustic Soda &c.	Rosignano		400	Various destinations
Pyrites	Scarline		750	Not South of Rome.
			500	Bagnoli. Reduced to
		300 (starting May)		Being bid as Sea life
				Destinations on line
Cement	Colleferro or Guidonia	900		in June and 600 t.p.w.
				775 t.p.w. not beyond
Raw tobacco	Rome	15		to line 219.
	Cava dei Tirreni and Lecce	90		to line 219.
Wheat	Grosseto	200	600	To line 218 not beyond
Salt	Civitavecchia	160	15	
Fruit & Vegetables	Civitavecchia	900		Of 160 Northbound. 70
Sulphur & Fertiliser	South of Rome	420		
Charcoal	Pollonica & Albinia		700	
Misc. Traffic		700	350	

NOTE : In addition to above weekly tonnages, allowance must be made for Port Clearance of CIVITAVECCHIA and Port Clearance from CIVITAVECCHIA should average 14,000 tons per week by end April, by which date PIOMBI 7,000 tons per week. The bulk of CIVITAVECCHIA traffic will be Southbound to Rome, but it must be expected clearance from PIOMBINO will, in the main, be Northbound.

Appendix 'A' to 294/23/Tn.3.
dated 2 April 1945.

East of Weekly Tonnages.

<u>Loading Point</u>	<u>Northbound</u>	<u>Southbound</u>	<u>Remarks</u>
Uncarico (Ex Ribolla)	700/1400	1400/2100	Northbound not beyond Leghorn Southbound not beyond Rome.
Vincenzo	3500		For Solvay Plant, Rosignano. Rises to 7000 t.p.w. when N. Italy liberated.
Fiombino	2800		For Solvay Plant, Rosignano. Rises to 5600 t.p.w. when N. Italy liberated.
Rosignano		400	Various destinations.
Portofino		750	Not South of Rome.
		500	Bagnoli. Reduced to 200 t.p.w. w.e.f. May. Being bid as sea lift.
	300 (starting May)		Destinations on line 219, rising to 450 t.p.w. in June and 600 t.p.w. in July.
Portofino or Guidonia	900		775 t.p.w. not beyond Leghorn and 125 t.p.w. to line 219.
Rome	15		To line 219.
Porto dei Tirreni and Lecce	90		To line 218 not beyond Lucca.
Portofino	200	600	
Civitavecchia	160	15	Of 160 Northbound, 70 t.p.w. is for line 219.
Civitavecchia	900		
South of Rome	420		
Portofino & Albinia		700	
	700	350	

to above weekly tonnages, allowance must be made for Port Clearance of CIVITAVECCHIA and FIOMBINO. The tonnage from CIVITAVECCHIA should average 14,000 tons per week by end April, by which date FIOMBINO may average 7,000 tons per week. The bulk of CIVITAVECCHIA traffic will be Southbound to Rome, but it must be expected that from FIOMBINO will, in the main, be Northbound.

Appendix 'B'

LINE 219 - Forecast of Weekly Tonnages.

<u>Commodity</u>	<u>Loading Point</u>	<u>Tons</u>	<u>Remarks</u>
Pyrites	Scarline	300 (Starting May)	Rising to 400 t.p.v. July.
Phosphate Rock	Leghorn (possibly Piombino)	600 (Starting May)	Rising to 900 t.p.v. in July.
Cement	Colleferro or Guidonia	125	
Raw Tobacco	Rome	15	
Wheat	Leghorn (possibly Piombino)	1000	
Salt	Civitavecchia	70	
Rationed foods	Leghorn	250	

plus several hundred tons of scrap copper and brass per month for the Superphosphate plants at Eupoli, S. Donmino and Castelfiorentino, to which points Pyrites and Phosphate Rock will be consigned. Details points &c for scrap material are not yet known.

Appendix 'B' to 294/23/Tn.3.
dated 2 April 1945

Forecast of Weekly Tonnages.

<u>Loading Point</u>	<u>Tons</u>	<u>Remarks</u>
Scarlino	300 (Starting May)	Rising to 400 t.p.w. in June and 600 t.p.w. in July.
Leghorn (possibly Piombino)	600 (Starting May)	Rising to 900 t.p.w. in June and 1200 t.p.w. in July.
Colleferro or Guidonia	125	
Rome	15	
Leghorn (possibly Piombino)	1000	
Civitavecchia	70	
Leghorn	250	

hundred tons of scrap copper and brass per month for the Superphosphate plants at Empoli, Compiobbi, and Castelfiorentino, to which points Pyrites and Phosphate Rock will be consigned. Details of loading scrap material are not yet known.

CC
CC
CC

Appendix 'C' to
aLINE 86 - Forecast of Weekly Tonnages - Over Section Ortona to Ancona.

<u>Commodity</u>	<u>Loading Point</u>	<u>Northbound</u>	<u>Southbound</u>	<u>Remark</u>
Cement	Barletta	400		
Wheat	Various	1200	2000	
Salt	S. Margherita	200		
Rationed Foodstuffs	Various	850		
Olive Oil, Fruit, Vegetables & Wine				
Phosphate Rock	Ancona		550	Future commitment
Misc. Traffic	Various	700	350	
		<u>3350</u>	<u>2900</u>	

Summary of overall wheat tonnages, together with loading points, is attached.

NOTE : In the event of port capacity not being available at Ancona or further north for urgently required civil supplies, the possibility of discharge at Heel Ports and onward movement by rail should be considered.

CO
CO
CJ

Appendix 'C' to 294/23/Tn.3.
dated 2 April 1945.

East of Weekly Tonnages - Over Section Ortona to Ancona.

<u>Loading Point</u>	<u>Northbound</u>	<u>Southbound</u>	<u>Remarks</u>
Ortona	400		
Various	1200	2000	
Margherita	200		
Various	850		
Ancona		550	
Various	700	350	Future commitment to Porto Recanati
	<u>3350</u>	<u>2900</u>	

all wheat tonnages, together with loading points, is attached.

Port capacity not being available at Ancona or further north for urgently required civil possibility of discharge at heel ports and onward movement by rail should be considered.

C-3
C-5
C-7

Summary of over-all Wheat tonnages.

<u>Station</u>	<u>Already amassed</u> <u>Tons</u>	<u>Next Season after</u> <u>July Tons.</u>
Osimo	7,500	11,000
Loreto	1,300	2,500
P. Recanati	6,000	9,000
Potenza Picena	1,500	3,200
Civitanova	250	1,300
Civitanova (Ex line 242)	20,900	25,500
S. Elpidio	3,900	6,200
P. S. Giorgio	4,700	8,000
P. S. Giorgio (Ex line P. S. Giorgio - Amendola)	6,180	10,300
Grottemarre	1,350	2,400
Porto Ascoli (Ex line 245)	2,500	9,800
Tortoreto	2,700	5,800
Roseto	2,400	4,700

99,500

ACP/ic

INTER-OFFICE MINUTE

Ref. AC/100/86/Tn 4

TO : ☒ Movements Division (Rails)
☒ Transportation Sub-Comm. HQ AC

SUBJECT : Re-opening of Line 86 Ortona-Ancona -
Sidings at intermediate stations.

1. Reference is your letter 408/3/Tn 3.
2. Your communication raises matters of considerable importance, in that the tonnage mentioned therein represents about 70% of the intended scheduled movement on the Ancona-Ortona line.
3. It is felt the matter ought to be discussed with MRS, and Movements Liaison Officer, for whilst the physical job of inserting sidings could be met, the loss of box wagons to meet the demands of the traffic, and the capacity of the line would suggest that many of the sidings, which would have to be on a fairly large scale, would not be used.
4. The expectation of traffic ex line 242 and 245 appears to be based on the possibility of such lines being available for operation. Some part of the narrow gauge line P.San Giorgio-Amendola is available for operation, but power has not been authorised.
5. Col.Early DDTn Ancona MRS is likely to be in Rome early next week. An opportunity will be taken to fix a meeting if possible on the subject, say on April 6 or 7, and you are asked to arrange to be represented.

Pauling May
O.H.LINDBERG
Lieut.Col. R.E.,
Chief, Rail Division.

2138

SUBJECT : Re-opening of Line 86 Ortona-Ancona -
Sidings at intermediate stations.

1. Reference is your letter 408/3/Tn 3.

2. Your communication raises matters of considerable importance, in that the tonnage mentioned therein represents about 70% of the intended scheduled movement on the Ancona-Ortona line.

3. It is felt the matter ought to be discussed with MRS, and Movements Liaison Officer, for whilst the physical job of inserting sidings could be met, the loss of box wagons to meet the demands of the traffic, and the capacity of the line would suggest that many of the sidings, which would have to be on a fairly large scale, would not be used.

4. The expectation of traffic ex line 242 and 245 appears to be based on the possibility of such lines being available for operation. Some part of the narrow gauge line P.San Giorgio-Amendola is available for operation, but power has not been authorised.

5. Col.Early DDTn Ancona MRS is likely to be in Rome early next week. An opportunity will be taken to fix a meeting if possible on the subject, say on April 6 or 7, and you are asked to arrange to be represented.

Pauling May
O.H. LINDBERG
Lieut.Col. R.E.,
Chief, Rail Division.

Copy to: Major Street (Rails)
MRS (Major Wilson).

Transportation Sub-Commission (Rails)
Tel. 843238
20 March 1945.

Major Northington
Please attend in my
absence *J. 14*

JWB/mb

INTER-OFFICE MEMORANDUM

Tele : 478704

26 March 1945

408/3/Ta.3.

SUBJECT : Re-opening of Line 86 - Ortona to Ancona.TO : Rail Division, Transportation Sub-Commission.

1. During a recent visit of representatives of this division to Ancona, M.R.S. stated no loading or off-loading stations have so far been indicated by Army or AC., and therefore no provision has been made for sidings. The use of running loops for loading or discharge of wagons is not considered satisfactory.
2. For the movement of grain alone, loading points and tonnages are indicated hereunder :-

<u>Station</u>	<u>Already assessed Tons</u>	<u>Next Season after July Tons.</u>
Osimo	7,500	11,000
Loreto	1,300	2,500
P. Recanati	6,000	9,000
Potenza Picena	1,500	3,200
Civitanova	250	1,300
Civitanova (Ex line 242)	20,900	25,500
S. Elpidio	3,900	6,200
P. S. Giorgio	4,700	8,000
P. S. Giorgio (Ex line P. S. Giorgio - Amendola)	6,180	10,300
Grottanara	1,350	2,400
Porto Ascoli (Ex line 245)	2,500	332 9,800
Tortoreto	2,700	5,800
Roseto	2,400	4,700

3. Will you please confirm that adequate yard facilities will be provided at the Stations enumerated above.

[Signature]
 M.J. SIEFF, Colonel.
 Chief, Movements Division.

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

JWB/gfh

408/1

Tele : 478704

19 March 1945

408/1/Tn 3

SUBJECT : Railway Reconstruction

TO : G-4 (Mov. & Trn). AFHQ.

Agreed G-4 (Mov. & Trn)

(Personal) monthly letter re

larger report - all info in Monthly
Report of JARS J. 26/4

1. During the visit of Brigadier G-4 to this HQ. on 15 March '45, the question of railway reconstruction being carried out by I.S.R. under the supervision of Transportation Sub-Commission, AC., was discussed.
2. As at 28 February '45, the various works in hand were as follows:-

Line	Section	Work in hand	Remarks
50	Civitavecchia Port	Construction new sidings	Sidings serving Calata Fpo. Tommaso & Pontile Sardagna completed 18 Mar '45.
50	Vade-Rossignano	Reconstruction	Due to complete by 30 Mar '45.
65	Rome-Cric	Doubling of track	
66	Cortona-Piccola	Reconstruction	Now with M.R.S. assistance.
80	Rome-Arezzo	- do -	
92	Perugia Bridge, Gioia Tauro		No firm date for completion available.
219	Pisa-Bari-Florence	Reconstruction	Started as an AC. commitment but has been taken over by M.R.S. as a military priority.
229	Piombino-Campiglia	- do -	Completed 28 Feb '45.
257	Rome-Viterbo	- do -	Open to Capranica. work on bridge proceeding.
277	Rieti-Ferni	- do -	
279	Teramo-Campobasso	- do -	
291	Torre Annunziata-Cancello	Reconstruction & Doubling of track	

331

3. In addition, limited reconstruction work is being carried out on Line 65, Arezzo-Florence, in accordance with the decisions of Allied Railway Board.
4. Various miscellaneous works include repairs to running sheds at Pescara and Leghorn, and contracts are in process of being let for the following reconstruction work:-

Line 260	Rome-Albano
Line 261	Avellino-Benevento
Line 294	Avellino-Rocchetta

5. This information will be passed to you monthly.

For the Chief Commissioner

MPS

fr
M.B. THOMAS, Colonel
Deputy Director,
Transportation Sub-Commission

Copy to :- G-5. AFHQ.

250

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