ACC AC/100/265 10000/148/1643 R
J4

10000/148/1643

ROME - NETTUNO
JUNE 1944 - AUG. 1945

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

Tel: 843298

ACP/lml

AC/100/265/TN 4

SUBJECT: Rehabilitation and Development of Anzio and Nettuno.

24 August 1945

My dear Prince Barberini:

Reference is to your letter of 20th August 1945, concerning the introduction of additional railway facilities to meet the needs of the people of Anzio and Nettuno.

Rail Division, Transportation Sub-Commission, has received from the Director General, Italian State Railways, certain proposals in respect of increased services between Rome and Anzio. These proposals form part of a complete program to meet the needs of many small communities, all of which are anxious to restore their opportunities for trading.

Transportation Sub-Commission is dealing with these requests sympathetically, but many factors prevent immediate action.

Firstly, there is a great shortage of passenger coaches, and those which have so far become available have been needed for the introduction of long distance passenger services. As an alternative, freight box cars have been used in essential cases, but these box cars are also in short supply for the movement of essential foodstuffs.

Increased services mean an increase in coal consumption, and locomotive power is not only difficult to provide, but difficult to maintain.

With this point in mind, Transportation Sub-Commission is working to provide, in conjunction with Military Railway Service, littorine passenger services on lines such as the Anzio line, and correspondence has passed with Italian State Railways on this matter. At present, inquiry is fully in hand to provide two coupled littorine for the movement of passengers between Rome and Anzio, but this must of necessity mean some delay as

investigation is necessary in Northern Italy to ascertain the availability of the litterine needed.

The existing freight car service was introduced specially to meet the needs of port workers who live in Rome and work at Anzio. Approximately 140 workers and 60 other passengers are so conveyed daily.

So far as the movement of freight is concerned, the Capo Compartimento in Rome, and the Servizio Movimento have freedom to accept such traffic within the freight car allocation, and no action is necessary by Allied Commission, other than to authorize the regular operation of a purely freight service if the Italian State Railways so desire.

Yours very truly,

E.B. McKINSEY,
Brigadier General, U.S.A.
Acting Vice President.

Prince Enrico Barberini, President,
Association for the Rehabilitation &
Development of Anzio & Nettuno,
Via Quattro Fontane, 13
Rome.

cc: Chief Commissioner
D.M.R.S., Rome
Tr Sub-Com. (2)

Tel. 843236

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

ACP/lml

Ref: AC/100/265/Tn4

SUBJECT: Rehabilitation and Development of Anzio and Nettuno.

TO : Prince Enrico Barberini, President
Association for the Rehabilitation & Development of Anzio & Nettuno
Via Quattro Fontane 13
Rome

1. Reference is to your letter of 20th August 1945 concerning the introduction of additional railway facilities to meet the needs of the people of Anzio and Nettuno.

2. The Rail Division of Transportation Sub-Commission have received from the Director General of Italian State Railways certain proposals in respect of increased services between Rome and Anzio. These proposals form part of a complete programme to meet the needs of many small communities, all of which are anxious to restore their opportunities for trading.

3. The Transportation Sub-Commission is dealing with these requests sympathetically, but many factors prevent immediate action.

4. Firstly there is a great shortage of passenger coaches, and these which have so far become available have been needed for the introduction of main line passenger services. As an alternative, freight box cars have been used in essential cases, but these box cars are also in short supply for the movement of essential foodstuffs.

5. Increased services mean an increase in coal consumption, and locomotive power is not only difficult to provide, but difficult to maintain.

6. With this point in mind, Transportation Sub-Commission are working in conjunction with Military Railway Service for an introduction of littorine passenger services on lines such as the Anzio line, and correspondence has passed with Italian State Railways on this matter. At present, inquiry is fully in hand to provide two coupled littorine for the movement of passengers between Rome and Anzio, but this must of necessity mean some delay as investigation is

necessary in Northern Italy to ascertain the availability of the littorine needed.

7. The existing freight car service was introduced specially to meet the needs of port workers who live in Rome and work at Anzio. Approximately 140 workers and 60 other passengers are so conveyed daily.

8. So far as the movement of freight is concerned, the Capo Compartimento in Rome, and the Servizio Movimento have freedom to accept such traffic within the freight car allocation, and no action is necessary by Allied Commission, other than to authorize the regular operation of a purely freight service if the Italian State Railways so desire.

For the Chief Commissioner

E. B. McKINLEY
Brigadier General, U.S.A
Deputy Vice President

Copy to: Chief Commissioner
D.M.R.S. Rome
Tn Sub Com (2)

PGM/lo

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

Tel. 84.3238
Ref. AC/100/265/Tn 4.

10 July 45

SUBJECT : Rome-Rotturia Service.

TO : ISR - ITAG.

1. Reference M.211/3112/193/1 of 3 July 45.

2. Your proposal for additional service Rome-Rotturia requires a complete set of equipment and as much as we would like to authorise such an improvement it is impossible at this time to assign a locomotive and wagons exclusively to this line.

Thomas Mayo
For Director

MINISTRI OF TRANSPORTS
ISR GENERAL DIRECTION
MOVEMENT SERVICE

Rome, 3 July 1945
Ref.M.211/3112/193-E

TO: Tn.Sub-Commission A.C.,
Rail Division
Rome

SUBJECT: Passengers service between Rome and Nettunia.

1. Ref. yours AC-100-2655 tn.4 of May 18, 1945

2. The prefect of Rome and the mayor of Nettunia have again required an improvement of Nettunia communications, in order to give also to the inhabitants of that zone the possibility of coming to Rome in the morning and of going back to their residence in the evening.

3. We think such request is justified and we propose the institution of two couples of trains between Rome and Nettunia Via Torricola-Campoleone, with the following schedule:

Nettunia	dep.	0520 hrs.	Rome Term.	arr.	0720 hrs
Rome Term.	"	0720 "	Nettunia	"	0950 "
Nettunia	"	1630 "	ROMA Term.	"	1830 "
Rome Term.	"	1900 "	Nettunia	"	2100 "

4. With the above trains institution, present trains TV.3791 and TV.3790 could be cancelled on Campoleone-Nettunia section, while they are to be maintained on Rome-Cecchina-Campoleone section for moving the I.S.R. workers operating in that area.

5. Rolling stock may be derived from local stock, while a two tons larger daily coal consumption is scheduled.

6. We beg to ask you a kind examination of the request and await for your decision.

The Director General.

2. The prefect of Rome and the mayor of Nettunia have again required an improvement of Nettunia communications, in order to give also to the inhabitants of that zone the possibility of coming to Rome in the morning and of going back to their residence in the evening.

3. We think such request is justified and we propose the institution of two couples of trains between Rome and Nettunia via Torricola-Campoleone, with the following schedule:

Nettunia	dep.	0520 hrs.	Rome Term.	arr.	0720 hrs
Rome Term.	"	0720 "	Nettunia	"	0950 "
Nettunia	"	1630 "	ROMA Term.	"	1830 "
Rome Term.	"	1900 "	Nettunia	"	2100 "

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5. Rolling stock may be derived from local stock, while a two tons larger daily coal consumption is scheduled.

6. We beg to ask you a kind examination of the request and await for your decision.

The Director General.

22.2

Present
0700 Rome 1930
0950 To Rome 1640

MINISTERO DEI TRASPORTI
~~DELLE COMUNICAZIONI~~

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

Roma, 3 LUG 1945 194 - A.

N. M.211/3112/193-E

Al N. del

Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

R O M A

OGGETTO

Servizio viaggiatori
fra Roma e Nettunia.

ALLEGATI N.

I) - Si fa riferimento alla lettera AC-100-2655-Tn.4 del 18 maggio u.s.

II) - Il Prefetto di Roma e il Sindaco di Nettunia hanno fatto a questa Sede nuove premure perchè siano migliorate le comunicazioni di Nettunia, in modo da dare anche agli abitanti di quella zona la possibilità di venire a Roma di buon mattino e rientrare nella sera in residenza.

III) - La richiesta si ritiene giustificata e si propone l'istituzione di due coppie di treni fra Roma e Nettunia, via Torricola - Campoleone, col seguente orario:

Nettunia	p. 5.20	Roma Termini	a. 7.20
Roma Termini	" 7.50	Nettunia	" 9.50
Nettunia:	"16.30	Roma Termini	" 18.30
Roma Termini	"19.00	Nettunia	" 21.00

IV) - Con l'effettuazione di detti treni si potrebbero sopprimere gli attuali treni TV.3791 e TV3790 nel tratto Campoleone Nettunia, necessitando conservarli invece nel tratto Roma - Cecchina - Campoleone per il dislocamento degli operai delle F.S. addetti ai lavori della zona.

3241

V) - Il materiale è ricavabile dalle riserve locali, e si avrebbe un maggior consumo giornaliero di circa 2 Tonn. di carbone.

/-

VI) - Si prega per un benevolo esame della proposta, facendo conoscere quale decisione sarà presa al riguardo.

IL DIRETTORE GENERALE

MINISTRY OF TRANSPORTS
ISR GENERAL DIRECTION
MOVEMENTS DEPT.

Roma, 14 May 1945
M.211/945/5 bis.

To: Tn S/Commission A.C.,
Rail Division

SUBJECT: Alteration of timings;
trains 3791/3790
Roma-Nettunia.

1. We beg to inform you that effective 10 May inst. the timings of the trains 3791/3790 in operation btw. Nettunia and Roma have been altered as follows; said alterations have been carried into effect to meet local requirements:

train 3791 Roma Dep.0700 Nettunia arr.0955 —
train 3790 Nettunia dep.1640 Roma arr.1930 —

Effective 10 May said trains are stopping also at Nettunia Colonia.

The Director General
G. DI RAIMONDO

Recd 20 May 21

B/ 16 May

Nicely in net since Rome fell and Consolidated 28 May

2270

MINISTERO DEI TRASPORTI

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE
(1) Servizio Movimento

Roma, li 14 MAG. 1945 104 - A
N. M.211-945-5bis
Al N. ..... del .....

OGGETTO: Varianti tr.3791 e 3790 linea Roma - Nettunia.

Sottocommissione Trasporti A C. SEDE
Divisione Ferroviaria
Direzione M.R.S. SEDE

Per opportuna conoscenza informasi, che, per esigenze di carattere locale, in seguito a premure avanzate al Capo Compartimento, dal 10 andante i treni 3791 e 3790 della linea Roma - Nettunia, saranno regolati dal seguente orario:

tr. 3791 = Roma Ter.	p. 7,00	Nettunia	a. 9.55
" 3790 = Nettunia	p.16,40	Roma Ter.	a.19.30

Dalla stessa data, detti treni fermeranno anche a Nettunia Colonia.

IL DIRETTORE GENERALE
[illegible] 3239

(1) Servizio.

Stab. Tip. Pucci - Ancona - Ord. 37 - 30-6-42-XX - 1.701.920 3/4

Ministry of Transports
I.S.R. General Direction
Movement Service

Rome 17 May 1945
M.211 - 945 - 5bis/ma 4339/18

Subject:
Emendaments of schedule trains 3791 and 3790 - Rome - Nettunia line.

Allied Cpmmission
Transportation Sub Commission
Rail Division
HQ. M.R.S.
Building

For due knowledge we communicate that, due to local requirements and applications received by the Capo Compartimento, as from 10 May the trains 3791 and 3790 on Rome Nettunia line will operate on the following schedule:

Train 3791		Train 3790	
Rome Terminal	dep. 0700	Nettunia	dep. 1640
Nettunia	arr. 0955	Rome Term.	arr. 1930

Effective from the same date the above trains will halt also at Nettunia Colonia.

Director General
Sgd: Di Raimondo

3238

Ca.16.cb.

Emendaments of schedule
trains 3791 and 3790 -
Rome - Nettunia line.

Transportation Sub Commission
Rail Division
Hq. M.R.S.
Building

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Nettunia	arr. 0955	Rome Term.	arr. 1930

Effective from the same date the above trains will halt also at Nettunia Colonia.

Director General
Sgd: Di Raimondo

3238

Ca.16.cb.

PGM/1c

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

Tel. 843238
Ref. AC/100/2655/Tn 4

18 May 1945

SUBJECT : Rome-Nettunia.

TO : ISR - Bldr.

1. Reference M.211/2657/193-3/ of 15 May 1945.

2. We feel that passenger service of one round trip daily is sufficient on this line for the present.

For the Chief Commissioner :

P.G.EATSON, Major

Copy to: Capt Dean Rome Tn Officer.

MINISTRY OF TRANSPORTS
ISR GENERAL DIRECTION
MOVEMENTS DEPT.

Roma, 15 May 1945
M.211/2857/193-E
To: Tn.S/Commission A.C.,
Rail Division

SUBJECT: Rail communications btw.
Roma and Nettunia.

1. This Ministry has been repeatedly pressed to facilitate the communications from Nettunia toward Roma. We therefore suggest the operation of another round trip daily, as per approximate schedule below:

Nettunia	dep 0620	Roma	arr 0915
Roma	dep 1620	Nettunia	dep 1915

2. For above trains we suggest following compositions:

one baggage car and four cars for passengers; the stock required can be obtained from local resources.

3. Increased coal consumption abt. 2,5 tons per day.

4. Please kindly investigate above proposition and let this General Direction know your decision on the matter.

The Director General
G. DI RAIMONDO

MINISTERO DEI TRASPORTI
~~MINISTERO DELLE COMUNICAZIONI~~
FERROVIE DELLO STATO - DIREZIONE GENERALE
(1) Servizio Movimento

Roma, 15 MAG 1945
N. M.211-2875-193 E
Al N. ..... del .....

OGGETTO: Comunicazioni tra Roma e Nettunia.

Sottocommissione dei Trasporti
dell'A.C. -Divisione Ferroviaria
ROMA

I)-Nelle relazioni fra Roma e Nettunia è maggiormente sentita la necessità di favorire le comunicazioni da Nettunia verso Roma, come da autorevoli premure pervenute al riguardo a questo Ministero. Si propone perciò l'istituzione di una seconda coppia di treni, regolati dal seguente orario approssimativo

NETTUNIA	p.	6.20	ROMA	a.	9.15
ROMA	p.	16.20	NETTUNIA	a.	19.15

II)-La composizione dei treni suddetti potrebbe essere di 1 bagagliaio e di 4 carri attrezzati per viaggiatori, con materiale ricavabile dalle risorse locali.
III)-Il maggior consumo di carbone è di circa tonn.2,500 al giorno.
IV)-Si prega far conoscere quale decisione sarà presa al riguardo.

IL DIRETTORE GENERALE
Uoli Raimondo

3235

Stab. Tip. Pucci - Ancona - Ord. 37 - 30-6-42-XX - 1.701.000 ex.

(1) Servizio.

100/2655

COPY

11 May 1945

TIRE

FROM : DMRI

TO : Joint Railway Control, Rome

Moscatello's file M22/144/2200/25 dated 7 May. Joint Railway Control, Rome notify ISR to add one (1) box car to the following trains to transport less-than-carload shipments:

1854/1853 ROME ARSOLI (LINE 88)

5097/5096/5099/5098 ROME FRASCATI (LINE 265)

3791/3790 ROME NETTUNIA (LINE 264)

6881/6882 6883/6884 VELLETRI COLLEFERRO (LINE 259)

cc. Maj. Matson, AC, Bldg.
Ing Moscatello

H. H. HEADLEE
Captain, TC
774 RGD
1410

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

21 March 1945

DAILY DIGEST OF ROME PRESS

1). From the "Corriere del Mattino"

- re-operation of the service between Rome and Nettunia.

The Minister of Transport informs that:

On March the 19th it will be operated a passenger service between Rome and Nettunia with the following time table:

Departure from Rome at 7 a.m. Dep. from Nettunia at 15.30 p.m
Arrival to Nettunia at 10.16a.m. Arr. to Rome at 18.55 p.m;

Then on March the 20th it will be operated a passenger service between Sapri and Battipaglia, with the following time table:

Departure from Sapri at 4.15 a.m.
Arrival to Battipaglia at 7.25 a.m.

Departure from Battipaglia at 16 p.m.
Arrival to Sapri at 19.25 p.m.

100/265

ACP/av

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

Tel. 843236
Ref: AC/100/265/Tn 4

20 March 1945

TO : Impresa Costruzioni Dott.Ing.Schiavo Amelio
Roma - Via Pandosia, 27

SUBJECT : Coach for Civilian Workers.

1. Reference is to your letter 20 February 45 addressed to Military Railway Service.

2. A coach for civilian workers has now been attached to the I.S.R. workers' train between Roma and Anzio and this should meet your needs. Such workers must pay the appropriate fare applicable for the journey.

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

Copy to: I.S.R.

IMPRESA COSTRUZIONI
Dott. Ing. SCHIAVO AMELIO
ROMA

ROMA, 20 Febbraio 1945
VIA PANDOSIA, 27 - Tel. 761-477

Pregiatmo. Sig. Capitano DONDON
Comando 774^ Grande Divisione Ferroviaria
Direzione Generale delle FF.SS.

ROMA

La sottoscritta Impresa che deve eseguire per conto del Genio Civile lavori di ripristino di fabbricati danneggiati da eventi bellici e lavori di riordino di fognature nell'abitato di Aprilia, chiede l'autorizzazione affinchè un certo numero dei propri operai, otto o dieci in tutto, residenti in Roma, possano servirsi del treno Roma - Anzio, tratto Roma - Aprilia, per poter raggiungere e tornare dal lavoro.

Date le condizioni attuali dell'abitato di Aprilia è impossibile provvedere per un ricovero temporaneo dei suddetti operai in Aprilia stessa; considerato l'esiguo numero degli operai di che trattasi e l'importanza dei lavori, la scrivente confida che le verrà cortesemente rilasciata l'autorizzazione richiesta.

Con osservanza.

3232

IMPRESA COSTRUZIONI
Ing. SCHIAVO AMELIO

Amelio Schiavo

Visto: L'Ingegnere Capo
[illegible]

AC 100/88 Tn 4 12 March 1945

Average traffic on Roma-Mandela line

Passengers:	Roma-Tivoli	40 per train
"	Tivoli-Mandela	20 " "
Freight		120 tons per train

An increase is anticipated when operating above traffic daily, with departure from Mandela in the early morning and return from Roma in the evening.

mr/

Traffic on ISR Works ' trains (average) 2 March 1945

AC 100/265 Tn 4

Roma-Nettunia line

60 ISR employees btw. Roma and Campoleone
20 " " " Roma and Nettunia

300 ISR workers btw. Cecchina and Campoleone

AC 100/50 Tn 4

Roma-Civitavecchia line

50 ISR employees
18 workers of firm Luzzi

AC 100/65 Tn 4

Roma-Sette Bagni-Monterotondo

20 ISR employees
10 workers of firm Travaglini

mr/

Rome 2o th. February 19+5

To : Cap. LONDON

The writers have been entrusted by the Italian Engineering Section with the repair of buildings damaged by the military operations and re-ordering of the sewers of the town Aprilia. The writers ask there= fore for the permit to have a certain mumber of their workers , eight or ten in all, living in Rome , to travel on the workers train that goes from Rome to Anzio.

Seeign the conditions in which is now the town Aprilia it is impossi= ble to have a temporary shelter built for said workers. Considering the small mumber of the workers and the importance of the works that are to be done , the writers hope You will have no difficulty in granting their request.

signed : Schiavo Amelio

3230

Monday 19 March Nettuno
1 Coach Civil Traffic 48

Allied Force
MILITARY RAILWAY SERVICE - ITALY
Office of Director

A.P.O. 512
14 March 1945

531.7 OP

SUBJECT: Passenger Service, Rome Nettunia.

TO: Director General, Italian State Railways.
Capo Compartimento, Rome.
Rail Division, Tn Sub-Commission, Allied Commission.
Supt. Transportation, 774th Railway Grand Division.

1. Reference letter from Capo Compartimento, Rome, dated 5 March, file N.6/CC/450.1.

2. Effective Monday, 19 March, one coach, with seating capacity of 48, will be added to the daily workers' train operating between Rome and Nettunia. This coach will be for civil passengers.

3. It shall be the responsibility of Rail Division, Tn Sub-Commission, Allied Commission, to work out the allocation of permits for travel on this train.

FOR THE DIRECTOR:

R. P. Moss

R. P. MOSS
Lt.Col. T.C.
Deputy Director-Operations

cc-Liaison Officer, G-4 (Mov & Tn) AFHQ
Movements, Sub-Area Roma.

100/89/265

HEADQUARTERS
LAZIO UMBRIA REGION
TRANSPORTATION DIVISION

Date 6 March 1945
Ref. TSC/RD/54

Subject: Rome-Nettunia Passenger Service.
To : Transportation Sub-commission (Rail)
HQ.AC.

1. Reference your AC/100/89/265/Tn 4 dated 22 Feb. 1945, there are no reasons (security or otherwise) which would make the suggested facility undesirable.

2. Applications have been received from time to time from anti-material workers, etc; for permission to use the railway workers trains over this section, and it would also provide facilities for those engaged in works at the Port of Anzio.

Sgn. E. W. Dean

Capt.
For Regional Transp.Officer

2228

ACP/1c

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

Tel. 843238
Ref. AC/1.0/89/265/Tn 4

22 February 45

TO : Regional Transport Officer
Lazio-Umbria Region.

SUBJECT : Rome-Nettunia Passenger Service.

1. ISR has asked for a passenger coach, or two box cars, to be attached to the existing workers' trains between Rome and Nettunia.

2. Please let me have your observations in respect of this request.

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

Copy to : Movements, Tn Sub-Comm. HQ., AC.

3227

EWD/elc

Tn. Sub-Comm. Representative
c/o Capo Compartimento
Rome

Item
265

19 October 1944

Director, Tn. Sub-Commission

Subject : I.S.R. additional tracks.

For information, please note the Military Railway Service have authorised the I.S.R. to construct.

(1) Two spur tracks at Campoleone between the Station and the Cecchina Line

(2) Extend and connect the spur track into main at Cecchina Station,

providing the work does not interfere with the present programme for completing the improvements of the main track between Cecchina and Campoleone.

E.W. Dean
Capt.

56/4

File

Allied Force
MILITARY RAILWAY SERVICE
Office of Director General

A. P. O. 400
9 July 1944

Subject: Rail Line 265 - Anzio to Rome.

To: Lt. Colonel L. E. Vining, Director
Transportation Sub-Commission, ACC
A.P.O. 394, U.S. Army

1. With reference to Minute 64 of the Military Transportation Committee meeting held on 26 June 1944, it is believed that the Anzio-Rome Line will be fully occupied with rail movements for military purposes for about 50 to 60 days at which time it is believed that the Anzio area will be cleared of military tonnage. Military tonnage will occupy the full capacity of the Anzio-Rome Line during that time.

2. In the meantime, it is understood that ACC is using Civitavecchia for flour and it is believed that as Northern ports are opened, that ACC can utilize Civitavecchia to a greater extent until possibly all of their requirements are taken care of through that port. It is further believed that bidding should be made for military tonnage on Line 50 on that basis.

CARL R. GRAY, JR.
Brigadier General, USA
Director General

Major Richardson

(1) Brig Fellows told me that if food stock piles could be built up at Anzio he would guarantee the necessary lift from Anzio to Rome whenever required. that he had on about 1500 tons to move from Anzio & that the cafe the line would be free of military traffic - I cannot see therefore the line not being used for ACC traffic for 50 or 60 days. Please bringing from movements - and Rich presently for 500 tons per day lift food daily after Rome fell 18/7

Allied Force
MILITARY RAILWAY SERVICE
Office of Director General

A. P. O. 400
9 July 1944

Subject: Rail Line 265 - Anzio to Rome.

To: Lt. Colonel L. E. Vining, Director
Transportation Sub-Commission, ACC
A.P.O. 394, U.S. Army

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CARL R. GRAY, JR.
Brigadier General, USA
Director General

ACP/mr

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC Tn.56/3
Date : 6 July 1944.

TO : D.C.M.R.S., Naples

SUBJECT : Rail line 265 Anzio - Rome

1. Reference is made to Minute 64 of Meeting of Transportation Committee held on 26 June 44.

2. Information is sought as to whether any alteration is likely in the date of the availability of line 265 for ACC. traffic resultant on the closing of the port of Anzio for military traffic.

3. This Sub-Commission is anxious to explore the immediate possibility of making use of Anzio as a civil port for schooners, and the shortage of auxiliary road transport could be offset by the use of rail.

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

3223

HEADQUARTERS
ALLIED CONTROL COMMISSION
Food Sub-Commission
A.P.O. 394

WS/el

4 July 1944

ACC/94-1/FOOD

SUBJECT: Shipping space for Agricultural Supplies

TO : Regional Agricultural Officer, Region IV

1. Reference your undated letter RA/ACN/160.

2. It seems that this traffic is eminently suitable for conveyance by schooner and if you will let me have the necessary details I will arrange for one (1) schooner (approx. 50 tons) to be loaded for Anzio each week.

3. At present we are unable to use Civitavecchia but the position may be changed in about 3 weeks time when the question of discharge at that port can be re-viewed.

4. For your information there is in existence a reliable firm of Messrs. Contrand and Company who will undertake discharge from schooner and loading to road trucks at Anzio, in some instances they have even supplied the trucks.

Full details as to the functions of this firm may be obtained from Captain WEBB, T.C.U. Division, Rome Region (Duplex 84).

W. J. Legg
Colonel
Director, Food Sub-Commission

Copy to:
Tn. Sub-Commission ACC (Lt. Col. GLANVILLE)
Agriculture Sub-Commission, ACC

URGENT

LW/S-

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC Tn/56/1

Date : 23 June '44

TO : D.G.M.R.S.,
Naples.

SUBJECT : Rail Line - Anzio to Rome.

It is understood that the railway from Anzio to Rome will be open for traffic on or about the 1st July 1944.

As you are aware there is a line running from Anzio Station to the docks at Anzio and there are two sidings and a line running into a small Diesel shed. The sidings would hold approximately 25 wagons each.

The track is at present covered by earth and sand due to road vehicles having travelled along it and there is also about a length of rail to be adjusted.

Major Teets, Executive Officer, M.R.S., Rome, with whom I discussed the matter is fully aware of the situation.

Could orders kindly be issued to have the line from the station at Anzio down to the wharf including the track running along the wharf be put into a state for use, as by so doing wagons could be loaded at the wharf, and by means of a switch engine at the sidings referred to, empties could be supplied and loaded, removed to Anzio Station thereby saving road transport and also the transhipment involved by loading from ships to road vehicles and from road vehicles to wagons.

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

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