

ACC AC26/TN4 10000/148/2000 PORT OF CH
SEPT. 1944 - NOV.

148/2000 PORT OF CIVITAVECCHIA
SEPT. 1944 - NOV. 1945

IFC/mh

TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMORANDUM

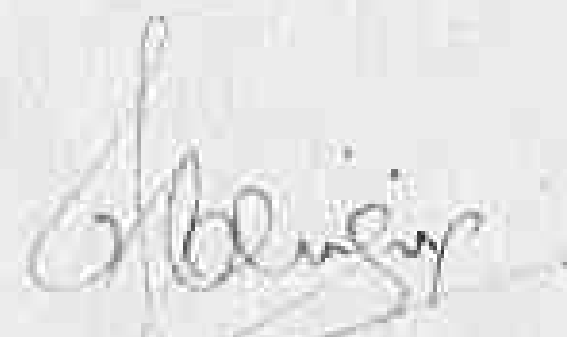
Tele : 478701

5 November 1945

283/59/Tn.3.

SUBJECT : Railway weighbridge at Port of CivitavecchiaTO : Ports & Warehouse Division
(Operation Branch)

1. Reference your AG/23/96/Tn.6. dated 30 October '45.
2. This matter has been passed to the responsible Department of the I.S.R. and you will be kept informed on progress made.

F.F. CLINGING,
Capt. R.E.

Copy to : Rail Division (Tn.4.) (reference conversation Maj. Ping - Capt. Clinging today).

Movements Division - Shipping Branch
Port Liaison Officer, Civitavecchia

10/29
TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
S TRANSPORTATION (RE) MAIN, C. M. F.

Tel. 843238
Ref. AC/10/Tnd

6 November 1945

SUBJECT : Railway Weighbridge at Port of
Civitavecchia.

TO : Director General, Italian State Railways.

1. The Port Liaison Officer at Civitavecchia has pointed out the difficulties which are occurring through the absence of a railway weighbridge at the port and a special request has been made for one to be installed.

2. Will you please see what arrangements can be made in this respect.

A.C.

for Director

Copy to: Ports & Whse. Division
Movements Division

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel : 347
Ref : AO/23/96/Tn6

10/28
UAG/lp
20 October 1946

SUBJECT: Railway weighbridge at Port
of Civitavecchia.
TO : Movements Division - Rail Branch.

1. We attach, hereto, translation of letter dated 20 October 1946, addressed by Port Liaison Officer, Civitavecchia, to the Station Master of Civitavecchia, which is self-explanatory.

2. In view of the absolute necessity of expediting, as much as possible, the discharge of grain vessels calling at the Port of Civitavecchia, we would appreciate your bringing the matter to the notice of the responsible Department of the Italian State Railways.

3. It is requested that appropriate prompt action be taken by the above authorities.

4. Your advices will oblige.

For the Chief:

U.A. Chilardi
U.A. CHILARDI
Operation Branch
Ports & Warehouse Div.

Attachment: As stated in para.1.

Copy to : Chief, Rail Division ✓
Movements Division - Shipping Branch
Port Liaison Officer - CIVITAVECCHIA

10/17 One Copy
Civitavecchia 20 October 1945

SUBJECT: Railway weighbridge at Civitavecchia Port. *of this*

We refer to our letters of 14 June and 26 Sept. 1945, to which no reply has been received.

There are arriving in this port steamers with bulk grain which has to be weighed prior to despatch.

The lack of a railway weighbridge, asked for since 14 June 1945 has caused, and causes, serious inconveniences among which I would mention:

a) slowness in discharge due to weighing at ship's side, which has reduced by 50% the daily discharge output of steamers, causing heavy expenses to the Italian Govt. owing to the long stay of ships in port;

b) the double handling of goods with heavy increase in cost of discharging operations;

c) a greater waste of grain, in consequence of the multiple handling of the goods.

The seriousness of the situation requires prompt intervention on the part of the responsible Authorities, in order that the weighbridge, which was asked for four months ago, be set up.

We would point out that the expenses which the State incurs under present conditions of discharge of grain in bulk are considerably higher than the cost of a weighbridge which latter item would, in a short space of time, be fully covered.

Please acknowledge receipt.

Sd: Major M. retti
Port Liaison Officer

To : The Station Master
CIVITAVECCHIA

CRW/elc

TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMORANDUM

Tel : 478704

20 August 1945

283/54/Tn 3

SUBJECT : Port Clearance by Rail - Civitavecchia

TO : Ports & Warehouse Division (Tn 6)

1. Reference AQ/19/56/Tn 6 dated 15 Aug '45.
2. It is fully realised that only during certain periods of the year will it be possible to transport coal by barge from Civitavecchia to Fiumicino for onward movement by rail to final destinations.
3. Arrangements will be made, when the sea lift is no longer possible, to supply the necessary wagons for clearance of coal from Civitavecchia.

For Chief Movements Division

C.R. Worthington
C.R. WORTHINGTON,
Major R.E.

Copy to : Rail Division (Tn 4) ✓
Shipping Branch
Maggiore P. Moretti, P.L.O. Civitavecchia

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION
SUPPLY DIVISION

Transportation

19 May 1945

SUBJECT: Port of Civitavecchia

TO: The Minister of Public Works.

Dear Mr. Minister,

1. Reference your letter 3455 of 12th May 1945.
2. I attach a copy of a letter sent to the Director General of the Italian State Railways, Ref. IC/In/17/54/C.A. of 4th April by the Rail Division of the Transportation Sub-Commission.
3. This letter makes it clear, that for the moment the works requested at this port, are not considered necessary from the operational side.
4. Although, at the moment there is a great scarcity of sleepers and it is essential that the stock held by the I.S.R. should be used only on priority work.
5. Therefore, for the reason given in paras 3 and 4 above, permission to put the work in hand is being withheld.
6. With regard to the rail connection to Porto Littorio, this berth has never been rail served, and although it is understood a scheme is under consideration, no plans or estimate have yet been submitted to the Rail Division for approval.
7. The question of the above tracks will be submitted to the Allied Railway Board Reconstruction Committee at their next meeting.

Yours very truly (sgd) E. B. McKinley

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

Copy

AHS/ef

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

Tel : 843239
Our ref: 4C/Tn/17/84/C.E.

4th April 1945

TO : Director General
Italian State Railways

SUBJECT : Civitavecchia.

1. Reference your letter M.L.8bis/10649/CIV 53 (34BIS)
4.1. of 2nd April.

2. A meeting was held at the port of Civitavecchia on
7th January at which the Direzione Generale delle Opere
Marittime was represented.

3. It was agreed to increase the capacity of the port
to 20,000 tons per month and a scheme was prepared for the
siding necessary for handling this traffic, and the work is
now nearing completion.

4. The scheme submitted by the Direzione Generale delle
Opere Marittime is for 75,000 tons per month, which is less
than the scheme agreed to.

5. The work shown on plan 4800 has been referred to the
operating branch who replied :

"As indicated in purple on attached sketch, the work
is now under way, and when completed will be ample to serve
the present and immediate proposed berthing spaces "".

"New work to be accomplished by Public Works
Administration, as indicated in green, is long term work
and is for contemplated switching and team track purpose
which may be essential at a much later date. This work may be
undertaken but it must be so arranged as not to interfere with
existing facilities or operations and must be last priority
on the work being carried out at Civitavecchia.

6. This project will be presented to the next meeting
of the Reconstruction Committee Allied Railway Board for

TO

: Director General
Italian State Railways

SUBJECT

: Civitavecchia.

1. Reference your letter N.L.8bis/10649/CIV 53 (34313)
4.1. of 2nd April.

2. A meeting was held at the port of Civitavecchia on
7th January at which the Direzione Generale delle Opere
Marittime was represented.

3. It was agreed to increase the capacity of the port
to 90.000 tons per month and a scheme was prepared for the
siding necessary for handling this traffic, and the work is
now nearing completion.

4. The scheme submitted by the Direzione Generale delle
Opere Marittime is for 75.000 tons per month, which is less
than the scheme agreed to.

5. The work shown on plan 4800 has been referred to the
operating branch who replied:

"" As indicated in purple on attached sketch, the work
is now under way, and when completed will be ample to serve
the present and immediate proposed berthing spaces "".

"" New work to be accomplished by Public Works
Administration, as indicated in green, is long term work
and is for contemplated switching and team track purpose
which may be essential at a much later date. This work may be
undertaken but it must be so arranged as not to interfere with
existing facilities or operations and must be last priority
on the work being carried out at Civitavecchia.

6. This project will be presented to the next meeting
of the Reconstruction Committee Allied Railway Board for
approval.

7. If approved it will then be possible to put the work
in hand, when all the other work is completed.

O.H. LINDBERG,
Lt.Col.
Tn-Sub-Commission.

Real

HEADQUARTERS ALLIED COMMISSION
 NO 394
 TRANSPORTATION AND COMMUNICATION

Ref. 496
 Ref. 49/14/23/126

12 May 1945

Final Report on Civitavecchia Port
 November 1944 to April 1945

TO: Ports & Warehouse Division

1. Arriving at Civitavecchia in the middle of November 1944, for a second tour of duty in the town, it was a shock to find it so quiet after the activity, when the military were using it. Getting to Civitavecchia was easy, but HQ did not appreciate the conditions and one was expected to get on with the job, with no means of transport, no equipment and no ration. The only information available was AC/IN/541/84 of 2 November 1944, which was not much help and even the important agreement between the Naval Sub-Commission and the Ministry of Marine of October 1944 was not made available.

2. The town having been stripped by the military and then occupied by the returning civilian population, had nothing left for the P.L.C. to sit on or write on. HQ and RMS IV refused to help, but thanks to the M.F.T. some furniture was made available. Transport was just as great a difficulty. RMS IV helped for a time and then refused and after much delay HQ provided, much against the apparent will of all concerned, while in Rome the streets were full of AC and civilian cars. In fact, there seemed to be no 'drill' for sending an HQ officer into the 'field', and every effort was made to pass the 'back' on to RMS IV, while expressly laying down that RMS IV work was not to be done.

3. The P.M.F.T.B., McFairley and his assistant McTaylor, gave every assistance to enable the P.L.C. to get started and to re-open the AC mess, which soon proved to be essential, with so many interested persons visiting the Port.

4. With the P.M.F.T.B., who had copies of the MEMRO meeting minutes, in the Chair at the Port Control Committee meetings, many questions were resolved, but the M.C.I.C. seemed to be diffident of using his authority. Study of the minutes reveals that some questions being raised week after week, which could have been dealt with within the week if action had been taken at once.

- 2 -

5. No equipment was available in the Port in the initial stages, but by borrowing army cranes and trucks, it was possible to restart the lighting of the port, small road works too were started, and suffered from lack of cash.

6. In December, the coal pier was in use and also the rail to No. 4 (now No. 11), both were delayed due to bad planning, the former I suggest should not have been built at all in that position; by building there a 'Liberty' berth was utilized, while if the same amount of effort had been spent on No. 8, something more permanent would have been accomplished and an extra quay provided. The latter was apparently laid without any survey and half the track had to be relaid under the direction of the M.V.S. Construction Sgt. Henderson.

7. Improvisation has been the order of the day on many occasions; lights have to be rigged on many of the small coasters, the grabs started work at a rough quay, as the rail was late in being laid, and rough platforms have been used at No. 4 because the ships cannot come alongside.

8. Port working as at 1 May 1945

The successful running of this port is largely dependent on a good rail service, as except for No. 1 and No. 2 no back-piling facilities exist. Up to 3,500 tons were loaded before the improvements were made, and since then the rationing of rail cars have prevented high figures.

Two engines are required to give a quick switch, and until such time as two are available No. 7 and 11 will both lose time, especially as the workers do not stop for coal breaks.

The provision of watering and coal facilities in the port area would assist, as time is lost going to the Central Station.

The opening of Ferdinandia Port rail head, which is worked by the Central Station engines, has enabled the port to operate, without hindrance during the rail reconstruction, and provides excellent facilities for loading beasts.

The provision of the Fulmarine barges, and 'minca' barges and grabs have enabled the discharge figures to increase without a big increase in the labor force, which is still too short to encourage disciplinary action to be taken. During the month of April some 6,000 tons were 'grabbed' out of the mincas.

Clearance of Quay 1 and 2 to rail head are not a problem.

9. Discharges Achieved

	<u>Total Head</u>	<u>Total Tonnage</u>	<u>Average Daily Tonnage</u>
September 1944		731	24
October 1944		4,748	153
November 1944		13,599	453
December 1944		22,166	715
January 1945		27,218	878
February 1945	3,009	32,668	1,160
March 1945	2,861	41,640	1,340
April 1945	1,359	52,641	1,755
	7,249	195,411	

165

- 3 -

10. Comparison of facilities November 1944 and April 1945 following reconstruction plan laid down 5 January 1945.

- a) Port and rail heads illuminated
- b) Port rail head relaid, and Tarquinia Port rail head opened
- c) Water points at all quays
- d) Improvements to quays

	<u>November 1944</u>	<u>April 1945</u>
Quay 1 24 feet	Large ship Facing requires repair Repair to break water	No change
Quay 2 24 feet	Liberty fitted only	Adapted to fit all ships up to liberty size
Quay 3 6 feet	Schooner Road served	Damaged part rebuilt. Rail served. Deepened.
Quay 4 9 feet	Coaster Road served	Damaged part rebuilt. Rail served. Requires dredging
Quay 6 6 feet	Nil.	Rebuilt for schooners. Rail served. Deepened
Quay 7 24 feet	Liberty fitted only Road served	Star built. Rail served Direct discharge to rail
Quay 8 21 feet (7)	Nil	Work in hand and proceeding well to completely rebuild to enable discharge of one large ship direct to rail. Depot almost complete and rail served both sides.
Berth 9	Nil	Large ship 24' to discharge into barges only
Quay 11 24 feet	Liberty fitted	Adapted to fit all ships up to liberty size. Rail served, platforms to rail car level.
Berth 12		Large ship 27' to discharge in barges only

11. The future plans

The SENIO CIVILE, still has to start work on the break water opposite No. 1 Berth, and awaits a crane to do this. It has been pointed out to him the necessity of extending the moat

- 4 -

southerly end of the wall to protect the railway against heavy storms.

The future program appears to cover the provision of rail to No. 2 quay, reconstruction of the quay and the raising of the wreck and the reconstruction of the quay immediately north of No. 11. It has been pointed out to the Genio Civile that if the latter is carried out first, then no unloading berth will be lost to the port, during reconstruction.

Work is proceeding on both No. 7 to strengthen the coal pier and on No. 8 to complete the clearance, rebuild the quay and roof the new warehouse.

12. Administration

While it has been the policy of the P.L.O. to advise the H.O.I.C. of his proposals to AC to improve the working of the port, no similar drill has been carried out by the H.O.I.C. of his recommendations to his Ministry.

Study of the minutes reveal serious weaknesses in the supervision of the labor in the port for pilferage and discipline.

I recommend that the officer strength be such that there can be physical supervision of the Port at all times.

13. Consignees and Acceptance

The complete pencetime procedure is difficult to follow while transport is still controlled.

It has been established that the quickest way of clearing the cargoes by rail was to load in bulk for sorting in the Rome markets, and this was done with both fruit and wine, and in fact at No. 4 and 11 is the only way since back piling facilities or sorting facilities do not exist.

It has been also proved that as soon as you permit sorting into markets on the quay there is a delay, due probably to the goods being marketed.

I am not conversant with our Ministry of Food Drill, but I imagine it imports in bulk and distributes to a firm in proportion to its trade; and a similar scheme here could, I think, solve many problems.

(signed)

J. R. Bowes, Captain

Original hand written report

in Parts 2 Warehouse Division Files

Distribution

Deputy Director - Transportation Sub-Commission

Movements

Shipping

Rail

Road

Chairman Port working committee - Civitavecchia

21 April 1945

WIRE

FROM: DMRSI

TO : Joint Railway Control, Rome
AC Tn Sub-Comm, Movements Division, Rome
CO, 719 ROB, Leghorn

CONFIDENTIAL. Reference conversation Major Worthington - Major London 21 April. Effective Sunday 22 April 1945 and to continue until further advised, furnish empty cars to the Ports of Civitavecchia and Piombino to protect ALCOM dock clearance on the following basis:

1. Of the total supply available for both ports, give preference to Piombino.
2. Furnish Piombino Port 50 cars per day and balance of available cars if any to Civitavecchia.

719 ROB make special effort to fill the Piombino quota with empties released in the forward area. CS-576. Signed London.

S. E. London
S. E. LONDON
Major, T.C.
1630

cc:-Mov L.O. - MRS, Bldg.

162

9 am not sure with

Subject: Civitavecchia Port.

10/22
Military Railway Service,
C.M.R.
Tel. Firebox 41.
Outside Line 843236.
Tn.A.4/172.
23 Jan'45.

To : Tn-Sub Comm. ✓
A.C.

1. Reference your AC/Tn/17/30/CR of 15 January.
2. Approval is hereby given for the removal of the following by the I.S.R. to provide material for track works at Civitavecchia Port:-

- (a) 5th siding Montalto Station.
- (b) 6th siding Orbetello Station.
- (c) Goods grid at Palo Station (Rome side).

Matter
(J.Ratter) Colonel,
for Brigadier,
Director Military Railway Service.

BWB/10

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

Tel. 543403
Our Ref. AG/10/Tn 4

24 January 1945

TO : Movements Division
Tptn. Sub-Comm.
AC.

SUBJECT : Workers - S. Marinella to Civitavecchia.

1. Reference your 283/19/Tn 3 of 22 January, Capt Abriani seems to be under a misapprehension.
2. In accordance with the suggestion of the Port Liaison Officer Civitavecchia arrangements were made for approx. 50 workers to travel on train 8228 from S. Marinella at 0720 hrs, due Civitavecchia at 0755 hrs. Actually permits for about 80 such workers have been issued.
3. I am not clear who the 200 workers seen at Santa Marinella by Capt Abriani may be but it would appear that they were waiting for train 8236, due at Civitavecchia at 0916 (0700 hrs from Rome and approx 0840 hrs from S. Marinella) no arrangements have been made by me for workers ex Santa Marinella to travel on this train.
4. I am asking for reports on the recent running times, of both trains (8228 and 8236) and, if there are signs of late running, I will impress on the ISR the need for immediate improvement, J.L.M./A.M.R.S.
5. Some further information as to ~~the~~ the 200 workers referred to by Capt Abriani ~~was~~ would be helpful.

100

O.H. LINDBERG

0 : Movements Division
Tptn. Sub-Comm.
AG.

SUBJECT : Workers - S. Marinella to Civitavecchia.

1. Reference your 283/19/Tn 3 of 22 January, Capt Abriani seems to be under a misapprehension.

2. In accordance with the suggestion of the Port Liaison Officer Civitavecchia arrangements were made for approx. 50 workers to travel on train 8228 from S. Marinella at 0720 hrs, due Civitavecchia at 0756 hrs. Actually permits for about 80 such workers have been issued.

3. I am not clear who the 200 workers seen at Santa Marinella by Capt Abriani may be but it would appear that they were waiting for train 8236, due at Civitavecchia at 0916 (0700 hrs from Rome and approx 0840 hrs from S. Marinella) no arrangements have been made by me for workers ex Santa Marinella to travel on this train.

4. I am asking for reports on the recent running times, of both trains (8228 and 8236) and, if there are signs of late running, I will impress on the ISR the need for immediate improvement, 31.1.54 M.R.S.

5. Some further information as to ~~the~~ the 200 workers referred to by Capt Abriani ~~was~~ would be helpful.

160

C. H. LINDBERG
Lt. Col. R.E.,
Chief, Rail Section.

ACI/B.F.
10/20TRANSPORTATION SUB-COMMISSION, A.C.,
(RAIL SECTION)
C/o Transportation Increment,
C.M.F.

24 January 1945

Tel: 643402
Our reference: AC/IO/Tn4TO :Capt. Dean
C/o Capo Compartimento
Rome.

SUBJECT: Trains 6228 and 6236 to Civitavecchia-

1. Complaint has been received of late arrivals of above trains at C.V. no evidence has been received as to actual arrival times behind schedule.

2. Please ask C.C. Rome Division to obtain reports of running times made by both trains for say the last 3 weeks.

acting my
O.H. LINDBERG,
Lieut-Colonel,
Rail Section.

JWB/elc

INTER-OFFICE MEMO

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

22 January 1945

Tele : 478704

283/19/Tn 3

SUBJECT : Workers - S. Marinella to Civitavecchia

TO : Transportation Sub-Commission
(Rail Division)

1. Minute 107 of Civitavecchia Port Control Committee meeting held 15 Jan '45, reads as follows:

"107 Train Service from Santa Marinella"

"Capt. Abriani raised the question of the unpunctuality of the train bringing workers from Santa Marinella to Civitavecchia, stating he had seen as many as 200 workers at Santa Marinella station at nine o' clock in the morning, waiting for a train which should arrive at seven o' clock".

2. Delay in arrival of workers seriously affects Port working. Can it please be arranged that the workers train in question runs to time in future?

*Original sent - dep
50 permits
on 8-28
Home
0700
due
0916*

J. M. Sieff
Sr. Col.
M. J. SIEFF, Lt. Col.
Chief, Movements Div.

*Bowles
wanted
about 100
from 8 AM*

*As of 08
asked for 50
permits
to Civ. we arranged
for use of
train 8-28
with 100
due 0916
? punctuality
records*

FX 78150
JAN 2/2009

for H. G. Lindberg

JAN 3/0930
ROUTINE

AFHQ SIGNED SACMED CITE FHTNB
ROME AREA FOR TN INC INFO : ALCOM

RESTRICTED.

For D Tn.

1. It has been ruled that all possible steps will be taken forthwith to increase acceptance capacity of port of Civitavecchia especially for coal for ROME and concerted effort is to be made by all concerned.
2. TN (BR) will supply from reserve held for future ports such fixed or mobile cranes as required and suitable and personnel to drive and maintain. 5 cranes have been asked for mainly to discharge bulk coal ex barges being provided by TN (A).
3. Request you have a recce made earliest of the port to decide what types of cranes available are most suitable and arrange accordingly.
4. Cranes will be withdrawn as when operations require their use elsewhere.
5. Contact ALCOM for further details.

WGP/em

10/13

HEADQUARTERS ALLIED COMMISSION
AFC 394
TRANSPORTATION SUB-COMMISSION
RAILS

TELE.: 843209

December 17th 1944

OUR REF.: AC/10/TM.R.

TO : Ports and Shipping Section
Transportation Sub-Commission,
H.Q., A.C.

SUBJECT : Civitavecchia Port Rail Yard.

1. With reference to the attached copy of a letter received from the Port Liaison Officer, Civitavecchia.
2. Capt. Laddy, Railway Movements, contacted Major Worthington (Movements, Rome) on this subject on 15th Dec.
3. Major Worthington stated that Col. Moss is requesting that the services of 1 Sgt. be retained at Civitavecchia, and that one other Rank was to be sent to the Port on 15th December.

OL
O.H. LINDBERG, Lt.Col., R.E.,
Transportation Sub Commission,
Rails.

10/12

SUBJECT: - CIVITAVECCHIA PORT RAIL YARD. -

TO/ RAIL SECTION

TH. SUB - COMMISSION

H.Q. ALLIED COMMISSION

A.P.O. 394

- 1). It is anticipated that the American Sgt. and EM acting as R.T.O. in the Port Rail Yard will leave shortly, leaving only L/opl Long (Br.)
- 2). At present there are no Italian personnel there capable of doing the work.
- 3). May the importance of the smooth running of the Rail Yard be brought to the attention of the State Railways, so that the men taking over have an opportunity of operating the Yard while the American personnel are still available to supervise.
- 4). It is necessary to provide for a 24 hour operation.

J.N. Bowes Capt.
J.N. BOWES CAPT.

A.C. PORT LIAISON OFFICER

11 DEC. 1944

CIVITAVECCHIA

COPY TO CHAIRMAN PORT COMMITTEE
R.T.O. CIVITAVECCHIA

155

MINISTRY OF COMMUNICATIONS
WORK AND CONSTRUCTION SECTION.

Rome, 22.11.44

Subject: Siding at Berth at Civitavecchia.

1. The explosive implements, lying on the siding of the "molo Traiano" at Civitavecchia, have not yet been removed.
2. The American Command in Civitavecchia charged a part of the workers who were working on the siding, to execute other works.
3. In these conditions, it is impossible to complete the works, within the time fixed by Major Mole.

THE CHIEF OF THE WORK SERVICE
s/s Lo Cigno

URGENT

Cap...
SH

att...

17/2

18/10



MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE
(1) SERVIZIO LAVORI E COSTRUZIONI

Roma, li 22 / 11 / 1944 - A

N. C.S. 192

Al N. del

OGGETTO. Impianto raccordo molo
Traianeo a Civitavecchia

SOTTO COMMISSIONE TRASPORTI

R O M A

1°) Avverto per norma che a tutt'oggi non sono stati rimossi i noti ordigni esplosivi che ostacolano l'impianto del binario di raccordo al molo Traianeo nel porto di Civitavecchia.

2°) Inoltre il Comahdo Americano di Civitavecchia ha dislocato in altri lavori buona parte degli operai addetti all'impianto del raccordo.

3°) In queste condizioni non è possibile ultimare il lavoro nel termine prescritto dal Maggiore Mole.

IL CAPO DEL SERVIZIO

Collegio

HEADQUARTERS
ALLIED COMMISSION
Transportation Sub Commission
APO 394

EJH/em

10/7

REF. : 8th November 1944

TO : Lt.Col. O.H. Lindberg,
Tptn. S.C., A.C., Rails.

SUBJECT : Civitavecchia. Development of Port.
Site inspection 7 Nov. 1944.

Due to the P.E.S. Engineers changing the scheme of the construction of the gantry, namely not carrying the gantry off the sunken ships, but driving timber piles alongside of same, it has now been found impossible to connect track No.1 to the line on the re-positioned gantry. Any connection with Track No.1 would have necessitated such a sharp radius curve that it would have been impossible for a locomotive to run on same.

Track No. 2 gives a layout suitable for running onto the gantry but in order to obtain the required second connection onto the structure, the dead end siding, nearest the water edge which was to have extended round to Berth No. 4 on the Danchina Traianea, has been curved round to connect up with the gantry. This means that a turn out will have to be put into this track to provide for the extension round to the Danchina Traianea.

Material for this extension to Berth No. 4 has been collected from salvaged track at S. Severa (near Civitavecchia) and is scheduled to arrive at site by a works train on 8 Nov. It is anticipated that the layout will be completed by the requested date 16 Nov.

With regard to the Coal Gantry, due to the alteration in the scheme, there are some 30 piles short to complete the work. These have been ordered but no delivery at site has as yet taken place. Subject to delivery within the next day or so the P.E.S. Engineers expect to complete on the 16 Nov.

E. J. Mole Major

E.J. MOLE, Major, 153
Tptn. S.C., A.C., Rails.

HEADQUARTERS
ALLIED COMMISSION
Transportation Sub Commission
A.P.O.394

EJM/ef 10/6

A.C.C./Tn/10/6

Rome, 8 November 1944

TO: ING. IO CIGNO
MINISTERO DELLE COMUNICAZIONI

SUBJECT: CIVITAVECCHIA DEVELOPMENT OF PORT.
WAREHOUSE ON BANCHINA TRAVERSA.

1. Reference your letter L.5.17.24738 dated 6 Nov. 44.
2. The scheme as detailed on the enclosed drawing is approved.
3. Please arrange for this work to be put in hand forthwith and notify me as to the estimated date for completion.
4. At the meeting in Major Mole's office on the 4th Nov. at which you were present it was understood that materials for this work, namely the cement, bricks, ballast, sand and surplus rails were all available for immediate use at Civitavecchia.
5. As this structure is necessary for use during the rainy season, every effort must be made to complete the work within the minimum time.

E. J. Mole Major

Jr O.H. LINDBERG, LT.COL., R.E.
TRANSPORTATION SUBCOMMISSION
RAILS.

HEADQUARTERS
ALLIED CENTRAL COMMISSION
Transportation Sub Commission
A.P.O. 534

10/5
DJW/id

ACC/Tn/10/5

27 October 1944

To Col. D.S. Adams, O.E.
Director, Tn. S/C/

Attention Lt. Col. F.R.A. Glanville,
Shipping, Ports & Warehouse Division.

Subject Civitavecchia. Development of Port.

- 1) Reference your letter ACC/Tn/3/1 dated 23 Oct.
- 2) Enclosed herewith a copy of letter ACC/Tn/10/4 showing action taken.
- 3) With regard to the site of the warehouses, while it is agreed that the removal of the damaged gas container would be advantageous to the layout, owing to the short supply of oxygen and acetylene necessary for cutting up this structure, it is not possible to remove same for the time being.
- 4) In view of this delay in the removal of the gas container, the erection of the one warehouse "A" to approximately the dimensions requested by you, has been ordered.

signed L.E.V.

L.E. Vining, Lt. Col.
Trans. Sub Comm.,
Rails.

EJM/id

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub Commission
A.P.O.394

25 October 1944

ACC/Tn/10/4.

To
Ing. Lo Cigno,
Ministero delle Comunicazioni.

Subject *Z* Civitavecchia, Development of Port.

1) In the connection with the off loading of ships at the Banchina Traianea, it has been decided to lay a standard gauge single track from the existing dead end siding nearest to the water front round to the Banchina Traianea.

2) A run round loop is to be provided, capable of handling 35 waggons.

3) The centre line and level pegs for this work have already been set out on the site.

4) Please arrange for this siding and loop to be laid in forthwith and this work must be completed by 16th Nov.

5) Surplus material at present lying around the port and on the line from Rome ~~also~~ Civitavecchia should be used for this layout.

6) In addition it is necessary to provide an open side shed to act as a warehouse, 120 metres long by 10 metres wide by 4 metres high.

7) The site of this shed is to be on the Banchina Traianea just north of the existing damaged gas container. The back of the shed is to be formed by the existing sea wall and all setting out is to be done with this wall as a base line. ¹⁵⁰

8) The material for the construction of the shed is to be, as far as possible, from salvaged material in the port area. It is suggested that old rails be used to the fullest extent for stanchions and roof purlins. Please prepare a rough sketch plan of a warehouse designed in accordance with the

To

Ing. Lo Cigno,
Ministero delle Comunicazioni.

Subject

✓ Civitavecchia, Development of Port.

1) In the connection with the off loading of ships at the Banchina Traianea, it has been decided to lay a standard gauge single track from the existing dead end siding nearest to the water front round to the Banchina Traianea.

2) A run round loop is to be provided, capable of handling 35 waggons.

3) The centre line and level pegs for this work have already been set out on the site.

4) Please arrange for this siding and loop to be laid in forthwith and this work must be completed by 16th Nov.

5) Surplus material at present lying around the port and on the line from Rome ~~at~~ Civitavecchia should be used for this layout.

6) In addition it is necessary to provide an open side shed to act as a warehouse, 120 metres long by 10 metres wide by 4 metres high.

7) The site of this shed is to be on the Banchina Traianea just north of the existing damaged gas container. The back of the shed is to be formed by the existing sea wall and all setting out is to be done with this wall as a base line.

8) The material for the construction of the shed is to be, as far as possible, from salvaged material in the port area. It is suggested that old rails be used to the fullest extent for stanchions and roof purlins. Please prepare a rough sketch plan of a warehouse designed in accordance with the above proposals.

E. G. M. de Mayer
per

L. E. Vining, Lt. Col.,
Trans. Sub Comm.

Subject : Civitavecchia. Development
 of Port.

Transportation Increment,
C.M.F.
Telephone: Firebox Ext 49.
Outside Line: 343119.
TN.A.4/131.

25 October 1944.

To : Lt.Col. Vining,
 Tn. Sub Commission.

Reference your ACC/Tn./10 dated 23 October 1944.

Authority for the necessary work to be carried out is hereby
granted.

I understand the work is already in hand.


(R.D. Waghorn)
Brigadier,
Director, Military Railway Service.

0933

EJM/id

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub Commission
A.P.O. 394

23 October 1944

ACC/Tn/10

To
Director,
Military Railway Service,
Italy.

Subject Civitavecchia. Development of Port.

1) In connection with the development of the port it is desired to lay a siding, with running round loop from the existing dead end siding nearest to the water front to the Benching Traianea, where facilities already exist for unloading Liberty Ships.

2) At the meeting held between Col. Ratler, Lt. Col. Crane and Major Mole, it was suggested that although this territory had not been handed back to the I.S.R. under the supervision of the A.C.C., work of this nature which was for A.C.C. traffic should be carried out, under the direction of Tn.A.C.C., by the I.S.R. or by contract let by the I.S.R.

3) As the operation would still be the responsibility of the M.R.S. the layout should be approved by the M.R.S.

4) It is therefore requested that authority be granted to enable Tn.A.C.C. to make the necessary arrangements for this work to be in hand forthwith.

108

L. R. Vining

L. R. Vining, Lt. Col.,

23 October 1944

To Director,
Military Railway Service,
Italy.

Subject Civitavecchia. Development of Port.

1) In connection with the development of the port it is desired to lay a siding, with running round loop from the existing dead end siding nearest to the water front to the Banchina Traianea, where facilities already exist for unloading Liberty Ships.

2) At the meeting held between Col. Ratler, Lt. Col. Crane and Major Mole, it was suggested that although this territory had not been handed back to the I.S.R. under the supervision of the A.C.C., work of this nature which was for A.C.C. traffic should be carried out, under the direction of Tn.A.C.C., by the I.S.R. or by contract let by the I.S.R.

3) As the operation would still be the responsibility of the M.R.S. the layout should be approved by the M.R.S.

4) It is therefore requested that authority be granted to enable Tn.A.C.C. to make the necessary arrangements for this work to be in hand forthwith.

148

L. R. Vining

L. R. Vining, Lt. Col.,
Tn. Sub Comm.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

23 October 1944

Tel: 478704
Our Ref: ACC.Tn/S/1

TO : Rail Section
Transportation Sub-Commission

SUBJECT: Port of Civitavecchia

With reference to the proposed sheds to be erected alongside Berth No.4, the particulars of requirements are as under.

It is desired to erect open sheds approx. 12' high. On the north end of the quay, there is a suitable site allowing for the erection of a shed 350' long and 30' wide. A few yards north of the damaged gas container is a small clearance allowing for a shed approx. 54' x 60'.

It is now understood that the construction of the railway will necessitate the removal of the gas container, in which case the shed "B" could be lengthened and the shed "A" be shortened. The extension would depend entirely on the ground required by the railway.

The object of the alternative is twofold:-

- a) Shed "B" is opposite Berth 4 and the handling of cargo is quicker.
- b) By shortening shed "A" say by 30', at the north end, the turning space for motor transport would be increased.

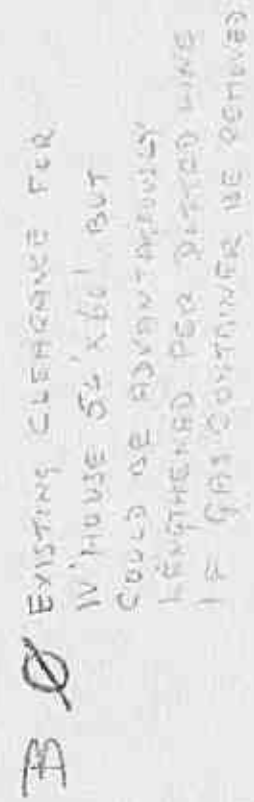
It is essential that sufficient road for motor transport be left between the railway and sheds.

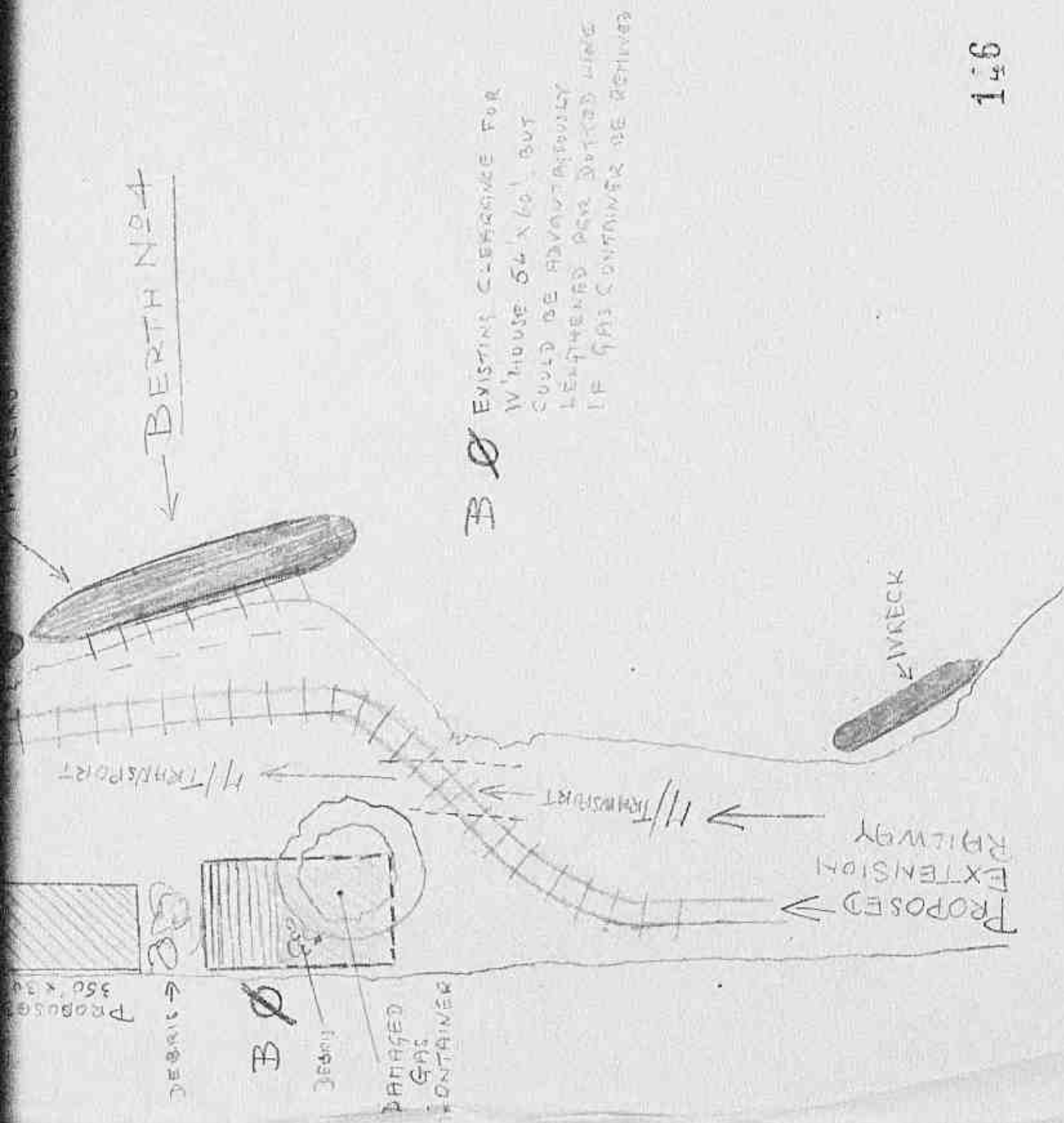
Sheds essential
L.H.
*25/1**

W. R. A. Glanville

F.R.A. GLANVILLE
Lt. Colonel,
Shipping, Ports &
Warehouse Division

127





146

NOT TO SCALE

SECRET

WGF/em

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub Commission
APO 394

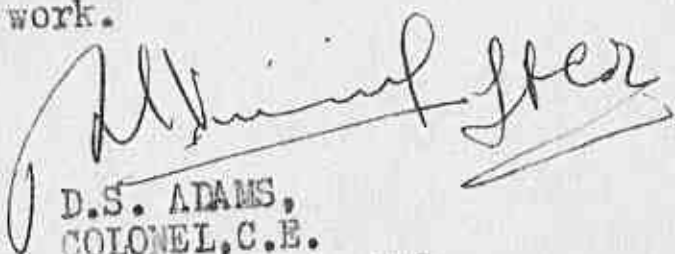
29 September 1944

Ref. ACC.Tn/10/2

SUBJECT : Port of Civitavecchia.

TO : HQ.ACC.Economic Section

1. With reference to Message signal reference No. D.M.R.S. 19 dated 25 Sept.
2. It is proposed to open up the port of Civitavecchia for bringing coal supplies to Rome.
3. To do this a Railway spur will have to be taken off the gathering lines which have been laid, capable of carrying coal wagons, over to sunken ships, and connecting up to the railway lines already existing on the Dock.
4. The superstructure will have to be cut from the two ships to enable railway lines to be ran across them to the point at which the coal ships will unload alongside the farther ships.
5. Plans have already been made by P.B.S. and D.G.M.R.S., but no engineers are available to do the work, and at the moment nothing is being done.
6. Given the necessary authority this work can be carried out by I.S.R., under the supervision of this section.
7. As there are no means available for cutting the superstructure, the Military Authorities will have to be requested to undertake this work.


D.S. ADAMS,
COLONEL, C.E.
Director Tptn.S.C.

0939

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

11/50 1218/12/10 8367 567

RAAC MESSAGE FORM

CALL	CIRCUIT No. NR	PRIORITY	TRANSMISSION INSTRUCTIONS 10/1
SPACES WITHIN RED LINES FOR SIGNALS USE ONLY			
FROM (A) DMRS-ITALY			DATE-TIME OF ORIGIN 250930A
TO (FOR ACTION) CG, NATOUA			MESSAGE INSTRUCTIONS GR
TO (FOR INFORMATION) CO, PBS; CG, ACC.			
(REF. No.) DMRS 19			(SECURITY CLASSIFICATION) SECRET

SECRET DG MRS AGREES WITH PBS ON PLAN I THEIR LETTER TENTH SEPTEMBER COPY TO YOU PD. REFERENCE FX-29268 NATPN PD ~~PAREN ROME AREA~~ 8367 PAREN DG OUTLINED CONSTRUCTION PROGRAM IN HIS INDORSEMENT TO THIS LETTER UNDER DATE THIRTEENTH SEPTEMBER AND CAN HAVE TRACK READY ONE WEEK AFTER PBS ERECTS TRESTLE PD SIGNED CAMPBELL ~~000000~~

INFO - ACTION



Just
(INT. Act) TN S/c ✓ (2)
(INF) APL
Learner
FILE (2)
FLOAT

LOCAL DISTRIBUTION

PRECEDENCE: Priority
ORIGINATING SECTION: DMRS-ITALY
A. G. AUTHENTICATION:
Campbell
ORIGINATOR'S AUTHENTICATION:
COL. A. W. CAMPBELL, TC

THI OR TOR	On
251037A	
TIME CLEARED	144

261015

SECRET
ALLIED CONTROL COMMISSION
INCOMING MESSAGE

6218

TO: CG NATOUSA INFO CO PBS CG ACC
SIGNAL MESSAGE CENTER No: 27/26
FROM: DMRS ITALY CLASSIFICATION:
REFERENCE No: DMRS 19 PRECEDENCE: NONE
DATE AND TIME OF ORIGIN: SEPT 25/0930 OFFICE OF ORIGIN: CITE: NONE



SECRET. DG MRS AGREES WITH PBS ON PLAN I THEIR LETTER TENTH SEPTEMBER COPY TO YOU. REFERENCE FX 29268 NATPN. DG OUTLINED CONSTRUCTION PROGRAM IN HIS INDORSEMENT TO THIS LETTER UNDER DATE THIRTEENTH SEPTEMBER AND CAN HAVE TRACK READY ONE WEEK AFTER PBS ERECTS TRESTLE. SIGNED CAMPBELL

ACC DIST
INFO-ACTION : TN SC (2)
INFO : A/CC
ECON SEC
FILE (2)
FLOAT

SECRET

DATE and Time of RECEIPT SEPTEMBER 26/1015

Distribution:

0941