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HOME AND ENVIRONS
MAY 1944

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC Tn/ 205/1.

Date : 23 May 44.

TO : Regional Commissioner, Reg. IV.
SCAO AMG 5th Army (for T.C.U.C.A.S.)

SUBJECT : Railway Termini and Yards in Rome.

The attached data, taken from the Report of the Inter-Service
Topographical Department 4 August 1943 is sent you for information.

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

Copy to : Capt. W.S. Smith, Transportation Officer, ACC., Reg. IV.

ROME AND ENVIRONS

Rome is one of the more important rail centres in Italy. Four main lines, those from Genoa, and from Bologna, and two from Naples meet here, together with another important line, that from Sulmona giving connection with the east coast at Pescara. All of these, as well as local lines from Viterbo, Albano, Terracina, Nettuno, Fiumicino and Alatri all terminate at Roma Termini station on the east side of the city. The only lines which terminate at other stations are (i) the privately owned short line to Ostia (Stazione Porte S. Paolo) and (ii) a privately-owned line to Viterbo (Stazione di Viterbo in Piazzale Flaminio).

The inconvenience and congestion caused by this concentration have long been apparent; various schemes for dealing with it have been projected from time to time. The prospect of the International Exhibition to be held in 1942 made the matter of reorganisation urgent, and for some years before there was a series of improvements were carried out. The chief of those were (1) the construction of a large new marshalling yard adjoining the Littorio airport to the north-east of Rome on the Rome - Florence line; (2) the enlargement of the Tiburtina (formerly Portinaccio) station south of (1), to form an alternative to the Termini station for passenger traffic; (3) the construction of large carriage sidings and depot adjoining Roma Prenestina station on the Sulmona line, south-east of (2); (4) improvement and enlargement of S. Lorenzo Goods yard and station and locomotive depot, between the Termini and Prenestina stations; (5) construction of a large new station, Rome Ostiense on the southern edge of the city, on the Rome - Spezia line. These stations, together with Roma Trastevere (Repair shops) in the extreme west, and Roma Tuscolana in the angle between the Spezia and Naples lines, lie on a rough semi-circle, centred on the Termini station and stretching from north-east clockwise to south-

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In order to provide connexion between the several main lines without the necessity of running into the Termini station, double track loops have been constructed, connecting the Tiburtina station with the Prenestina, S. Lorenzo, Tuscolana, and Ostiense Stations, whilst a quadruple track leads from Tiburtina to Littorio, two tracks being for the Florence line, and the other two running

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through the Marshalling Yard. The result of this is that trains can run from any of these stations on to any of the main lines without entering the Termini station.

It is intended ultimately to complete the ring round the city but in fact only some preliminary work has been done on the eastern part of this project, and the approaches of the Tiber bridge have been constructed. The intended bridge is at 745717 (G.S.G.S. 4228, Sheet 150 IV NW.).

Rome Termini is now used for passengers and parcels only. The station is still in process of reconstruction. There are 22 platform tracks but of these only 14 appear to be in use at present, with 8 under construction, and the platforms have been lengthened and set back. 2 roads run to Tuscolana station, 4 towards Naples, 2 to San Lorenzo locomotive depot, 2 towards Tiburtina station and 4 towards Sulmona, 2 of which serve the Prenestina depot.

Roma Littorio Marshalling Yard was scheduled for completion in 1941 and is now in operation. It lies the east of the Rome - Florence line and is served by an independent double-track line between Tiburtina and Sette Bagni station (12 Km.). It stretches for some 2 Km. and comprises over 150 Km. of track. Equipment, lay-out and method of working are based on German principles using Trollich retardes and semi-automatic point operation, and it is intended to use electric shunting engines. Before completion it was used as an unmechanised flat-yard; it is not known whether this is still the method in use. The facilities are as follows:

Reception sidings: 14 loop sidings about 800 yards long.

Marshalling sidings: 38 loop sidings about 900 yards long.

Up forwarding sidings: 16 loop sidings about 800 yards long.

Possible down forwarding sidings: 14 dead-end sidings about 300 yards long.

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Reception sidings : 14 loop sidings about 800 yards long.

Marshalling sidings : 38 loop sidings about 900 yards long.

Up forwarding sidings : 16 loop sidings about 800 yards long.

Possible down forwarding sidings : 14 dead-end sidings about 320 yards long and 2 through roads

Locomotive shops : 16 dead-end sidings serving 2 large shops with traverses between. Coaling stage and Tbl.

Wagon repairs : Large repair shop with 12 roads running up to it on the south side and 10 on the north.

Depot and storage sidings : These appear to serve the Rome-Littorio Airfield, to which there is direct road access by way of a bridge across the main line. There is a large shed consisting of two long bays and a short one. The shed is served by 10 dead-end sidings which appear to run into it, and also by 12 dead-end sidings about 400 yards long. Access is from north. Considerable extension to the sidings at Littorio is still in process of being carried out (April 1943)

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Roma Tiburtina. Reconstruction was due for completion in 1941, and was known to have been completed in all essential respects in 1940. It has been laid out as a through passenger station with 4 main through roads, 6 platform tracks served by 3 island platform, one of which is incomplete. There are 2 sets of loop sidings 700 yards long, to east and west of the island platforms, 8 on east and 8 on west plus 3 or 4 shorter ones on the west. The Goods yard was also to be much enlarged with the intention of superseding the supply depot at the old Trastevere station, which was to be demolished. It consists at present of 9 or 10 dead-end sidings with access from north, Goods shed, SR. and probably ER.

Roma Prenestina. The new carriage sidings and wagon depot here was already complete and in use in 1939. There are a number of tracks, each served by a foot-walk for the personnel engaged in cleaning the coaches, charging accumulators etc. Along these foot-walks are hydrants with water for cleaning and supplying the coaches. Part of the yard is devoted to the stabling of sleeping and restaurant coaches and this is situated close to the supply depot of the company which runs these services. The yard is provided at both ends with facilities for marshalling and formation of trains and is connected by independent double tracks with the Termini station and the S. Lorenzo Locomotive depot. The depot is also equipped with water-pumping apparatus, power house and accumulator-charging shop.

The reconstruction of the Prenestina station has not yet been undertaken and it is only a small passenger station with a small goods yard attached to it.

Roma S. Lorenzo. This main locomotive depot and chief goods station are centrally situated between the Termini, Tiburtina and Prenestina station, with all of which it is directly connected by double

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Roma S. Lorenzo. This main locomotive depot and chief goods station are centrally situated between the Termini, Tiburtina and Prenestina station, with all of which it is directly connected by double tracks. There is connection with the Termini station by double track, which passes under the main line a short distance from the Termini station. There are 35 loop sidings, maximum length about 375 yards. The 17 on the north side of the yard appear to be associated with the Tiburtina station, while the remainder are connected with the Termini station. There are also 8 dead-end sidings. The locomotive depot has stabling accommodation for 100-150 locomotives and comprises two round-houses with 21 m. turntables, 20 pits and repair shops fully equipped

for all repairs.

Rome Ostiense. This new station was constructed with a view to the expected heavy passenger traffic for the 1942 Exhibition and, more recently, for the expected spread of the city in this direction. It has 2 main through roads and 3 platform roads, and a group of 12 loop sidings 800 m. long south-east of the passenger station. The Goods Yard is east of the station and has long sheds served by about 20 dead-end sidings with access from the east, and SR. and RR. Adjoining to the south-east is a group of about 36 dead-end sidings with access from the east. Some of these dead-end sidings appear to be used for storage. This Goods Yard is intended to supplement that at the old Treasteve station, which was then to be demolished. It is not known whether this has yet been done.

Rome Treasteve. There are 4 through roads, 3 of which are served by platforms. South-east of the passenger station there are sidings consisting probably of 6 loop sidings and 9 dead-end sidings with access from the east. To the north-east of the passenger station there is a small Goods Yard with 3 dead-end sidings.

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