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AC 209/2/TW4

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INSPECTION

TRIP-PORTS -

JAN 1945

CIVITAVECCHIA
AND FIAMICINO

PGM/ic

TRANSPORTATION SUBCOMMISSION, AC.
(RAIL SECTION)
C/o Transportation Increment
C.M.F.

Tel: 843191-11
Our Reference: AC/209/2/Tn
5 January 1945

TO: Chief Rail Section Tn Sub-Commission

SUBJECT: Inspection Trip ports Civitavecchia and Fiumicino.

1. January 4th, 1945 I accompanied Lt.Col. Moss of M.R.S. and Lt.Col. Baker of AC to Civitavecchia and Fiumicino on an inspection trip of these ports.

2. The object was to increase the capacity of the port at Civitavecchia and to see that the port of Fiumicino was properly served by the Railway.

Following is what was agreed upon:

CIVITAVECCHIA

The facility is very limited therefore the port must work 24 hours per day instead of 16-17 hours per day.

Switching has caused some delays but this will be corrected by having an engine at the port at all times if necessary.

The trackage is very limited and the recommendation was made that two additional spurs be constructed to facilitate switching.

Later it was recommended other tracks would be built to facilitate unloading by barge and motor trucks.

Generally speaking we cannot underestimate the importance of doing everything in our power to increase the capacity of this port because it is now entirely used for civil traffic, of course the Railway is controlled by MRS but we should keep in touch with conditions and endeavour to see that the port is properly served by the Railway.

FIUMICINO

The ships here are unloaded by barge and the barge handled up the canal by tugs and cargo transferred to rail cars by crane. This is a slow process at the best and all we are interested

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It is a problem to keep a locomotive at all times at Fiumicino because there is no place to fuel and water a loco, however I estimate that a switcher every six hours is all that is required. Twenty wagons can be spotted at one time and it will take at least six or seven hours to load these, then another twenty will have to be set in.

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The necessary service seems to be possible and MRS will have to take care of our requirements being that they control the line.

Peter G. Matson
Peter G. MATSON
Capt. T.C.
Transportation S/C.

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Letter to Mr. Matson
Peter G. MATSON
Capt. T.C.
Transportation S/C.

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