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AC246/TN4⁸

10000/148/2337

MONTHLY
DEC. 1944 - 1

10000/148/2337 MONTHLY REPORTS FROM OFFICERS
DEC. 1944 - MAR. 1945 IN FIELD - ROME

REGIONAL TRANSPORTATION OFFICER LAZIO URBANI REGION

15 March 1945

MONTHLY REPORT

PASSENGER SERVICES

On and from 3 March the existing Rome-Naples tri-weekly service was considerably improved. It became a daily service in each direction, 3 days per week via Cassino & 4 days via Formia and the time occupied was reduced from 12 hours to 9 hours via Cassino and 7 1/2 via Formia. Further it was possible to extend the service so as to offer a through service to Reggio (Calabria).

Also on 5 March the line from Rome to Capranica was reopened and a tri-weekly service is now in operation in each direction.

The bi-weekly service from Rome to Frascati was also made into a daily service.

The tri-weekly Rome-Tivoli-Mandela service remains unaltered.

Permits are still issued allowing travel by the Railway Workers train between Rome & Civitavecchia. The number is controlled and reasonable justification has to be given that applicants are genuine workers, business or professional men, teachers etc.

It is hoped that a similar facility will shortly also be accorded on the Rome-Nettuno line.

No further extension of the Ferroviaria del Nord (Rome-Viterbo) or STAFFER urban services has yet been possible on account of the electric power situation.

FREIGHT SERVICES

This consists mainly of Foodstuffs, Grain, Coal, Lignite, Charcoal, Fuelwood coming into Rome. Clearance of the wagons immediately on arrival is appreciated by all concerned. Difficulty has occurred however in connection with the coal & lignite for the Gas & Electricity Plants causing wagons to be kept under load. This mainly the result of the failure of one of the electric grates at the Gas works, reducing the offloading capacity, and the electricity plant being overstocked.

A considerable amount of coal, citrus, wine etc. is coming into Civitavecchia by sea, mostly destined for Rome. Coal and charcoal in small quantities are arriving by boat at Fiumicino.

The tonnage of general merchandise being exported from the Rome area continues to show an increase.

With effect as for traffic moving on & from 19 March, a division of the system for seawater rail movement of civilian traffic is being made. Although all tonnage in this area is still subject to the military P.O.M. decisions, a greater degree of responsibility for the actual work is now being placed on the Italian Railways.

C. Dean

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Also on 5 March the line from Rome to Capri was reopened and a tri-weekly service is now in operation in each direction.

The bi-weekly service from Rome to Pescara was also made into a daily service.

The tri-weekly Rome-Tivoli-Manziana service remains unaltered.

Permits are still issued allowing travel by the Railway workers train between Rome & Civitavecchia. The number is controlled and rescheduled--justification has to be given that applicants are genuine workers, business or professional men, teachers etc.

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W.Dean

Capt.
Transportation Officer (Rail)

AC HQ
To Ind Com (Rail)

Transportation Officer (Rail)
Lazio Umbria Region

Date 5 February 1945
Reference Tsc/RD/23

Transportation Sub Commission (Rail)
H.Q., A.C.

Subject :- Monthly Report - Statistics

Further to mine of 4 February, herewith please find statistics for the month of January (1st to 31st) supplied by the Societa Romana per le Ferrovie del Nord (Roma-Viterbo) :-

	Passenger	Goods	Mixed
No. of trains scheduled (daily)	4	2	2
No. of trains run (daily)	4	2	2
Additional trains (for month)	-	11	-
No. of passengers carried	66,941	-	-
Tonnage of Goods conveyed		260 20-ton wagons	55 20-ton wagons
Principal commodities conveyed :-		Timber, cattle, iron, tiles, water, citrus, chestnuts etc	

Motive power	In service	Spare	light repair	heavy repair	not repairable
Freight	3	1	1	-	-
Passenger	5	1	1	1	2
Rolling stock					
Box	20	-	5	-	-
Open	38	-	4	2	1
Flats	16	-	3	3	1
Cisterns	3	-	-	-	-
Foreign wagons	45	-	-	-	-
Passenger coaches	15	2	1	1	1

Works.
General condition of track satisfactory 1226
Work in hand at Stations of Corchiano & La Fornacechia, also the bridges over the Tevere (Tiber) and Treja, all telephone lines, and secondary lines at a few stations.
Plans have been made for the rebuilding of Viterbo Station but work not yet commenced.

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L. W. Dean

Capt.
for Regional Transport Officer

Copy to Lt.Col. J.A.N.Giles

TRANSPORTATION SUB-COMMISSION REPRESENTATIVE
ROME DIVISION

746/8/21

Date 23 January 1945
Ref. Tsc/RD/23.

Transportation Sub-Commission (Rail)
HQ. A.C.

Subject : Monthly Reports.

Reference your signal dated 18 January.

The Rome Compartimento are unable to submit details as required by your pro forma report.

They are endeavouring to secure as much relevant information as possible and this will be submitted to you from time to time as received.

The Ferrovie del Nord cannot give details weekly as their returns are compiled on a monthly basis, and they will submit details each month.

No reply has yet been received from S.T.E.F.E.R.

Ed Dean
Capt.



TRANSPORTATION SUB-COMMISSION REPRESENTATIVE

ROME DIVISION

DATE 2 January 1945.

Director

Transportation Sub-Commission (Rail)

Monthly report DECEMBER 1944.

I resumed duty as Rome Divisional Representative on 4th December on my release from HQ. (Movements Section). As explained in my previous report I had maintained limited contact with the Capo Compartimento and Lazio Region during the time I was on duty on HQ.

As the Rome Railway Division (I.S.R.) is still under the supervision and control of M.R.S. my position here is still only as liaison for A.C. Most of my time therefore is still taken up with the movements requirements of the Lazio Region and Civilian Merchants.

Apart from the ordinary routine work the chief items of interest during the month were as under:

Black Market.

It was decided by Lazio Region to put a squad of their Black Market Control Section to keep watch on traffic arriving in Rome. I escorted these men round the various Rome Yards (Tuscolana, Ostiense, Mercati Generali, S. Lorenzo, Tiburtina, Prenestina, Trastevere, and Acetosa-Ferrovie del Nord) and introduced them to the RTCs Yard Masters and Military Police. Prior to this I explained fully the system in operation for movement of civilian traffic, and suggested that various spot checks on wagons being unloaded should be made. So far as I am aware very few irregularities have been detected.

Segregation of supplies arriving in Rome Yards.

Owing to the congestion at Tuscolana brought about by the Military insisting on using Tuscolana Yard for their D.I.D. traffic, arrangements were made to label wagons of wheat direct to those Flour Mills which have their own private sidings (Pantanelle, Biondi, etc) and thus avoid shunting operations in Tuscolana Yard. Other Mills which have no private sidings have their wagons delivered from Tuscolana by road transportation. This entails the use of one of the tracks allocated to the D.I.D. Investigation has been made to see whether this operation could not be performed at Prenestina Station. Although the siding is suitable, the distance to the mill is 5 1/2 Km compared with 1/2 Km from Tuscolana and this suggestion has been abandoned.

It was further decided that only such commodities as wheat, flour, and rations should be consigned to Tuscolana, all other traffic being sent to the other Yards. Owing to the orders of Movements not being clearly interpreted by the Yardmaster and RTO, some confusion arose for the first two or three days and wagons were being passed

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Lignite from Morgnano.

A crisis arose in connection with the serious shortage of lignite arriving in Rome for the Gas and Electric Works, Bakeries and Hospitals. I visited Morgnano on 8th December to investigate the positions and a separate report was submitted to you in respect of same.

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Congestion at Caprano.

It was reported that a large number of wagons were remaining under load at Caprano. The responsible sections of HQ Lazio Region were asked to take immediate action and I made a visit to this siding on 13 December to ascertain the exact position. The information obtained enabled me to secure action from the parties responsible for the unloading.

Civitavecchia.

I visited the Port of Civitavecchia on 7 December. The Port is now being used for A.C. traffic and shipments of Coal, Barley, Wine, Salt etc. are now being received. Disposal of these commodities is arranged under Port Clearance. Difficulty was experienced with regard to the unloading of wine on arrival in Rome, but this was owing to the Christmas Holidays. Rome Region Supply Officer was notified of the situation and steps were taken to secure labour over the Christmas to unload the wagons and good results were obtained.

Civilian travel on workers Trains--Rome to Civitavecchia.

On 18 December ~~made~~ arrangements were made for a passenger coach to be attached to the railway Workers train between Rome and Civitavecchia. A control system of permits, issued by myself, was introduced, for Government Officials, Contractors, Teachers, Professional men or those having legitimate business. A number of applications where no justifiable reason was forthcoming have been turned down.

Rome--Acilia (Lido Line) Service.

After due consideration a limited bi-weekly passenger service (2 trains each way) has been re-instituted between Rome and Acilia. An application for a Freight Service is under review. This if authorised would be mainly for transport fuel wood into Rome for the bakeries.

Rome--Viterbo line. (Ferrovie del Nord.)

This line continues to operate services both Passenger and Freight during the night when current is allocated. Their request to operate a day service has not yet been conceded owing to the "power" situation.

As a result of my report on the wagon situation and this line M.R.S. will shortly remove all ISR and freight vehicles at present frozen on this line together with a percentage of the Nords own stock which is considered surplus to their present requirements.

Civitavecchia--Orte Line. (ISR)

This line is now in a state of repair except for the bridge at Monte Romano. When this is repaired, this will offer a through route from Civitavecchia to Ancona etc.

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Rome-Accilia (Lido Line) Service.

After due consideration a limited bi-weekly passenger service (2 trains each way) has been re-instituted between Rome and Accilia. An application for a Freight Service is under review. This if authorised would be mainly for transport fuel wood into Rome for the bakeries.

Rome-Viterbo line. (Ferrovie del Nord.)

This line continues to operate services both Passenger and Freight during the night when current is allocated. Their request to operate a day service has not yet been conceded owing to the "power" situation.

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Civitavecchia-Orte Line. (ISR)

This line is now in a state of repair except for the bridge at Monte Romano. When this is repaired, this will offer a through route from Civitavecchia to Ancona etc.

Staff.

During the month the services of Capt. Walker have been allocated to me. He has been occupied in covering the Rome Yards, investigating delays in unloading and reporting daily on the position.

On 19 December two civilian members of Lazio Region Staff (Interpreter and typist) were transferred to me per duty.

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Control.

During the month a large measure of control has been relinquished by Lazio Region, and so far as Transportation is concerned, the working of Road Vehicles is in the hands of the Italians, A.C. acting in an advisory capacity. Requests for Rail transportation are however still passed through me.

General.

As already reported, the majority of Rail movements so far as Lazio Region is concerned is in connection with Foodstuffs coming into Rome Area, only a very limited amount of traffic is exported from the Region.

Transport.

As no car has as yet been allocated for my use any journeys made have been in borrowed vehicles or in taxis from A.C. pool. As the latter are only allotted for periods not exceeding 30 minutes, this method of transport is most unsatisfactory. Any journeys outside of Rome have to be planned at least 24 hours in advance. The car which I secured at the end of October had to be returned to Lazio Region when I was recalled to HQ. on the 31st of that month, and so far I have not been able to re-secure possession of same.

G. S. Dean

Capt.



1216

Transportation Sub Commission Representative
c/o Rome Division

Date 11 December 1944

Director
Transportation Sub Commission (Rail)

Monthly Report NOVEMBER 1944

As I was called back to Headquarters on 31 October to release Capt. Duthie in the "Movements" Section and remained there until 4 December, I had to relinquish my duties as Rome Divisional Representative.

As I explained to Lt. Col. Vining at the time, I could not leave Lazio Region entirely neglected as I had for the time being assumed responsibility for their rail requirements, and consequently I had to find time to make a daily contact, as far as possible, with their H.Q. at Via Lucullo, and also with the I/S.R. Capo Compartimento's Office.

Although this was not entirely satisfactory, the continuity of my work as Divisional Representative was maintained. Mostly in connection with the movements side of their requirements.

It was not possible to keep a close contact with the various Rome Yards, and all questions affecting cases of delays in unloading wagons, etc; had to be dealt with in a superficial manner. Towards the end of the month, Capt. Walker was assigned to assist me and his services have been mainly used in connection with difficulties arising in the Rome Yards.

The main difficulty which arose during the month was in connection with the arrival of Seed Wheat in the Frosinone Province. As I mentioned in my last report, there is a serious lack of unloading facilities in that area, and difficulty has been experienced in finding suitable stations for unloading wheat. It was actually decided to consign this to CECCANO owing to the occupation of the spur line at Frosinone by the South African Bridging Detachment.

Adverse weather condition however rendered the roads leading to the station at Ceccano impassable, and the rail wagons had subsequently to be diverted to Ferentina and Caprano. Owing to these factors and the difficulty experienced by Lazio Region in manipulating

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Adverse weather condition however rendered the roads leading to the station at Ceccano impassable, and the rail wagons had subsequently to be diverted to Ferentino and Caprano. Owing to these factors and the difficulty experienced by Lazio Region in manipulating their road transport to meet these emergencies, created a congest on of wagons under load, thus calling for criticism from Military Movement. Strong representations were made to Lazio Region and every effort has been made to deal with the situation.

Very little has arisen in connection with the I.S.R. the only factor during the month being the taking over of the Rome-Arezzo line by the 2nd Railway Op. Group (Br) under Lt. Col. Fairhead.

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During the month all Sections of the line leading into Rome from North and South have at some time or other been out of action owing to weather conditions, particularly on line 60 at Grosseto, and line 90 at Roccasecca. This had the effect of reducing the quantity of grain, feedstuffs & lignite coming into Rome. Since these lines have been repaired, the situation has improved.



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