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

ACC AC247/TW,4 10000/1+8/243

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

2 of 4 12000/146/233 ROME - PRELIMINARIES
SOS - SECRET

Com Sec (Tn. Sc.)

U4186

TRANSPORTATION SUBCOMMISSION A.C.C.
AC 703 RAILWAY GRAND DIVISION
A P O 400

TN/R/I/I
July 3rd 44

To Director
Transportation Subcommission
A.C.C. Main Headquarters

A.r.C.334

Subject Progress Report.

1. On arrival in Rome I called on Col. Tully M.R.S. and it was agreed that I should work in close liaison with 703 Railway Grand Division.

2. The Capo Compartimento has allocated me the office that was used by Capt. Smith, which is in the same building as the offices of 703 Railway Grand Division.

3. The address is Via Regina Elena 67.
Telephone 40528.

4. Following is condition of railways South of Rome:
a) N° 90 Naples - Rome via Cassino
Test train run on 2nd July will be opened to service on July 5th.

b) N° 89 Naples - Rome via Formia
It is hoped to have this line in service by 15th July

c) N° 265 Anzio - Rome
Opened to traffic 30th June.

d) N° 50 Civitavecchia - Rome
Opened to traffic 30th June.

e) N° 65 Rome - Orte
It is hoped to have this line opened to traffic by July 4th as far as Civita Castellana.

5. Rail Heads have been or will be established as follows:
a) 8th Army
Route 65 at Gallese Taverina and Civita Castellana.

b) A.AI.

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To Director
Transportation Subcommission
A.C.C. Main Headquarters

A.P.O.394

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Opened to traffic 30th June.

d) No 50 Civitavecchia - Rome
Opened to traffic 30th June.

e) No 65 Rome - Orte
It is hoped to have this line opened to traffic by July 4th as far as Civita Castellana.

5. Rail Heads have been or will be established as follows:
a) 8th Army
Route 65 at Gallese Taverina and Civita Castellana.

b) A.AI.
Route 65 at Monte Rotondo
Littorio Smistamento

c) 59 Base Subarea
Line 88 at Tor Sapienza

5 July 68

16:2/..

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Lines North of Rome
No information is available at the moment, except that given for the Rome - Orte line.

6. I should like to record that I have received the greatest cooperation possible from all the officials of the State Railways.

A H STREET Major
Liaison Officer M.R.S.

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No information is available at the moment, except that given for the Rome - Crte line.

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A H STREET Major
Liaison Officer M.R.S.

1641

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HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

WMW/scm

ES/44

22 June 44

SUBJECT: Movement of Sub-Commission to Rome

TO : Transportation Sub-Commission

1. Your advice that the Transportation Sub-Commission will not move forward to Rome with the exception of the Roads Section has been relayed to the Hdqs. Comdt.

2. In reply from that office you are invited to refer to the last paragraph of Movement Order No. 1 dated 10 June. May we have the information.

for Walter M. Washburn Major C.E.

D. S. ADAMS
Colonel, C. E.
Executive Officer
Economic Section

1640

247/19

REPORT ON THE PRESENT CONDITION OF THE RAILROAD STATIONS AND LINES IN ROME CITY

June, 6th 1944

The City of Rome has the following stations and marshalling yards:-

ROMA TERMINI	=	Central Station, largest and most important in Rome
ROMA TIBURTINA		Passenger and freight
ROMA S.LORENZO		Freight yards and locomotive depot
ROMA SMISTAMENTO		Freight only
ROMA PRENESTINA		Park for passenger cars, serving Roma Termini and also as a freight and passenger station. On the Roma - Sulmona line.
ROMA TUSCOLANA		Passenger and freight)
ROMA OSTIENSE		" " ") On the ROMA - PISA Line
ROMA TRASTEVERE		" " ")
ROMA CASILINA		" " " On the ROMA - NAPOLI Line
ROMA S.PIETRO		" " " On the ROMA - VITERBO Line

As the Germans left the city they caused little or no damage to the tracks, station buildings, water columns, bridges or tunnels, but they destroyed the central telephone line and transformer buildings, also rendered unserviceable the locomotive depot and rotary platforms of the S.Lorenzo station and carried away the serviceable locomotives to the North, damaging the others.

The mines and other expolsives set by the Germans were cleared and taken away in order to save the bridges.

The damages in the various stations are only those of the Allied bombings; in several places they were repaired, especially the tracks to help the German war effort. Generally it is possible to operate

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The mines and other expolsives set by the Germans were cleared and taken away in order to save the bridges.

The damages in the various stations are only those of the Allied bombings; in several places they were repaired, especially the tracks to help the German war effort. Generally it is possible to operate the lines between all the stations (double track) in and around Rome.

In most stations there are a good number of tracks for operations and good depots. For one month, the trains have not been able to leave for the North and for the South, because of the military operations outside Rome, and all the traffic of the Compartimento Railways was reduced only to a few local services from station to station.

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The damages caused by the air raids and particullary those of the 19th July and 13 August 1943 and 3 and 6th March 1944 were very heavy.

The raid of the 19th July has completely destroyed the Marshalling Yards of Roma Smistamento, freight yards and locomotive depot of S.Lorenzo and the park Prenestina. The air raid of the 13th August destroyed again the Marshalling Yards of Roma Smistamento, and heavily damaged Roma Tuscolana, Roma Tiburtina, Roma Casilina, main lines and junctions.

The air raids of March have destroyed the stations of Tiburtina and Ostiense.

The central station of Roma Termini has never been raided. Some of the station equipment was ready to be carried away by the Germans.

ROMA TIBURTINA Station buildings and stores are destroyed, so badly, that another building quite a distance away had to be used.

SCALO MERCI S.LORENZO Completely destroyed and out of service.

LOCOMOTIVE DEPOT S.LORENZO The workshop was partially destroyed and most of it has been repaired, the machine tools have not been damaged, when the Germans left Rome they took away with them the machinery driving belts.

ROMA SMISTAMENTO The buildings of the locomotive workshops can be used. The main damages are to the tracks. Many cars have been destroyed. Several damages to the sheds and signal boxes.

ROMA PRENESTINA Several damages to the sheds and signal boxes.

ROMA TUSCOLANA The biggest damages have been caused to the freight tracks, mechanical depot, and various material depot.

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ROMA TUSCOLANA The biggest damages have been caused to the freight tracks, mechanical depot, and various material depot.

ROMA OSTIENSE The main station building and the goods sheds and signal boxes are destroyed.

ROMA TRASTEVERE AND ROMA CASILINA Very little damage.

ROMA S.PIETRO No damage.

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In all the stations, the Marshalling Yards have been heavily damaged and only a few groups of tracks between some stations were repaired. But the destruction of the power house of Prenestina was caused by the Germans before they left Rome, and it is not possible to repair them, because even the power houses in the proximity were destroyed and there are no materials to repair them.

RUNNING LINES Connecting all the stations in Rome:there are two lines (double tracks) except for a certain distance between Rome Termini and Rome Prenestina etc. one track) over which traffic can pass.In every station a certain number of shunting tracks can be used.

LOCOMOTIVES

a) LOCOMOTIVE DEPOT ROMA S.LORENZO

The locomotives in running order are 4 :

Group 835 ..... N° 2
" 880..... N° I
" 895 ..... N° I

Moreover there exxist the followings locomotives in which the Germans lighted up the fire of the engines without any water beeing in the boiler. These can be repaired and will be ready in about a week

Group 685 .....N° I
" 735 .....N° 2 (one is blocked in Shed B)
" 835 .....N° 3 (two are blocked)
" 851 .....N° 3
" 880 .....N° 8
" 895 .....N° 3
" 905 .....N° 3 (two are blocked)

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" 835 .....N° 3 (two are blocked)
" 851 .....N° 3
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" 895 .....N° 3
" 905 .....N° 3 (two are blocked)

There are 33 locomotives which are badly damaged and have to be repaired, but they cannot be repaired with the materials available at present.

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Group	851	N° 1
"	890	N° 2
"	477	N° 1
"	645	N° 2
"	685	N° 3
"	730	N° I
"	735	N° 6
"	740	N° 3
"	835	N° 2
"	880	N° 8
"	895	N° 1
"	905	N° 3

I am having tests prepared showing the type + special function of each group

On the 3rd June 44 the German Autorities sent the following locomotives towards Settebagni, it is impossible to state their condition or whereabouts.

Group	471	N° I
"	480	N° I
"	728	N° I
"	735	N° 1
"	740	N° 5

Finally, the following locomotives which have to be repaired at the workshop have been sheltered under the tunnel junction of Tiburtina - Tuscolana.

Group	685	N° 1
"	735	N° 2
"	740	N° 1

The total number of locomotives at the depot of Roma S.Lorenzo is 73

b) Locomotive Depot - Roma Smistamento.

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" 685 ..... N° 3
" 730 ..... N° I
" 735 ..... N° 6
" 740 ..... N° 3
" 835 ..... N° 2
" 880 ..... N° 8
" 895 ..... N° 1
" 905 ..... N° 3

prepared by the special for of each group

On the 3rd June 44 the German Authorities sent the following locomotives towards Settebagni, it is impossible to state their condition or whereabouts.

Group 471 ..... N° I
" 480 ..... N° I
" 728 ..... N° I
" 735 ..... N° 1
" 740 ..... N° 5

Finally, the following locomotives which have to be repaired at the workshop have been sheltered under the tunnel junction of Tiburtina - Tuscolana.

Group 685 ..... N° 1
" 735 ..... N° 2
" 740 ..... N° 1

The total number of locomotives at the depot of Roma S.Lorenzo is 73

b) Locomotive Depot - Roma Smistamento.

This is equipped with electric locomotives 3.0000 Volts, continuous current. The present condition is as follows:

In running order - Group 430 .....N° 2
" 636 .....N° 5

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Requiring small repairs :

Group 428 ..... N° 1
" 626 ..... N° 3

The following will have to be sent to the workshops for more extensive repairs:

Group 428 ..... N° 2
" 626 ..... N° 4

Total 17 electric locomotives.

c) Roma Trastevere Depot.

Has only shunting locomotives.

In running order :

Group 835..... N° 12

Minor repairs :

Group 835 ..... N° 3

The following to be sent to workshops for extensive repairs:

Group 835 .....N° 6

Total number 21 locomotives.

ROLLING STOCK

SITUATION OF ROLLING STOCK IN THE STATIONS OF ROME

	Loaded	Empty	Total
Covered Italian cars	121	241	362
" foreign cars	127	473	600
Open Italian cars	159	213	372
" foreign cars	320	415	735
Total	727	1342	2069
Damaged cars able to run	12	354	366
" " unable to run	25	[illegible]	[illegible]

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extensive repairs:

Group 438 ..... N° 2
" 636 ..... N° 4

Total I7 electric locomotives.

c) Roma Trastevere Depot.

Has only shunting locomotives.
In running order :

Group 835..... N° I2

Major repairs :

Group 835 ..... N° 3

The following to be sent to workshops for extensive repairs:

Group 835 .....N° 6

Total number 21 locomotives.

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Total	727	I342	2069
Damaged cars able to run	12	354	366
" " unable to run	25	2028	2053
Total	37	2382	2419

1635

	Loaded	Empty	Damaged	Total
Tank-cars	1	50	3	54
Refrigerating cars	3	55	—	58
End loading motor car truck	—	4	—	4
Total	4	109	3	116

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SITUATION OF PASSENGER TRAIN VEHICLES IN WORKING ORDER

Italian vehicles :

I ABz - I Bz- 7 Cz - 1 BCI - I4 CI II DI = Total: 24 coaches and 11 luggage vans .

German Vehicles and from other Administrations:

12 CI - Total 12 coaches.

SITUATION OF DAMAGED PASSENGER TRAIN VEHICLES

Italian vehicles :

2 Az- I0 ABz - 9 Bz- 29 Cz 2 Dz- 2 BCI- 5 CI - 38-DI- 18 UI

Total: 57 coaches - 40 luggage vans - 12 postal cars.

German vehicles and from other Administrations :

5 BCI- 10 CI- 6 DI- Total : 15 coaches - 6 luggage vans.

WATER SUPPLY

The stations of Rome take the water from hydraulic resources of the town, in consequence of the air raids near Tivoli there is very little water, and it is anticipated that the repairs will soon be started. The reservoirs are in a good state. Other stations (Rome Termini, Roma S.Lorenzo, Roma Tiburtina, Parco Prenestina and Roma Smistamento) water can be pumped from underground. The wells are supplied with electric motor pumps, they do not appear to be damaged, although theisr functions depend on the supply of electricity from the power plants at Terni, Livorno and Sulmona etc.), and as the cables are within the fighting zone there is no current at present. At Tiburtina there is a small motor pump which can supply the locomotives direct. There are 7 groups of new pumps which can be used.

LOCO SHEDS AND SHOPS

The roundhouse of Roma S.Lorenzo, after the heavy bombardment of 19th July 1943 was repaired and therefore was able to execute small

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the time being because the Germans took away the driving belts of all the machinery (which latter, however, has not been damaged), no supply of belts remain. From the roundhouse of Roma San Lorenzo all the accessories of the stores department and a considerable quantity of material was carried away. Also all the tools and break down cars of this roundhouse have been carried away by the Germans railwaymen, but it is hoped that some of them may be recovered at Settebagni.

The two turn-tables at Roma S.Lorenzo remain unserviceable as above mentioned and can be repaired, that of B will be repaired in 8 days if we can recover the engine which is lying in the well of the turn table, for A we need 8 days for the recovery of the engine and about 20 days to change the pivot which has been damaged.

ROMA SMISTAMENTO ROUNDHOUSE

Bombarded on the 19th July and 13 August 1943, now possible to execute small repairs to electric engines.

ROMA TRASTEVERE ROUNDHOUSE

This is in complete working order, and it is possible to execute small repairs.

Maintenance can be carried on as well as the repairs to the electric locos.

All three roundhouses lack spare parts and materials, due to the Germans carrying them away as they retreated.

The wagon repair shop situation is as follows:

I°) OFFICINA DI RIALZO ROMA PORTA MAGGIORE (Between Roma Termini and Roma Prenestina). Was bombed on the 19th July and has been only partly repaired, it can be put in working order.

2°) OFFICINA DI RIALZO DI ROMA TERMINI Was bombed on the 19th July

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2°) OFFICINA DI RIALZO DI ROMA TERMINI Was bombed on the 19th July but is in complete working order.

3°) OFFICINA DI RIALZO DI ROMA TRASTEVERE Has been machine gunned several times but is in working order.

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4°)OFFICINA RIALZO DI ROMA SMISTAMENTO Is closed because of the lack of machinery and materials carried away by the Germans.
All these repair shops can (daily) repair Cars.....N°) 50 cars per day
Wagons ..N°)

GENERAL INSTALLATIONS

Hydraulic plants. See under WATER SUPPLY. No special tanks exist, there are only small tanks of 100 - 200 m^3 each. 3 Water Towers S.Lorenzo good order.

Electric power plants. The power house which distributes the power for the electric lines has been destroyed and it cannot be repaired because of the lack of new parts (transformers, switches ecc). It is not possible to make the electric line active again. Considerable materials (wire and copper cables in great quantity is needed, as to put the electric lines in working order in the stations and along the lines, which except the station Rom Termini, and a track between Roma Termini and Trastevere which have been heavily damaged and carried away.

Signal plants. Suffering from heavy damages and is unrepairable at Roma Smistamento (exept the signal box C) The plants at Tiburtina (exept the electric signal box A) and the plants of Ostiense. The other plants are in fair conditions, but they should be overhauled.

Electtic light and motor power plants

Heavy damages, and not functioning at Roma Smistamento and Ostiense.

Telegrafic plants The telephone switch boards of Roma Termini and Villa Patrizi are destroyed, but not heavily, its to be hoped they can be repaired with material at our disposition. The other switch boards need overhauling. The switchboards of Roma Termini and San Lorenzo have been dismantled, it will be ascertained if they have alls

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LABOUR The present personnel is approximately 7,000. The officials in charge of these are of a greater part engineers. 1682

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They are : Special Labour Section ..... 23 Officials
Labour Section ..... 25 "
Electric and Signal plant offices ... 17 "
Locomotive Section ..... 15 "

I.S.R.

OFFICE BUILDINGS

The offices of the Ministero delle Comunicazioni are in perfect order no damage whatever having been caused.

The offices of the Capo Compartimento actually belong to Pontificial German-Hungarian College and are leased to the I.S.R. by the Vatican.

These too are in perfect order as also the large suit of offices in the rear; and which will later on be the home of the D.G.M.R.S.

COAL

At present there is approximately 1500 tons of German coal on hand at San Lorenzo and 50 tons at Trastevere.

It is considered there is no other coal in Rome.

Capt. O.T.C.

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H Stanley Smith
Capt. A.T.C.

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247/18-

COMPARTMENT OF ROME
1 WORK DIVISION

Rome, 6th of June 1944

CS/6539 - Reference to:
N.6 C.C.450 I of the
June 6th 1944

TO : The Compartment Chief

SUBJECT : Damages suffered by the stations and railways.

In reference to your above mentioned letter, I inform you about the following :

Lines situation

ROME-CASILINA-CASSINO LINE

To the May 24th some train passed to Isoletta (about 25 Km. from Cassino and Km.112 from Rome).

We do not know the present state becouse of the successive events.

ROME-CASILINA (FORMIA) LINE

Before the tactical operations to take Rome, the train service operated to the Km.28th on that side of Pomezia. Starting Campoleone the railway line was whole deranged. On the Torricola-Fondi section a siding has been destroyed and the material and sleepers has been removed.

CIAMPINO-VELLETRI-COLLEFERRO LINE

To the 20th of May the train service was operating.

VELLETRI-SEZZE-TERRACINA LINE

The train service was operating to the 20th of May.

CAMPOLEONE-NETTUNO-LINE

The service was efficient before the Allies landing.

ROME-TIBURTINA-FLORENCE LINE

The first interruption caused by cannonade is at the Km.9th (between Rome Tiburtina and Settebagni).

On the 25th of May the siding of Rome-Orte section was interrupted in about 30 tracks.

In all the stations, Fara Sabina excluded, there was a siding.

The most important interruption is at Km.65 (bridge over

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the Tevere) between Stimigliano and Civita Castellana. There a concrete support and the double track damaged by bombes knocking out one concrete support and traks.

On that side of Orte the brigge named "di Giove" over the Tiber is dangerous cave in and interruption at Km.92-400 between Bassano and Attigliano.

The German Command had predisposed one deviation and a great deal of double beams high mtr.1 and about m.28 long would be carried there.

Also the bridge over the Paglia at Km.134 between Orvieto and Allerona is heavy damaged but with precaution the trains may pass.

ROME-GROSSETO LINE

The Germans changed on simple the double siding and they have taken away the material. On the 3d of June, in the morning, the right handed siding was operating with several reletings to Km. 34 near Maccarese. On that side of Maccarese presumably the section has about 10 interruptions, of which the most heavy is on the bridge over the Marangone at Km.76 between S.Marinella and Civitavecchia.

The implantation of Civitavecchia and the turning platform of Civitavecchia Porto were very damaged.

We have a few news about the Civitavecchia Grosseto section, interrupted on two tracks over the Fiora river at Km.118 between Montalto e Chiarone.

The bridge with its concrete supports and the temporary bridge, made by Germans, is shaked. The bridge, over theAlbega river, where also the steel beam of one of 4 spans would be damaged, at Km. 157-400, between Albina and Talamone, is shaked.

The steel beems of bridge over the Osa, at Km.162 between Albinia and Talamone and the steel bridge over the Ombrone at Km.188+100, between Rispescia and Grosseto are damaged.

PONTEGALERIA-FIUMICINO LINE

The demolition of the simple siding in the Fiumicino -Fermate di Porto section was initiated. The material would be in the rail cars at Roma Termini. The resting line was operating.

CIVITAVECCHIA-CAPRANICA+ORTE LINE

This line, operating with a simple siding, is not too much damaged.

The most important interruption was on the bridge of Mignone at Km.234+300 between Amelia and Allumiere, where 2 airs of the aqueduct near the abatment inside of Orte were shaked; the steel beams of this

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bridge near the intermediate concrete are damaged. At Allumiere Stations there were some rail cars charged of timber and steel for repair.

We think the reting line has about 10 interruption.

ROME-TRASTEVERE-VITERBO-ATTIGLIANO LINE

In the morning of the June 3d the service was operating to Km.35 on that side of Anguillara. In the Anguillara-Manziana section 5 or 6 interruptions are presumable. Besides Manziana, Capranica and the Viterbo Station are damaged.

We have no exact news.

The Viterbo-Attigliano section is interrupted, but the damages are not important.

ROMA-AVEZZANO-SULMONA LINE

The trains, to the 3d of June, operated normally passing to Carsoli.

TERNI-SULMONA LINE

The both sidings are interrupted in seveRal sections. The buildings are very heavy damaged and therefore the service may not operate.

TERNI-FOLIGNO LINE

The line is interrupted, becouse of the damages suffered.by the buildings.

WATER SERVICE

To the 24th of May at Cassino and Roccasecca the water service was operating. The water was punped from the Melfa river.

At Ceprano and at Frosinone the water was furnished by the local reservoirs.

At Colleferro Segni water was pomped from the Sacco river.

At Monteromano a motorpump, at Ronciglione a stand pipe were operating.

TRASTEVERE-VITERBO-ATTIGLIANO

CESANO : the watering station operates by a motorpump.

BRACCIANO : " " " " stand pipe

Capranica : The watering station is very damaged, but it may operate by motorpump.

VITERBO : The watering

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VITERBO : The watering station would be damaged by bombes.

VITERBOP.FIORENTINA " " " " destroyed

We have no news about the others stations.

WORKMEN CONSISTENCY

Engeneers of the Section N.35 .

The Director of Works Division
(Carone)

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO

COMPARTIMENTO DI ROMA
SEZIONE LAVORI

OGGETTO :Danni alle stazioni ed impianti ferroviari

ROM 6.GIUGNO I944
CS/Sg 6539

AL N.6.CC.450.I.del 5.6.I944

SIG.CAPO COMPARTIMENTO

R O M A

Con riferimento a quanto richiesto con la lettera in riferimento comunico quanto appresso:

CONSISTENZA DELLE LINEE

LINEA ROMA CASILINA CASSINO

Fino al 24 Maggio i tedeschi facevano circolare qualche treno fino ad Isoletta (circa 25 Km da Cassino e Km 112 da Roma)
I successivi avvenimenti bellici non hanno più permesso di sapere lo stato della linea.

LINEA ROMA CASILINA (FORMIA)

Fino all'azione bellica che ha portato all'esodo dei tedeschi da Roma si poteva percorrere la linea ferroviaria da Roma Casilina fino al Km 29 oltre Pomezia. Da Campoleone la linea era tutta dissestata. Risulta che nel tratto fra Torricola e Fondi è stato demolito un binario e asportato il relativo materiale bellico e traverse.

LINEA CIAMPINO VELLETRI COLLEFERRO

Fino al 20 Maggio la linea era transitabile.

LINEA VELLETRI SEZZE TERRACINA

Fino al 20 Maggio di massima la linea era transitabile.

LINEA CAMPOLEONE NETTUNO

Prima dello sbarco la linea poteva essere transitata.

LINEA ROMA TIBURTINA FIRENZE

La prima interruzione per cannonata risulta al Km 9 circa (tra Roma Tiburtina e Settebagni).
Alla data del 25 s.m. risultavano una trentina di interruzioni sul binario di corsa nel tratto sino ad Orte.
In tutte le stazioni vi era un binario passante esclusa Fara Sabina.
[illegible] risultava al Km 65 (ponte sul Tevere) tra Sti-

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SEZIONE LAVORI

R O M A

OGGETTO :Danni alle stazioni ed impianti ferroviari

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Alla data del 25 s.m. risultavano una trentina di interruzioni sul binario di corsa nel tratto sino ad Orte.

In tutte le stazioni vi era un binario passante esclusa Fara Sabina. L'interruzione più grave risultava al Km 65 (ponte sul Tevere) tra Stimigliano e Civita Castellana, dove è crollata una pila e la travata a doppio binario e continua, centrata da bomba aerea si trova sollevata ad un appoggio per circa 4 metri.

Oltre Orte non si hanno notizie attendibili, risulterebbe pericolante il ponte sul Tevere detto di Giove al Km 92- 400 tra Bassano ed Attigliano per cedimento e rottura di una pila. Il Comando Tedesco pr aveva

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predisposto una deviazione a valle e sul posto risulterebbero arrivate numerose travi a doppio di un metro di altezza e lunghe circa 28 metri.

Anche il ponte sul Paglia al Km 134 tra Orvieto ed Allerona risulta fortemente danneggiata ma transitabile con precauzione.

LINEA ROMA GROSSETO

La linea, già a doppio binario è stata ridotta a semplice dal Comando Tedesco che ha provveduto ad asportare i materiali. Lamattina del 3 corrente il binario dispari risultava in efficienza con rallentamenti numerosi sino al Km 34 presso Maccarese, oltre Maccarese si presumono una diecina di interruzioni, la più grave quella del ponte sulMarangone al Km 76 tra S/Marinella e Civitavecchia?

Gli impianti di Civitavecchia, compresa la piattaforma girevole da m 21 e di Civitavecchia Porto erano fortemente disastrati. Si hanno poche notizie del tratto Civitavecchia Grosseto, dove si hanno due interruzioni importanti sul fiume Fiora al Km 118 tra Montalto e Chiarone. Il ponte ad una luce di m.40 è crollato comprese le spalle, è crollato pure il ponte provvisorio costruito da tedeschi, l'altro sul fiume Albega al Km 157 -400, tra Albina e Talamone,dove si ritiene siano ancora danneggiate le travate metalliche di una delle 4 luci. Anche la travata in ferro del ponte sull'Osa al Km 162, pure fra Albinia e Talamone è stata danneggiato, come pure il ponte a travata metallica sull'Ombrone al Km 188+100 , fra Rispescia e Grosseto è stato danneggiato.

LINEA PONTEGALERIA - FIUMICINO

Venne iniziata la demolizione del binario unico da Fiumicino alla Fermate di Porto (incl-), il materiale risulterebbe ancora giacente su carri ferroviari a Roma Termini, il resto della linea era efficiente.

LINEA CIVITAVECCHIA CAPRANICA ORTE

Linea a semplice binario con danni limitati.L'interruzione più grave risultava al ponte del Mignone al Km 23+300 tra Amelia ed Allumiere dove sono crollati 2 archi del viadotto, presso la spalla lato Orte. Inoltre danneggiate la travate metalliche del ponte presso la pila inter) media. Alla Stazione di Allumiere vi erano carri con legname e diverse travi laminate a doppio T. per procedere al ripristino. Sulla restante linea si presumono una diecina di interruzioni.

LINEA ROMA TRASTEVERE VITERBO ATTIGLIANO

La mattina del 3 corr. la linea a semplice binario risultava efficiente sino al Km 35 oltre Anguillara.Si presumevano 5 o 6 gruppi di interruzioni tra Anguillara e Manziana, oltre Manziana danneggiata Capranica e la Stazione di Viterbo.
Mancano notizie precise.

Tra Viterbo ed Attigliano diverse interruzioni ma dalle notizie avute non gravi.

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del 3 corrente il binario dispari [illegible]
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La mattina del 3 corr. la linea a semplice binario risultava efficiente sino al Km 35 oltre Anguillara.Si presumevano 5 o 6 gruppi di interruzioni tra Anguillara e Manziana, oltre Manziana danneggiata Capranica e la Statzione di Viterbo.
Mancano notizie precise.

Tra Viterbo ed Attigliano diverse interruzioni ma dalle notizie avute non gravi.

LINEA ROMA AVEZZANO SULMONA

Fino al giorno 3 si giungeva regolarmente fino a Carsoli.

LINEA TERNI SULMONA

Interrotti i due binari di corsa in parecchi punti. La linea è impercorribile con grabi danni alle opere d'arte.

LINEA TERNI FOLIGNO

Interrotta in parecchi punti con gravissimi danni alle opere d'arte che ne vietano la libera circolazione.

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SERVIZIO D'ACQUA

LINEA ROMA CASILINA CASSINO

Fino al giorno 24 Maggio esisteva il servizio d'acqua a Cassino e Roccasecca con prelevamento di acqua dal fiume Melfa a mezzo di impianto di pompatura.

A Ceprano con rifornimento di acqua dal Comune.
A Frosinone " " " "
A Colleferro Segni con impianto di pompatura dal fiume Sacco.
A Monteromano l'impianto funzionava con motopompa.
A Ronciglione l'impianto funzionava a battente naturale.

LINEA TRASTEVERE VITERBO ATTIGLIANO

A Cesano rifornitore in efficienza con motopompa.
A Bracciano impianto a battente naturale in efficienza.
A Capranica impianto molto danneggiato ma in efficienza con motopompa.
A Viterbo P.Romano si ritiene danneggiata dagli ultimi bombardamenti.
A Viterbo P.Fiorentina.Distrutto.
Per le altre linea non si hanno notizie.

CONSISTENZA DEL PERSONALE

Ingegneri dei diversi gradi effettivi alla Sezione N°35.

IL CAPO DELLA SEZIONE LAVORI
fto. T.Carone

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di pompatura.
A Ceprano con rifornimento di acqua dal Comune.
A Frosinone " " " "
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Declassified E.O. 12356 Section 3.3/NND No. 785021

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To:- Director, Transportation Sub-Commission, A.C.C.,

From:- Liason Officer with T.S.R. Rome City

Subject:- Progress Reports. 10th June 1944.

Reference:- ACC/Tn/ R7.

Referring to my ACC/Tn/ R6 dated June 9th and the Report that accompanied it, I now enclose

(a) A list, amplifying the description of the various types of locomotives on hand as referred to on pages 3. 4. and 5. of the report.

Also

(b) list giving description of the Coaching Stock; the I.S.R.Serial numbers of which were shewn on page 6 of my report.

MSS Capt. R.E.;
R.Stanley Smith.

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REPORT ON THE PRESENT CONDITION OF THE RAILROAD STATIONS AND LINES IN ROME CITY

June, 6th 1944

The City of Rome has the following stations and marshalling yards:-

ROMA TERMINI	Central Station, largest and most important in Rome
ROMA SMISTAMENTO	Freight yards and locomotive depot
ROMA S.LORENZO	Freight only
ROMA PRENESTINA	Mark for passenger cars, serving Roma Termini and also as a freight and passenger station. On the Rome - Sulmona line.
ROMA TUSCOLANA	Passenger and freight)
ROMA OSTIENSE	" " ") On the ROMA - PISA Line
ROMA TRASTEVERE	" " ")
ROMA CASILINA	" " " On the ROMA - NAPOLI Line
ROMA S.PIETRO	" " " On the ROMA - VITERBO Line

As the Germans left the city they caused little or no damage to the tracks, station buildings, water columns, bridges or tunnels, but they destroyed the central telephone line and transformer buildings, also rendered unserviceable the locomotive depot and rotary platforms of the S.Lorenzo station and carried away the serviceable locomotives to the North, damaging the others.

The mines and other explosives set by the Germans were cleared and taken away in order to save the bridges.

The damages in the various stations are only those of the Allied bombings; in several places they were repaired, especially the tracks to help the German war effort. Generally it is possible to operate

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ROMA [illegible] Central station, largest and most important in Rome

ROMA [illegible] passenger and freight

ROMA S.LORENZO freight yards and locomotive depot

[illegible] Freight only

ROMA PORTA PRENESTINA Work for passenger cars, serving Roma Termini and also as a freight and passenger station. On the Roma - Sulmona line.

ROMA TRASTEVERE Passenger and freight)
ROMA OSTIENSE " " ") On the ROMA - PISA Line
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The mines and other explosives set by the Germans were cleared and taken away in order to save the bridges.

The damages in the various stations are only those of the Allied bombings; in several places they were repaired, especially the tracks to help the German war effort. Generally it is possible to operate the lines between all the stations (double track) in and around Rome.

In most stations there are a good number of tracks for operations and good depots. For one month, the trains have not been able to leave for the North and for the South, because of the military operations outside Rome, and all the traffic of the Compartimento Railways was reduced only to a few local services from station to station.

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The damages caused by the air raids and particularly those of the 19th July and 13 August 1943 and 5 and 6th March 1944 were very heavy.

The raid of the 19th July has completely destroyed the marshalling Yards of Roma Smistamento, freight yards and locomotive depot of S.Lorenzo and the park Prenestino. The air raid of the 13th August destroyed again the marshalling Yards of Roma Smistamento,and heavily damaged Roma Tuscolana, Roma Tiburtina, Roma Casilina,main lines and junctions.

The air raids of March have destroyed the stations of Tiburtina and Casilina.

The central station of Roma Termini has never been raided.Some of the station equipment was ready to be carried away by the Germans.

ROMA TERMINI Station buildings and stores are destroyed, so badly, that another building quite a distance away had to be used.

SCALO MERCI S.LORENZO Completely destroyed and out of service.

LOCOMOTIVE DEPOT S.LORENZO The workshop was partially destroyed and most of it has been repaired, the machine tools have not been damaged, when the Germans left Rome they took away with them the machinery driving belts.

ROMA SMISTAMENTO The buildings of the locomotive workshops can be used.The main damages are to the tracks. Many cars have been destroyed.Several damages to the sheds and signal boxes.

ROMA PRENESTINA Several damages to the sheds and signal boxes.

ROMA TUSCOLANA The biggest damages have been caused to the freight tracks, mechanical depot, and various material depot.

ROMA CASILINA The main station building and the goods sheds and signal boxes are destroyed.

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ling Yards of Roma Smistamento, freight yards and locomotive depot of S.Lorenzo and the park Prenestino. The air raid of the 13th August destroyed again the marshalling Yards of Roma Smistamento, and heavily damaged Roma Tuscolana, Roma Tiburtina, Roma Casilina,main lines and junctions.

The air raids of March have destroyed the stations of Tiburtina and Ostiense.

The central station of Roma Termini has never been raided.Some of the station equipment was ready to be carried away by the Germans.

ROMA TIBURTINA Station buildings and stores are destroyed, so badly, that another building quite a distance away had to be used.

ROMA PORTA S.LORENZO Completely destroyed and out of service.

ROMA OFFICINE PORTA S.LORENZO The workshop was partially destroyed and most of it has been repaired, the machine tools have not been damaged, when the Germans left Rome they took away with them the machinery driving belts.

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ROMA PRENESTINA Several damages to the sheds and signal boxes.

ROMA TUSCOLANA The biggest damages have been caused to the freight tracks, mechanical depot, and various material depot.

ROMA CASILINA The main station building and the goods sheds and signal boxes are destroyed.

ROMA TRASVERSA DELLA ROMA CASILINA Very little damage. 1621

ROMA OSTIENSE No damage.

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In all the stations, the Marshalling Yards have been heavily damaged and only a few groups of tracks between some stations were repaired. But the destruction of the power house of Prenestina was caused by the Germans before they left Rome, and it is not possible to repair them, because even the power houses in the proximity were destroyed and there are no materials to repair them.

RUNNING LINES. Connecting all the stations in Rome:there are two lines (double tracks) except for a certain distance between Rome Termini and Rome Prenestina etc. one track) over which traffic can pass.In every station a certain number of shunting tracks can be used.

LOCOMOTIVES

a) LOCOMOTIVE PARK IN S.LORENZO

The locomotives in running order are 4 :

Group 835 ..... N° 2
" 880..... N° I
" 895 ..... N° I

Moreover there exsist the follwings locomotives in which the Germans lighted up the fire of the engines without any water beeing in the boiler. These can be repaired and will be ready in about a week

Group 625 .....N° I
" 735 .....N° 2 (one is blocked in Shed B)
" 835 .....N° 3 (two are blocked)
" 851 .....N° 3
" 880 .....N° 8
" 895 .....N° 3
" 705 .....N° 3 (two are blocked)

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was carried by the Germans before they left Rome, and it is not possible to repair them, because even the power houses in the proximity were destroyed and there are no materials to repair them.

RUNNING LINES: Connecting all the stations in Rome:there are two lines (double tracks) except for a certain distance between Rome Termini and Rome Ernestina etc. one track) over which traffic can pass.In every station a certain number of shunting trucks can be used.

LOCOMOTIVES

a) LOCOMOTIVE DEPOT ROMA S.LORENZO

The locomotives in running order are 4 :

Group 835 ..... N° 2
" 880..... N° I
" 895 ..... N° I

Moreover there exist the following locomotives in which the Germans lighted up the fire of the engines without any water besing in the boiler. These can be repaired and will be ready in about a week

Group 835 .....N° I
" 735 .....N° 2 (one is blocked in Shed 5)
" 835 .....N° 3 (two are blocked)
" 851 .....N° 3
" 880 .....N° 8
" 895 .....N° 3
" 705 .....N° 3 (two are blocked)

There are 33 locomotives which are badly damaged and have to be repaired, but they cannot be repaired with the materials available at present.

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Group 691 ..... N° 1
" 100 ..... N° 3
" 477 ..... N° 1
" 615 ..... N° 2
" 655 ..... N° 3
" 730 ..... N° 1
" 735 ..... N° 6
" 740 ..... N° 3
" 935 ..... N° 2
" 880 ..... N° 8
" 895 ..... N° 1
" 9.6 ..... N° 3

On the 3rd June 44 the German authorities sent the following locomotives towards Settebagni, it is impossible to state their condition or whereabouts.

Group 471 ..... N° 1
" 480 ..... N° 1
" 738 ..... N° 1
" 735 ..... N° 1
" 740 ..... N° 5

Finally, the following locomotives which have to be repaired at the workshop have been sheltered under the tunnel junction of Tibartina - Tiscolano.

Group 655 ..... N° 1
" 735 ..... N° 2
" 740 ..... N° 1

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The total number of locomotives at the depot of Roma S.Lorenzo is 73

b) Locomotive Depot - Roma Smistamento.

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" 615 ..... N° 2
" 635 ..... N° 3
" 730 ..... N° 1
" 733 ..... N° 6
" 740 ..... N° 3
" 935 ..... N° 6
" 830 ..... N° 6
" 805 ..... N° 1
" 8.5 ..... N° 3

On the 3rd June 44 the German Authorities sent the following locomotives to Ferrobedogni, it is impossible to state their condition or thereabouts.

Group 471 ..... N° 1
" 480 ..... N° 1
" 736 ..... N° 1
" 735 ..... N° 1
" 740 ..... N° 5

Finally, the following locomotives which have to be repaired at the workshop have been sheltered under the tunnel junction of Tiburtina - Tuscolana.

Group 625 ..... N° 1
" 735 ..... N° 2
" 740 ..... N° 1

1619

The total number of locomotives at the depot of Roma S.Lorenzo is 73

b) Locomotive Depot - Roma Smistamento.

This is equipped with electric locomotives 3.000 Volts, continuous current. The present condition is as follows:

In running order:- Group 625 ..... N° 6
" 646 ..... N° 5

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Requiring small repairs :

Group 630 ..... Nº 1
" 636 ..... Nº 3

The following will have to be sent to the workshops for more extensive repairs:

Group 630 ..... Nº 2
" 636 ..... Nº 1

Total 17 electric locomotives.

c) Roma Trastevere Depot.

Has only shunting locomotives.
In running order :

Group 835..... Nº 12

Major repairs :

Group 835 ..... Nº 3

The following to be sent to workshops for extensive repairs:

Group 835 .....Nº 6

Total number 21 locomotives.

ROLLING STOCK

SITUATION OF ROLLING STOCK IN THE JURISDICTION OF ROME

	Loaded	Empty	Total
Covered Italian cars	151	241	392
" foreign cars	147	473	620
Open Italian cars	153	223	376
" foreign cars	310	485	795
Total	761	1342	2103
Damaged cars able to run	12	354	366
" " unable to run	25	[illegible]	[illegible]

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The following will have to be sent to the workshops for more extensive repairs:

Group 430 ..... nº 2
" 636 ..... nº 4

Total 17 electric locomotives.

c) Roma Trastevere depot.

Has only shunting locomotives.
In running order :

Group 836..... nº 10

Major repairs :

Group 835 ..... nº 3

The following to be sent to workshops for extensive repairs:

Group 835 .....nº 6
Total number 21 locomotives.

ROLLING STOCK

SITUATION OF ROLLING STOCK IN THE STATIONS OF ROME

	Loaded	Empty	Total
Covered Italian cars	191	241	432
" foreign cars	117	473	590
Open Italian cars	159	213	372
" foreign cars	310	415	725
Total	777	1342	2119
Damaged cars able to run	12	354	366
" " unable to run	08	1080	1088
Total	37	1434	1471

	Loaded	Empty	Damaged	Total
Tank-cars	1	50	3	54
Refrigerating cars	3	56	—	59
End loading motor car truck	—	4	—	4
Total	4	109	3	117

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Italian vehicles :

B - 1 Bg - 7 Bc - 1 CCI - 14 CI II - 1 A total: 4 coaches and 24 luggage vans.

German vehicles and from other administrations:

4 CI - total 4 coaches.

Italian vehicles :

1 Ag - 1 ABg - 9 Bg - 3 Bc - 1 Bc - 1 BCI - 5 CI - 20 - 1 - 15 CI

Total: 47 coaches - 40 luggage vans - 1 postal car.

German vehicles and from other Administrations :

5 BCI - 10 CI - 6 CI - total : 21 coaches - 6 luggage vans.

The stations of Rome take the water from hydraulic resources of the town. In consequence of the air raids near Tivoli there is very little water, and it is anticipated that the repairs will soon be started. The reservoirs are in a good state. Other stations (Rome Termini, Rome S.Lorenzo, Rome Tiburtina, Rieti Investing and Rome Centocelle) water can be pumped from underground. The wells are supplied with electric motor pumps, they do not appear to be damaged, although their functions depend on the supply of electricity from the power plants at Terni, Tivoli and Subiaco etc.), and as the cables are within the fighting zone there is no current at present. At Tiburtina there is a small motor pump which can supply the locomotives direct. There are 7 groups of new pumps which can be used.

The roundhouse of Rome S.Lorenzo, after the heavy bombardment of 19th July 1943 was repaired and therefore was able to execute small

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Italian vehicles :

Total: 37 coaches - 4 luggage vans - 1 postal car.

German vehicles :

3 Rdl - 11 Cl - 1 Bc - total : 15 coaches - 6 luggage vans.

The stations of Como take the water from hydraulic resources of the town. In consequence of the air raids near Tivoli there is very little water, and it is anticipated that the repairs will soon be started. The reservoirs are in a good state. Other stations (Como Termini, Roma S.Lorenzo, Roma Tiburtina, Isola Irocentina and Roma Val Travento) water can be pumped from underground. The wells are supplied with electric motor pumps, they do not appear to be damaged, although their functions depend on the supply of electricity from the power plants at Terni, Livorno and Salerno etc.), and as the cables are within the fighting zone there is no current at present. At Tiburtina there is a small motor pump which can supply the locomotive direct. There are 7 groups of new pumps which can be used.

The roundhouse of Roma S.Lorenzo, after the heavy bombardment of 19th July 1943 was repaired and therefore was able to execute small repairs to the locomotives of great capacity. It is capable of housing 100 locomotives. The workshop cannot be efficiently used for

1617

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the time being because the Germans took away the driving belts of all the machinery (which latter, however, has not been damaged), no supply of belts remain. From the roundhouse of Roma San Lorenzo all the accessories of the stores department and a considerable quantity of material was carried away. Also all the tools and break down cars of this roundhouse have been carried away by the Germans railwaymen, but it is hoped that some of them may be recovered at Settebagni.

The two turn-tables at Roma S.Lorenzo remain unserviceable as above mentioned and can be repaired, that of B will be repaired in 8 days if we can recover the engine which is lying in the well of the turn table, for A we need 8 days for the recovery of the engine and about 30 days to change the pivot which has been damaged.

Boards do not appear to be damaged. Not a very efficient job

ROMA SMISTAMENTO MERCI

Bombarded on the 19th July and 13 August 1943, now possible to execute small repairs to electric engines.

ROMA TRASFERENZE

This is in complete working order, and it is possible to execute small repairs.

Maintenance can be carried on as well as the repairs to the electric locos.

All three roundhouses lack spare parts and materials, due to the Germans carrying them away as they retreated.

The wagon repair shop situation is as follows:

I°) OFFICINA I PIANO DELLA PORTA MAGGIORE (Between Roma Termini and Roma Tronestina). Had bombed on the 19th July and has been only partly repaired, it can be put in working order.

2°) OFFICINA I PIANO DI ROMA TERMINI Has bombed on the 19th July

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ty of material has carried away. Also all the tools and break down cars of this roundhouse have been carried away by the Germany railwaymen, but it is hoped that some of them may be recovered at Settebagni.

The two turn-tables at Roma S.Lorenzo remain unserviceable as above mentioned and can be repaired, that of 5 will be repaired in 5 days if we can recover the engine which is lying in the well of the turn table, for A we need 5 days for the recovery of the engine and about 30 days to change the pivot which has been damaged.

Works to be started to be arranged.
N.A. [illegible] officials [illegible]

[illegible]

Bombarded on the 19th July and 13 August 1943, now possible to execute small repairs to electric engines.

[illegible]

This is in complete working order, and it is possible to execute small repairs.

Maintenance can be carried on as well as the repairs to the electric locos.

All three roundhouses lack spare parts and materials, due to the Germans carrying them away as they retreated.

The wagon repair shop situation is as follows:

1°) [illegible] (Between Roma Termini and Roma Prenestina). Was bombed on the 19th July and has been only partly repaired, it can be put in working order.

2°) OFFICINA DI RIPARO DI ROMA TIBURTINA Was bombed on the 19th July but is in complete working order.

1616

3°) OFFICINA DI RIPARO DI ROMA TRASTEVERE Has been machine gunned several times but is in working order.

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[illegible] is closed because of the lack of machinery and materials carried away by the Germans.
All those repair shops are (daily) repair [illegible] cars per day

[illegible]

Hydraulic plant See under WATER SUPPLY.

good order. No special tanks exist, there are only small tanks of 200 - 300 m³ each. 3 Water Towers S.Lorenzo

Electric power plants. The power house which distributes the power for the electric lines has been destroyed and it cannot be repaired because of the lack of new parts (transformers, switches ecc). It is not possible to make the electric line active again. Considerable materials (wire and copper cables in great quantity is needed, as to put the electric lines in working order in the stations and along the lines, which except the station Roma Terminì, and a track between Roma Terminì and Trastevere which have been heavily damaged and carried away.

Signal plants. Suffering from heavy damages and is unrepairable at Roma Smistamento (except the signal box C) be plants at Ciampino (except the electric signal box A) and the plants of Settebagni. The other plants are in fair conditions, but they should be overhauled.

Electric light and motor power plants.

Heavy damages, and not functioning at Roma Smistamento and Settebagni.

Telegrafic plants The telephone switch boards of Roma Terminì and Villa Patrizi are damaged, but not heavily, it is to be hoped they can be repaired with material at our disposition. The other switch boards need overhauling. The switchboards of Roma Terminì and San Lorenzo have been dismantled, it will be ascertained if they have all

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Hydraulic plant See under WATER SUPPLY.

3 Water Towers S.Lorenzo good order.

Electric power plants.

Signal plants.

Electric light and motor power plants

Telegraphic plants

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They are : Special Labour Section ..... 23 Officials
Labour Section ..... 5 "
Electric and Signal plant offices ... 17 "
Locomotive Section ..... 13 "

I..L.

OFFICE BUILDINGS

The offices of the Ministero delle Comunicazioni are in perfect order no damage whatever having been caused.

The offices of the Dopo Compartimento actually belong to Pontificial German-Hungarian College and are leased to the I..L. by the Vatican.

These too are in perfect order as also the large suit of offices in the rear; and which will later on be the home of the I..L..L..

COAL

At present there is approximately 1500 tons of German coal on hand at San Lorenzo and 30 tons at Trastevere.

It is considered there is no other coal in Rome.

1614

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

To:- Director, Transportation Sub-Commission, A.C.C.,

From:- Liason Officer with I.S.R. Rome City

Subject:- Progress Reports. 10thJune1944.

Reference:- ACC/Tn/ R7.

Referring to my ACC/Tn/ R6 dated June 9th and the Report that accompanied it, I now enclose

(a) A list, amplifying the description of the various types of locomotives on hand as referred to on pages 3. 4. and 5. of the report.

Also

(b) List giving description of the Coaching Stock; the I.S.R.Serial numbers of which were shown on page 6 of my report.

Capt. R.E.;
W.Stanley Smith.

L O C O M O T I V E S

Group Numbers and Descriptive Types

Group No		Description
4?3	Electric	Heavy Goods & Fast Passenger t
5?5	"	Heavy Trains & Passenger train
671	Steam	Heavy Goods Trains
677	"	" " "
680	"	" " " & Passenger tr
685	"	Light Goods trains & Passenger
695	"	Through Passenger trains
7?0	"	Heavy Goods trains
730	"	- Do -
735	"	- Do -
740	"	- Do -
891	"	Shunting
900	"	Light local trains
909	"	Shunting & local trains
935	"	local trains, but for steep gra- dients

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Group No		Description
4 8	Electric	Heavy Goods & Fast Passenger t
6 6	"	Heavy Trains & Passenger train
471	Steam	Heavy Goods Trains
477	"	" " "
484	"	" " " & Passenger tr
645	"	Light Goods trains & Passenger
655	"	Through Passenger trains
7 0	"	Heavy Goods trains
730	"	" Do "
735	"	" Do "
740	"	" Do "
651	"	Shunting
660	"	Light local trains
665	"	Shunting & local trains
345	"	local trains, but for steep gra-dients

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PASSENGER TRAIN ROLLING STOCK

pe	Class	Length	Seating capacity	Corridor or non corridor
AZ	Ist C.	20435	48	Through corridor
ABz	Ist & 2nd.	21870	51 } 18 first, 33 second	" "
Bz	2nd.	21870	72	" "
Cz	3rd.	21870	80	" "
Dz	Luggage van	19700	———	" "
BC I	2nd.& 3rd.	15480	73 } 24 second, 49 third	non corridor
CI	3rd.	16400	87	non corridor
DI	Luggage van	9980	———	Through corridor
UZ	Postal Sorting van	19700	———	———

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AZ	Ist C.	20485	48	Through corridor
ABz	Ist & 2nd.	21870	51 (18 first, 33 second)	" "
Bz	2nd.	21870	72	" "
Cz	3rd.	22270	80	" "
Dz	Luggage Van	19700	———	" "
BC I	2nd.& 3rd.	15480	73 (24 second, 49 third)	non corridor
CI	3rd.	16400	87	non corridor
DI	Luggage van	9980	———	Through corridor
UZ	Postal Sorting van	19700	———	———

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

247/16

URGENT = SECRET

TO : Director, Transportation Sub=Commission, ACC (Main)

FROM : Liaison Officer with Italian State Railways Rome City.

SUBJECT : Progress Report.

REFERENCE : ACC/TR/R6.

1. Herewith detailed report of the condition of the Railway Stations, Marshalling Yards, Locomotive sheds and other installations of the Italian State Railways at Rome prepared on June 6th. At the termination of my reconnaisance I shall be able to fill in much more detail than the report contains at present.

2. General di Raimondo in conjunction with D.G.M.R.S. yesterday ordered all Railway employees to report for duty as it was felt that they could be serving a useful purpose if only in the clearing away of debris and tidying up the place generally.

3. Have had an influx of visitors today. First came Major Forbes D.A.A.M.G.(Movement Control). Then came Col. Parkes R.C.E. with company, and this afternoon Brigadier Fellowes and Lt=Col. Basil Rogers.

4. In addition to performing the specific duties for which I came to Rome, I am now doing liaison between D.G.M.R.S. and the Capo Comparti=mento. This is due to the fact that my office is in with the Capo and also that I was more or less established here and on very good terms with the I.S.R. Officials before the arrival of D.G.M.R.S. Another reason may be that Movement Control has not yet arrived, so that all orders for movement on behalf of D.G.M.R.S. are passed through to the Capo Comparti=mento by me.

5. Before leaving for Naples yesterday Col. Tully asked what my instructions were on completion of the reconnaisance. I told him that I was returning to Naples, but he expressed his intention of asking for me to remain here and be attached permanently to D.G.M.R.S., as apart from the work I am dping now he felt it would be a wise move to have an A.C.C. officer grow up, as it were, with the position so that when the time came for D.G.M.R.S. to hand=over, the ACC would have an officer who was au fait with the working.

6. I expect that my mission here will be completed on Monday next, so that I anticipate returning to Naples on Tuesday, unless I receive any instructions to the contrary.

1610

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

Subject : Progress Report.

REFERENCE : ACC/TR/R6.

1. Herewith detailed report of the condition of the Railway Stations, Marshalling Yards, Locomotive sheds and other installations of the Italian State Railways at Rome prepared on June 6th. At the termination of my reconnaisance I shall be able to fill in much more detail than the report contains at present.

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6. I expect that my mission here will be completed on Monday next, so that I anticipate returning to Naples on Tuesday, unless I receive any instructions to the contrary.

1610

Lots of time before the middle of august and that is the date D.G. M.P.S. might be moving his H.Q., he will not hand over any Railway round Rome for a long time to come, so liaison in Rome is rather pre-mature. FLV 12/6

...

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7. C.A.S. officials here have not been very helpful and I have had the utmost difficulty in getting my two N.C.O.s housed and fed. For the first few days they were with an American Artillery Battery but when they moved forward the N.C.O.s were turned out by the incoming unit. Probably C.A.S. has too many headaches of their own.

Tomorrow D.G.M.R.S. are taking over the Nuova Roma Hotel for their operating staff and my N.C.O.s will then go in with them.

W. STANLEY SMITH, CAPTAIN R.E.,
ACC LIAISON OFFICER with I.S.R. ROME CITY.

June 9th, 1944.

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

Probably C.A.S. has too many headaches of [illegible]

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W. STANLEY SMITH, CAPTAIN R.E.,
ACC LIAISON OFFICER with I.S.R. ROME CITY.

June 9th, 1944.

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

attach

247/15

U R G E N T - S E C R E T

TO : Director, Transportation Sub-Commission, ACC (Main)
FROM : Liaison Officer Italian State Railways Rome City
SUBJECT : Daily Progress Report
REFERENCE : ACC/TN/R5 June 8th 1944

1. No progress report was sent yesterday.

2. The whole of yesterday morning was spent visiting Stations and Depots in company with the U.S.A. D G M R Staff and General di Raimondo. I was able therby to confirm that information already supplied to me by the I.S.R. Officials is substantially correct.

3. During the afternoon a meeting was held at the office of the Ministero delle Comunicazioni when all the principle officials were present - most of these I had already met on the morning of my arrival.

4. Col.Covin addressed them and his remarks very closely resembled those put over by me at our first meeting vide para 3 of my letter dated 5th June ACC/TN/CAS.I.

5. My final report is nearing completion but I am having considerable difficulty in the translation of a number of technical phrases and I feel it is much better to hold it a little longer and get everything put into clear colloquial English whilst on the spot.

6. Concerning the plans that were in course of preparation to demonstrate the bombing effects at marshalling yards etc. vide para 6 of my letter June 6th.These were finished this morning but I was persuaded by Col. Tully to let him have them and he is bringing them to Naples.It is therefore a keen personal disappointment to me that I am not able to enclose them with this letter, but taking the long view I suppose they are the people to have them in spite of the fact that they were prepared under my supervision,and at my request.

7. This morning Col Tully and J made a tour of the Stations and Yards at Roma Trastevere and Roma Ostiense.

The former is in an exceptionally good state of repairs and with a little work can be made into a really first class station.

The latter however has had a very severe battering and is out of use. The buildings destroyed and wreckage piled up in the

0064
Declassified E.O. 12356 Section 3.3/NND No. 785021

SUBJECT : Daily Progress Report

REFERENCE : ACC/TN/R5 June 8th 1944

1. No progress report was sent yesterday.

2. The whole of yesterday morning was spent visiting Stations and Depots in company with the U.S.A. D G M R Staff and General di Raimondo. I was able therby to confirm that information already supplied to me by the I.S.R. Officials is substantially correct.

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7. This morning Col Tully and I made a tour of the Stations and Yards at Roma Trastevere and Roma Ostiense.

The former is in an exceptionally good state of repairs and with a little work can be made into a really first class station.

The latter however has had a very severe battering and is out of use. The buildings destroyed and wreckage piled up in the marshalling yards. This was a new modern station built only 4 years ago.

1608

8. I understand that D G M R S hope to have trains running from Anzio to Rome by July 7th. In order to accomplish this they propose laying an entirely new track from Campoleone joining up with the Cassino - Rome line at Cecchina. This is due to the fact that no less than nine bridges are blown between Campoleone and Pomezia;and the diversion of 11 Kilometres is the easier solution.

W Stanley Smith Capt R.E.

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

U R G E N T - S E C R E T

247/14

TO : Director, Transportation Sub-Commission, ACC (Main)

FROM : Liaison Officer Italian State Railways Rome City.

SUBJECT : Daily Progress Report.

REFERENCE : ACC/TN/R3.

1. Owing to pressure of indoor work this morning I had to postpone my appointment with the Chief Locomotive Engineer (see para 4 sub-para 2 of my report yesterday) and arranged for a tour of inspection after lunch.

2. On returning from lunch however, I found that the D.G.M.R.S. Officers together with General di Raimondo had arrived and were in conference with the Capo Compartimento. A message had been left in my office by Colonel Tully D.G.M.R.S. for me to join them on return from lunch.

3. The Amercian party consisted of Colonel Tully, Colonel Dougherty, Colonel Covin, Lieut-Colonel Joseph Dougherty and Major Teets.

4. Colonel Tully expressed his great surprise at finding anyone in contact with the I.S.R. so soon, but to use his own words he was astounded and delighted at the volume of information that I had gained and was able to put before him on his arrival. He said that it brought them a full day and a half in advance of what he had anticipated and he was able to meet General Clark this evening and give him the the present "Railway picture" solely on the information furnished by me.

5. Colonel Tully now insisted that I join their party, so that I again had to postpone my visit to the Locomotive Depot. During the afternoon we inspected the H.Q. I.S.R. Offices and also a new block of buildings backing on to the I.S.R. Offices but in another street (Via Quartro Giugno). This block is hardly completed but I am of the opinion that the D.G.M.R.S. will take the whole of the second floor, 30 rooms. 10 offices will be ready tomorrow and the others will be handed over as they are completed.

6. With reggrd to the information required by the M.A.A.F. I am collating this and hope soon to be able to send in a full report of damage caused by bombings. I am having prepared plans of the railway on which I hope to be able to show where every bomb fell in each and every raid, i;e; a seperate plan will be used to demonstrate each raid.

0066

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

REFERENCE : ACC/TN/R3.

1. Owing to pressure of indoor work this morning I had to postpone my appointment with the Chief Locomotive Engineer (see para 4 sub-para 2 of my report yesterday) and arranged for a tour of inspection after lunch.

2. On returning from lunch however, I found that the D.G.M.R.S. Officers together with General di Raimondo had arrived and were in conference with the Capo Compartimento. A message had been left in my office by Colonel Tully D.G.M.R.S. for me to join them on return from lunch.

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6. With reggrd to the information required by the M.A.A.F. I am collating this and hope soon to be able to send in a full report of damage caused by bombings. I am having prepared plans of the railway on which I hope to be able to show where every bomb fell in each and every raid, i;e; a seperate plan will be used to demonstrate each raid.

1557

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

7. A.M.G. Fifth Army C.A.S. are moving their offices tomorrow to the "Palazzo Generali Asicurazioni, Piazza Venezzia".

8. The position is somewhat fluid, changes are taking place even in the Railway Administration since the arrival of General di Raimondo, I will advise you of these immediately they become settled.

6 June 44.

W.STANLEY SMITH, CAPTAIN R.E.
ACC LIAISON OFFICER I.S.R. ROME CITY.

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785031

0 0 6 4

SECRET

Subject :- Decentralization of General Adm (Br) to Districts.

Headquarters,
Allied Armies in Italy,
C.M.F.
1930/G/G2
31 May 44.

H. Q. 1 District.
H. Q. 2 District.
H. Q. 3 District.

1. When this HQ moves to the POGGIO Area, the present direct and close control by the British Administrative Staff and Services over its bases and lines of communication will no longer be possible. Further moves northwards, with a consequent lengthening of the L of C, will make such control increasingly difficult. It has, therefore, been decided to decentralize responsibility for certain aspects of general administration to Districts.

2. This HQ cannot divest itself of ultimate responsibility for the maintenance and administration of the British forces in ITALY. It must, therefore, continue to dictate policy on all matters of general administration, and it must have all information necessary for the performance of this function. It will decentralize the execution of policy and supervision.

3. A sharp line cannot be drawn between policy and its execution. District Commanders must interpret the principle set out in para 2 above, using their own discretion and having in mind the efficiency of communications existing from time to time between HQ AAI and its base installations. Experience will adjust doubtful points. Meanwhile, the following is given as a guide as to the degree of decentralization projected in relation to some of the more important aspects of general administration :-

	Degree of decentralization to Districts.
(a) Provisioning and indenting on ATMA	Nil, except for SICILY and SARDINIA.
(b) Allocation of shipping tonnages	- do -
(c) Control of ports	Supervision of operation, minor construction projects.
(d) G.S. Reserve holdings and location	Nil.
(e) Road Repair	Supervision.

1605

H. Q. 1 District.
H. Q. 2 District.
H. Q. 3 District.

2. When this HQ moves to the [illegible] area, the present direct and close control by the British Administrative Staff and Services over its bases and lines of communication will no longer be possible. Further moves northwards, with a consequent lengthening of the L of C, will make such control increasingly difficult. It has, therefore, been decided to decentralise responsibility for certain aspects of general administration to Districts.

2. This HQ cannot divest itself of ultimate responsibility for the maintenance and administration of the British forces in ITALY. It must, therefore, continue to dictate policy on all matters of general administration, and it must have all information necessary for the performance of this function. It will decentralise the execution of policy and supervision.

3. A sharp line cannot be drawn between policy and its execution. District Commanders must interpret the principle set out in para 2 above, using their own discretion and having in mind the efficiency of communications existing from time to time between D, A-I and its base installations. Experience will adjust doubtful points. Meanwhile, the following is given as a guide as to the degree of decentralisation projected in relation to some of the more important aspects of general administration :-

	Degree of decentralization to Districts.
(a) Provisioning and indenting on AFHQ	Nil, except for SICILY and SARDINIA.
(b) Allocation of shipping tonnages	- do -
(c) Control of ports	Supervision of operation. minor construction projects.
(d) U.S. reserve holdings and location	Nil.
(e) Base Depots	Supervision.
(f) Base Workshops	Supervision and operation of Vehicle Assembly Units only.
(g) Base Hospitals	Control, subject to policy direction from HQ AAI.
(h) Railway construction	Minor improvements in port and depot layout.
(i) Maintenance of fighting formations	Execution (through Supplying Agencies appointed by this HQ) of demands, copies of which will be sent to this HQ.

1605

Cont/...Sheet 2....

4 June 45

0070
Declassified E.O. 12356 Section 3.3/NND No. 785021

(j)	Construction of Base Installations	Construction, subject to directions on design and location from this HQ, except for minor extensions and modifications.
(k)	Labour	Control, Subject to policy direction.
(l)	Local Purchase	- do -

5. The control of movement on the L of C will be exercised as follows :-

(a) Nov East ITALY (NOVEIT) will be responsible for the allocation of ships between East Italian Ports in accordance with the policy laid down by this HQ and for the control of all Nov Areas and Sub Areas in No. 2 District.

(b) Nov West ITALY (NOVWIT) will be responsible for the control of all Nov Areas and Sub Areas in No. 3 District which will include Nov SICILY and Nov NAPLES.

(c) The allocation of shipping between East and West ITALY and the control of movement between Districts and Armies will continue to be the responsibility of this HQ.

(d) NOVEIT will remain affiliated to No. 2 District. NOVWIT will similarly be affiliated to No. 3 District, but will continue in addition to work in the closest liaison with PBS.

/s/ E. E. ROBERTSON
/s/ E. E. ROBERTSON
Major-General,
Chief Administrative Officer.

MEW/erb.

Copies to :- CG FIFTH ARMY
FIFTH ARMY (Rr Echelon)
Main EIGHTH ARMY
Rear EIGHTH ARMY
5 Corps
CG PBS.
NOVAIS
NOVEIT
NOVWIT
ADVCO ITALY
List "A".

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

0072

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

ACP/gfh

URGENT

SECRET

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC Tn/247/6

Date : 9 June '44

TO : Capt. W.S. Smith,
Transportation Sub-Commission Rep. ACC.,
c/o AMG 5th Army CAS (RCME)

SUBJECT : Survey of Railway Station Marshalling Yards Rome Compartiment.

1. Reference is to your preliminary report dated 5 June 1944.

2. Details of your specific duties have now been received.

3. You were required to proceed, with an officer of Mediterranean Allied Air Forces, to Rome, to ensure the immediate taking over of all documents from the Headquarters of Italian State Railways which bear relation to damage caused by Allied air attack on all targets in Axis occupied Italy.

4. Other similar information might be available at the U.N.A.F. Headquarters.

5. Please contact Public Safety, AMG 5th Army at once, fulfill this mission to the best of your ability, and return immediately with records to this Headquarters.

6. D.C.M.R.S. will undoubtedly carry out all essential inspection of railroads.

7. Please indicate that message is understood and signify the anticipated date of your return.

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

1634

0073

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

F 1 7/ACC/6th

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC Tn/124/23

Date : 11 June '44

TO : Regional Commissioners,
Region IV.

SUBJECT : Supplies to Rome and Provinces in Region IV.

1. The present emergency feeding arrangements arranged by AFHQ 5th Army (G/S). will, it ispresumed require re-consideration when Region IV assumes control in Rome.

2. This Sub-Commission is anxious to offer every facility for providing essential movement of supplies, and itis therefore suggested that your intended plans be submitted in respect of movement, when the question can be examined on the light of facilities likely to be available.

3. It will be noted that on his return from Rome in the near future Capt. W.S. Smith will be attached to Region III with the intention of ensuring movement of your supplies.

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

Copy to :- Food Sub-Commission.
Economic Section (for information)

16[illegible]

0074

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

File 24/18

FRAG/cg.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394.

Our reference : ACC Tn/247/
Date : 10 June 44.

TO : Director, Economics and Supply,
AMG 8 Army.
C.M.F.

SUBJECT: Schooners.

1. In view of the quickness of forward moves it appears that for AMG supplies in some areas, schooners may be required.

2. Having been unable to contact you on the telephone, I am sending Lieut. Hart to contact you and get your views.

J Rotherwell LTCol

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

1602

ACP/gfh

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub- Commission
APO 394

Our Reference : ACC Tn/247/

Date : 10 June '44

TO : Vice President,
Economic Section,
H.Q., ACC.

SUBJECT : Move to Rome.

1. Special attention must be drawn to the immediate difficulties which will confront the Transportation Sub-Commission on the move to Rome.

2. Transportation Sub-Commission is in many ways an operative Sub-Commission. In respect of rail, it is dependent on contact with two Army bodies to ensure movement and fulfillment of policy - The Director General of Military Railway Services, and Movements.

3. The development of the railways for civilian use, and the handing over these first to ACC and then to the Italian State Railways must always follow in the wake of Army requirements. At the moment, north of Naples there are only two lines running, still under military control, but in southern Italy and Sicily, ACC policy is being fully achieved by the handing over of selected areas to Italian State Railways for operation. The handing over of Bari and Reggio Railway Divisions is about to take place, and a period of strict ACC control must follow.

4. Transportation Sub-Commission controls operation and movement of commodities by weekly meetings, and any break in the already difficult communications would be fatal.

5. The Director General of Military Railway Services does not anticipate moving to Rome before August 15th, and ipso facto, the Undersecretary of State for Railways and Highways will remain here.

6. In respect of water traffic, the focal point for some time will, and must be, Naples, and all our relations with MEDBO and D.S.T.O. for the fulfillment of ACC requirements will be seriously interrupted if any long distance separates the personal contact which is so essential, and which has brought to fruition our desire to put water movement on a satisfactory basis.

7. In regard to Road Transport, here again, whilst the provision of trucks to forward areas and developing Regions is our responsibility, the fundamental policy of ACC is the setting up of Italian industry and economy on its own feet. Our interests must for some time lie in this area, and in the districts south of Naples, where Civilian Pools and Italian Industry is being re-developed. Moreover, the intake of vehicles is in the south, and in my opinion it would be extremely difficult if any moves were made in the near future.

1601

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

SUBJECT : Move to Rome.

1. Special attention must be drawn to the immediate difficulties which will confront the Transportation Sub-Commission on the move to Rome.

2. Transportation Sub-Commission is in many ways an operative Sub-Commission. In respect of rail, it is dependent on contact with two Army bodies to ensure movement and fulfillment of policy - The Director General of Military Railway Services, and Movements.

3. The development of the railways for civilian use, and the handing over these first to ACC and then to the Italian State Railways must always follow in the wake of Army requirements. At the moment, north of Naples there are only two lines running, still under military control, but in southern Italy and Sicily, ACC policy is being fully achieved by the handing over of selected areas to Italian State Railways for operation. The handing over of Bari and Reggio Railway Divisions is about to take place, and a period of strict ACC control must follow.

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8. It is essential that I maintain uniform control over my separate Sections in view of the necessity of each being a corollary of the other, because of the limited facilities at our disposal.

9. It is therefore submitted that Transportation Sub-Commission in all its Sections should remain in the Naples area to enable it to carry out its essential functions to the full, until such a time as it can safely be said that the move to Rome will not prejudice our essential duties.

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

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

0077

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

CONFIDENTIAL

Files

AMG 5th ARMY CAS (HOME)

ACC MAIN FOR VINING
6019
10 JUNE 44

CONFIDENTIAL
PRIORITY
TRANSPORTATION SUB-COMM.

RETURN H.Q. IMMEDIATELY IN JEEP ET PARIS TO AND FIVE ARMY CAS HOME FOR CAPT E.S. SMITH TRANSPORTATION FROM ACC MAIN FOR VINING STONES MACFARLANE PATEN CORPORALS EVERSDEN AND GLARDINO TO ACCOMPANY YOU

L.T. MONTANT JR.
1st Lieut AGD
Adjutant

1600 LE VINING LT COL

0078

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

ACP/gfh

SECRET

URGENT

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC Tn/247/6

Date : 9 June '44

TO : Capt. W.S. Smith,
Transportation Sub-Commission Rep. ACC.,
c/o AMG 5th Army CAS (ROME)

SUBJECT : Survey of Railway Station Marshalling Yards Rome Compartiment.

1. Reference is to your preliminary report dated 5 June 1944.

2. Details of your specific duties have now been received.

3. You were required to proceed, with an officer of Mediterranean Allied Air Forces, to Rome, to ensure the immediate taking over of all documents from the Headquarters of Italian State Railways which bear relation to damage caused by Allied air attack on all targets in Axis occupied Italy.

4. Other similar information might be available at the U.N.A.P. Headquarters.

5. Please contact Public Safety, AMG 5th Army at once, fulfill this mission to the best of your ability, and return immediately with records to this Headquarters.

6. D.C.M.R.S. will undoubtedly carry out all essential inspection of railroads.

7. Please indicate that message is understood and signify the anticipated date of your return.

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

1599

TO : Director, Transportation Sub-Commission, A.C.C. (Main)

FROM : Liaison Officer with Italian State Railways Rome City.

SUBJECT : Survey of Railway Station Marshalling Yards Rome Compartimento.

REFERENCE : ACC/TW/C.A.S.I.

SECRET.

1. In accordance with the instructions given in your memorandum dated 4th June and further verbal instructions conveyed to me by It-Col. Bordass RASC, I left Naples at 2030 hours Sunday, June 4th with a view to joining up with AMG Fifth Army C.A.S. at (Map Ref. 17 G 1432).

On arriving at the rendezvous it was found that they were in passage; and it was suggested that if I continued towards Rome I might possibly over-take them.

By some means I by-passed them and reached Rome first, and no question was raised regarding my entering the city.

2. During the morning I endeavoured to contact the Commanding General AMG Fifth Army C.A.S. to present my credentials and inform him of my mission, but in the confusion that existed at the time, it was impossible to do so, and as my letter simply asked for it to be arranged for me to proceed with the first batch of officers to enter Rome, which now was fait accomplice, I decided to proceed with the task allotted to me forthwith. At 0900 hours I called at the office of the Italian State Railways, Via Regina Elena 67 and met the Capo Compartimento, Ingegnere Ferruccio Marin; informed him briefly of my mission and that I would like to see, with him, the heads of the various departments as quickly as possible.

Later in the morning I had a conference with the officials whose names and appointments are shown on the attached list. It will be noticed that the name of the Director General of I.S.R. is not included; up till a few days ago he was Ingegnere LUIGI VELANI and being an ardent Fascist he left with the Germans. He is temporarily replaced by the Capo Compartimento - Ingegnere FERRUCCIO MARIN.

3. Through the Interpreter - Cpl. R. Giardino (A) I told them that I had myself been actively engaged with the British Railways for nearly 30 years and whilst I could appreciate most of their difficulties, so long as German soldiers occupied any portion of Italy we should not cease to destroy any portion of the Italian State Rly which he was using to his advantage against United Nations as we had found it necessary in the past to bomb sidings and marshalling yards in the Rome Area. So far as Rome is concerned

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

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1. In accordance with the instructions given in your memorandum dated 4th June and further verbal instructions conveyed to me by Lt-Col. Bordass RASC, I left Naples at 2030 hours Sunday, June 4th with a view to joining up with AMG Fifth Army C.A.S. at (Map Ref. 17 G 1432).

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4. It will be appreciated, I added, notwithstanding this, that so long as war is raging in Italy Military needs and requirements must come first, and will receive priority in the form of transportation.

I informed them that certain information was required by my headquarters as quickly as possible; and expressed the hope that each official would do his best to provide accurate and up to date information when asked to do so.

At the meeting it was arranged that on and from tomorrow I should spend one whole day with the chief of each branch commencing with the Chief of the Locomotive Dept. and it is hoped by this means that I shall be able to cover all the Railway Services.

I asked if any statement could be made as to the present condition of the railway in and around Rome, but they all were very reluctant to commit themselves stating that the Germans had but a few hours ago left the city and left a trail of destruction.

5. The undermentioned rough estimates were given, but it will be appreciated that until they have had the opportunity of investigation subsequent to the departure of the Germans the statements should be accepted with reserve; although I feel confident they were bona fide as far as circumstances permit.

(1) The through running lines (up to last night) were in fairly good state of working order, but it is thought much damage was done in the retreat which they are at present unable to estimate.
(2) All damage by our bombers to running lines was immediately repaired and no serious dislocation occurred thereby.
(3) The damage to marshalling yards and sidings from the same cause was extensive and they were more or less left in the damaged state.
(4) Complete records will be made available to me of all damage done by our bombers, also what dislocation they occassioned.
(5) All electrical instruments out of action the Germans having taker with them the copper wire cables.
(6) Telephones and means of telegraphic communication also are in very short supply.
(7) The headquarters offices are in very good state of repairs being well furnished and equipped.

GENERAL: I was received with the greatest courtesy and consideration; being promised full co-operation from all the officials present.

A very nice, well equipped office has been placed at my dis-

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

I informed them that [redacted]
headquarters as quickly as possible; and expressed the hope that each official would do his best to provide accurate and up to date information when asked to do so.

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(6) Telephones and means of telegraphic communication also are in very short supply.
(7) The headquarters offices are in very good state of repairs being well furnished and equipped.

GENERAL: I was received with the greatest courtesy and consideration; being promised full co-operation from all the officials present.
A very nice, well equipped office has been placed at my disposal at the I.S.R. Headquarters, Via Regina Elena 67, Roma. A liberal supply of stationery, a typewriter, and also a female interpreter who speaks extremely good English.

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0082
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I will endeavour to despatch to you a daily progress report until such times as I am in a position to complete my final report. AMG Fifth Army (C.A.S.) is functioning in the Campidoglio (another name for Municipio, I believe) and I will arrange to have someone call there daily to ascertain if any official correspondence has arrived.

Telephones at the moment to outside Rome are not working.

5 June 44.

W/ STANLEY SMITH, CAPTAIN,
ACC TN LIAISON OFFICER I.S.R. ROME.

0083

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0084

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

Members of Italian Railways present at first meeting with Captain W.S. Smith on 5 June 1944 at HQ CAPO COMPARTIMENTO, VIA REGINA ELENA 67, ROMA.

INGEGNERE FERRUCCIO MARIN (CAPO COMPARTIMENTO) Via Regina Elena 67, Roma.

INGEGNERE FRANCESCO PELACANTI (CAPO SEZIONE SPECIALE LAVORI) (Stazioni di Roma) Via Coito 60. Roma

INGEGNERE TOMMASO CARONE (CAPO SEZIONE LAVORI) Via di Villa Ricotti, Roma.

INGEGNERE GIUSEPPE MAIVALGTI (CAPO TRAZIONE) Via Regina Elena 67, Roma.

INGEGNERE SALVATORE CEMMELLARO (CAPO SEZIONE MOVIMENTO) Via Regina Elena 67, Roma.

INGEGNERE GIULIO TUCARELLI (sositato CAPO UFFICIO IMPIANTI ELETTRICI E SEGNALAMENTO) Via Regina Elena 67, Roma.

0085

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

COPY

SECRET

207/4

HEADQUARTERS
MEDITERRANEAN ALLIED AIR FORCES
Office of the Director of Operations

ACT-ECW-lrm

APO 650 US Army
22 May 1944.

SUBJECT : Analysis of Air Attacks on Communication Targets in Italy.

TO : Allied Control Commission, NAPLES.

1. It is of the utmost importance for the planning of future operations that this Headquarters should be able to determine the total effect of the present air offensive against communications in Italy.

2. There undoubtedly exists in ROME State records of damage and effect. Records of damage to railways and railway installations, and traffic records are probably to be found in the Headquarters of the Italian State Railways. Other useful records should be found at U.N.A.P. Headquarters. Such records would be of great value to this Headquarters.

3. As soon as ROME is in our hands it isimportant that these records should be made available as quickly as possible and that they should not be damaged or misleid in any way. It is suggested therefore that you should assign an officer to accompany an officer of this Headquarters to ROME immediately upon its occupation, and that these officers should be provided with the authority necessary to obtain these records.

By command of the Air Commander in Chief.

LAURIS NORSTAD,
Brigadier General, USA,
Director of Operations
and Intelligence.

File : MAAF/ORS/8.5.

Copy to :- Allied Armies in Italy.

Request received at 16.00 on 4th June to depute an Officer to leave Naples for Rome to obtain 159 the necessary information. to leave tonight we had to provide own transport for 5th June 44

0086

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

NOTE.

27/3.

Though orders have been issued to ACC to provide an officer to proceed forthwith to Rome to obtain records of damage to railways and railway installations it is pointed out that all I.S. Railways are under the jurisdiction of the D.G.M.R.S. and as his organisation will undertake the operation of the railway in and around Rome as is the case with all other sections of the Italian State Railways, the request for an officer to undertake the required investigation should have been made to the D.G.M.R.S. and not to ACC at this stage.

L.E. VINING,
Lieut-Colonel,
4 June 44. Director, Transportation Sub-Commission, ACC.

1593

0087

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

NIOOTTEE Capt W. L. Smith

ROME : Ascertain following information.

247/2

Damage to Railway Stations, Marshalling Yards.

1. Are there any through lines at the stations over which traffic can be passed, if so, how many are undamaged, and to what extent are repairs necessary to provide for through running.

2. Any Locomotives in running order?

3. Rolling Stock, Goods and Coaching.

4. Water and Water Columns - possible to use?

5. State of round houses, loco sheds, can repairs be effected so that they can be brought into immediate use?

6. Railway installations generally, power houses, water tanks - how much immediate use can they be put to?

7. Contact highest Railway Officials possible and take them with you when inspecting and investigating, and obtaining information.

8. Send back information as to where you can be contacted.

9. State of the Railway Head quarter building also Divisional Superintendent's Office.

10. How many, and classes of railway men are able to function forthwith.

11. Traffic records are probably to be found at the H.Q., of the I.S.R. - ascertain extent of damage to Railway around Rome and whether any length of lines exist undamaged. This information can possibly be obtained from the Railway Staff as also other information required.

12. Return to this H.Q. as quickly as possible with the information required.

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

4 June 44.

1592

0088