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AC/TN 100/217

10000/148/1626

SECTIONS
JUN. - OCT.

10000/148/1626 SECTIONS OF LINE; FLORENCE - PISTOIA
JUN. - OCT. 1945

AGT/af

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

29 October 1945.

Ref.: 343230

Ref.: AG/100/217/En.4

SUBJECT: Porrettans Railway line.

TO : I.S.R.
General Direction.

1. According to I.S.R. mapolino 217 between Pistole and Bologna is shown as a State owned and operated railway, but the enclosed document suggests that it is privately owned. Please say the relations of the I.S.R. with this railway, in order that the position can be clearly understood.
2. Please return the communications ~~the communications~~ with your comments.

acting
FOR DIRECTOR.

30/6

" C A S N E A " C o

Porretta Terme 17 Oct. 45.

Tannic Extracts Corp.

SUBJECT: "Porrettana railway line."

TO : Control Allied Commission
to me

Stated beforehand that our Company is property of U.S.A. Citizens, namely of the United Piedmont Corporations of Belleville H.J., we are submitting to your kind attention the necessity of restoring the "Porretta" railway line linking Bologna to Florence via Porretta Terme through the Reno valley and the plain of Pistoia.

About this railway the "Giornale dell'Emilia" of Oct. 3 was publishing :

"As to the old "Porretta line", the importance of which became secondary after the inauguration of the "Direttissima" line, there is so far no intention to start the works because some other more important ones must have the priority. It is obvious that the "Porrettana" line will be one of the last to be restored."

We know that the "Porrettana" is an essential substitute of the Direttissima Bologna-Florence which, owing to the kind of terrain, is liable to landslips (this is at least what we, technicians, may suppose). The Porrettana used to solve the problems of traffic interesting two Provinces; now its inactivity is practically paralysing a large area comprising nearly all the Emilia region and part of Toscana. The inconvenience is particularly grave on account of the present shortage of motor-cars and fuel.

The "Porrettana" used to serve, besides the interests of populations, industries and Commerces of the very zone crossed by this line, also the interests of the nearby valleys surrounding the Reno one and the Pistoia plain, which were being served by this line alone.

At present, this important service is partially replaced by motor-cars services organized by civilians, Provinces or Communes, and especially used for movements of fire-wood, coal, food-stuffs and other materials essential to the civilian needs, these services are only able to supply a small part of what is actually needed.

As to our particular situation, we only need to emphasize the fact that when the Railway was working, we used to transport a yearly amount of 15,000 tons of raw materials essential for our manufacture (production of tannic extracts for tanning shoe-leather) viz :

20'5

0 8 1 5 1

...submitting to your kind attention the necessity of restoring the "Porretta" Railway line linking Bologna to Florence via Porretta Terme through the Reno valley and the plain of Pistoia.

About this railway the "Giornale dell'Emilia" of Oct. 7 was publishing :

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As to our particular situation, we only need to emphasize the fact that when the Railway was working, we used to transport a yearly amount of 15.000 tons of raw materials essential for our manufacture (production of tannic extracts for tanning shoe-leather) viz :

Abt. 10.000 tons of chestnut-wood
" 4.000 " " quebracho-wood imported from Argentine
" 490 " " leaves of "Sammaco" coming from Sicily
" 430 " " pine-bark

Besides 3510 tons of extract produced by us.

From these figures you may easily see the damage we suffer for the inactivity of the Porrettana. Our production is essential for the economy of the Country, especially now, and we are obliged to use motor-car transportations with a very poor result on account

./././.

- 2 -
of the lamented shortage.

All the other industries of the valley are also in the same situation.

We are therefore relying on your intervention so that the Porrettana railway line be restored as soon as possible, emphasizing the fact that war damages do not seem so heavy to be a serious obstacle for starting the works, at least along the section Pracchia - Bologna.

Waiting you in advance for your kind interest, we remain.

Yours very truly:

"Castanea" Co

Manno Extracts Corp

The Chairman

Sgd.: Uraggi Orlando.

rr/al/25/10/45.

304

ACP/lml

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
% TRANSPORTATION (RR) MAIN, C. M. F.

Tel. 843258 ✓
Ref. AC/100/217/Tn4

5 November 1945

SUBJECT : Porrettana Railway Line.

TO : Italian State Railways.

1. Attached hereto is a letter received from the Societa Castanea in respect of the need for repair of the Porrettana line.
2. This line has no immediate priority so far as Allied Commission is concerned, and the matter is left in your hands and perhaps you will advise the Castanea Company that their letter has been passed to you.

Edw. J. Murphy
for Director

Attachment:

as stated above.

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ACP/ar

TRANSPORTATION SUB-COMMISSION A.C.,
(RAIL DIVISION)
c/o Transportation (or) Main,
C.M.R.

29 October 1945.

Rel.: 043230 ✓

Ref.: AG/100/217/In.4

SUBJECT: Porrettana Railway Line.

✓ TO : I.S.R.
General Direction.

1. According to I.S.R. maps; line 21/ between Pistoia and Bologna is shown as a state owned and operated railway, but the enclosed document suggests that it is privately owned. Please say the relations of the I.S.R. with this railway, in order that the position can be clearly understood.
2. Please return the communications ~~with your comments~~ with your comments.

W. May
For Director.

attach

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Allied Force
MILITARY RAILWAY SERVICE ITALY
Office of Director

A.P.O. 512
26 June 1945

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SUBJECT: Return of Railway Lines to Italian State Railways for Operation.

TO: Commanding Officer, 719th Ky. Cin. M.;
Capt. C.R. Johnson, 774th RGP, Florence
Lt.L.J. Long, 774th RGP, Bologna
Lt.L.L. Sybert, 719th RGP, Leghorn
Director General, ISR, Rome
Capo Servizio Movimento, ISR, Rome
Capo Compartimento, ISR, Florence
Capo Compartimento, ISR, Bologna

1. Effective 1300 hours, 1 July 1945, Italian State Railways will assume responsibility for operation of Leghorn Yard and Line 428, Leghorn to Bocca d'Arno. Selected personnel of the 719th Railway Operating Battalion will stand by in Leghorn Yard and on Line 428 for a few days to supervise and assist ISR with the operation. Railway Operating Battalion will be withdrawn as of 1 July.

2. Supplementary to letter from this Headquarters 18 June 45, effective 1 July 1945, military control of the operation of the following rail lines in the Florence Compartimento and Bologna Compartimento will be exercised by 774th Railway Grand Division, MRS Headquarters, Rome, through traffic control offices located as follows:

- a. Leghorn Offices: Located at Galambrone Jct., Leghorn Yd.
Officer in Charge: 1st Lt.L.L. Sybert
Assigned Territory:
Line 50 Grosseto (incl) to Rosignano (incl).
Line 227, Vada to Pisa
Line 228, Colle Valeretti to Leghorn.
Line 50, Leghorn Yard, and Leghorn to Pisa (incl)
Line 428, Leghorn to Bocca d'Arno
Line 216, Pisa to Pistoia
Line 217, Pistoia to Prato (excl)
- b. Line 219, Pise (excl) to Florence, will be under the control of Capt. C.R. Johnson, Florence Office.
- c. Line 65, Bologna to Prato (excl), will be under the control of Lt.L.J. Long, Bologna Office.

3. Operation of the lines, together with compilation of necessary reports, will be the responsibility of the Italian State Railways. Reports will be compiled by Italian State Railways as instructed by officers in charge of control offices and will be handed to those offices for transmission to movement orders and other instructions regarding

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Director General, ISR, Rome
 Capo Servizio Movimento, ISR, Rome
 Capo Compartimento, ISR, Florence
 Capo Compartimento, ISR, Bologna.

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a. Leghorn Office: Located at Calambrone Jct., Leghorn Yd.

Officer in Charge: 1st Lt. T.L. Sybert

Assigned Territory:

Line 50 Grosseto (incl) to Rosignano (incl).

Line 227, Viad. to Pisa

Line 228, Colla Belvetti to Leghorn.

Line 50, Leghorn Yard, and Leghorn to Pisa (incl)

Line 428, Leghorn to Bocca d'Arno

Line 218, Pisa to Pistoia

Line 217, Pistoia to Prato (excl)

b. Line 219, Pisa (excl) to Florence, will be under the control of

Capt. C.R. Johnson, Florence Office.

c. Line 65, Bologna to Prato (excl), will be under the control of

Lt. L.J. Long, Bologna Office.

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FOR THE DIRECTOR:

T.P. CHILES

Lt. Col. T.O.

Deputy Director-Operations.

Coil spring furnished:

Index

WILEY

ADPMSI

00, 702. 197D, Verona

and, therefore,

435-Engineering

TECHNICAL AND ARTIST

Sam. Thompson's

Dr. Gary E. Vayns.

(3) $\frac{1}{2}$ m. over

DEATH (1946 & 1952) 4-13

Chief of Transit, STOUTA

Bill Thompson, officer in charge,

•AID FOR US OF

AD 50 S/N Movement Division

Joint Railway Control, Rome.

Joint Railway Control, Noyes.

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100/217

C O P Y

Allied Force
MILITARY RAILWAY SERVICE+ITALY
Office of Director

A.P.O. 512
7 June 1945

SUBJECT : Return of Rail Lines to ISR Operation.

TO : CO, 719th Ry Opn Bn, Leghorn
Capo Compartimento, Florence

1. At 1300 hours, Sunday, 10 June 1945, the Italian State Railways will resume operation of the following lines under the supervision of the 719th Railway Operating Battalion.

- a. Line 50 - North Yard Limit Board, Leghorn to Pisa, including Pisa Yard
- b. Line 219 - Pisa to Riffredi (exclusive)
- c. Line 218 - Pisa to Pistoia
- d. Line 217 - Pistoia to Prato (exclusive)

2. 719th ROB will operate Leghorn Terminal and Port areas (including Line 428 to Bocca d'Arno); in addition, 719th ROB personnel, accompanied by ISR pilots, will operate switch engine service at depots and dumps between Leghorn-Tombolo-Pisa.

3. ISR train-dispatcher's office will be located at Leghorn and Riffredi. 719th ROB Train Movement Section personnel will stand by in ISR dispatcher's office at Leghorn and Riffredi to render assistance if needed.

4. ISR operating rules will apply over lines operated by ISR.

FOR THE DIRECTOR:

Copies furnished:

DMRSI
DDMRSI
Director General, ISR
ADDMRSI
AD Tn 3 (M), Bldg.
DAD Tn 3 (O), Bldg
Capo Compartimento, Rome
CO, 701 AGD
Commanding General, PBS

S.E. LONDON
Major, T.O.
Supt transportation

20'0

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Director General, ISR
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AD Tn 3 (M), Bldg.
DAD Tn 3 (O), Bldg
Capo Compartimento, Rome
CO, 701 RGD
Commanding General, PBS
G-4 (Mov & Tn) AFHQ
Chief of Transportation, MTOUSA
CO, 715 ROB
Rail Divn, AC Tn S/C
Movements Divn, AC Tn S/C

S.E. LONDON
Major, T.O.
Supt Transportation

ADD-Engineering
ADD-Equipment
ADD-Provost Marshall
RTO, Rome

100/217

ACP/1c

INTER-OFFICE MINUTE

Ref. AC/100/Tn 4

TO : Movements Division
Tn Sub-Commission HQ AC

SUBJECT : Rail connection to Florence.

1. Line 219 will be officially open for traffic from 4 April 45 between Pisa and Florence.
2. Line 220 is open from Empoli to Castel Fiorentino.
3. Line 217 is open from Florence to Pistoia.
4. Line 38 (Rome-Mandela) was tested for traffic to Arsoli 1st April and is available from Monday 2 April unless otherwise advised by this Office.

O.H.LINDBERG
Lieut.Col. R.E.,
Chief, Rail Division.

Copy to: MRS
" " Capt. Dean, Tn Officer Rome
" " ISR - Bldg.

Transportation Sub-Comm. (Rails)
4 April 1945.
Tel. 843238

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