

ACC AC40/TD4 10024/4/2.028 DISTENSE YALD TO GAS
SEPT. 1944

47/2.028 OFFENSE YARD TO GAS AND POWER BUILDINGS
SEPT. 1944

ID/lr

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele. 478701

18 September 1944

ACC Tn/40/3

SUBJECT : Clearance of wagons - Ostiense Yard to Gas and Power
Sidings.

TO : Director General, Military Railway Services.
Min. of Comms. Bldg.
Rome
(For attn. Capt. Hartzell)

1. Reference your telephone enquiry on the 14th September and confirming reply, attached please find copy of report from my investigating Officer, Lt. Bowie, which answers the various points raised.

ad

D.S. ADAMS
Colonel, C.E.
Director, Tptn. S.C.

1600

WD/lr

40/1/2

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele: 478701

18 September 1944

ACC Tn/40/1/2

SUBJECT : Florence - Arezzo Railway.

TO : Major A.H. Street
Div. Supt.

1. Attached copy of letter from Industry Sub-Commission.

2. According to information obtained, the position
with regard to this line, is as under:

Between Arezzo and Monteverchi:
21 Bridges, 4 Viaducts and 7 Tunnels demolished.

Between Monteverchi and Figline:
10 Bridges damaged and track heavily bombed.

3. Please investigate and report.

act?

D.S. ADAMS
Colonel, C.E.
Director, Tptn. S.C.

TNW/jac.

40/1/2

HEADQUARTERS
ALLIED CONTROL COMMISSION
INDUSTRY SUB-COMMISSION
MINING DIVISION
APO 394

Tel: 559

Ref: Mines-924.3

14 September 1944.

SUBJECT: Reparation Arezzo, Florence Railway.

TO : Transportation Sub-Commission, Headquarters A.C.C.

1. There are 200,000 tons of lignite stockpiled near the Comune of San Giovanni Valdarno which comune is on the Florence - Arezzo Railway.

2. The lignite mine at which this supply is located is the largest single producer of lignite in Italy. Its capacity is roughly 90,000 tons per month. The resumption of mining and the disposal of the above stock depend on the transportation. Inasmuch as long road haulage of lignite is not economical and impossible under present conditions, no plans can be made for this mine until some information is available as to when this railway will be opened.

3. There are also at the mine approximately 26,000 tons of lignite briquettes of very good quality which perhaps could be used on the railway. A plant for the fabrication of 60 tons of briquettes per day exists at the mine.

4. Much of the industry of northern Italy will depend on this lignite and it is hoped that you will take this into consideration when assigning priorities for reconstruction of railways. It is requested that this office be informed as to the plans for the opening of the Florence - Arezzo rail-line as soon as practicable, inasmuch as plans for the re-opening of this mine can not proceed until that information is available.

FOR THE ACTING DIRECTOR, INDUSTRY SUB-COMMISSION:

BY:

George D. Branner
GEORGE D. BRANNER,
Lt. Colonel, Q.M.C.,
Deputy Chief,
Mining Division.

c/c Economic Section (1)
Float (1)
Files, Mining Division (1)

1-08

PCB/lr

40/1

TRANSPORTATION SUB-COMMISSION (RAILS)

SUBJECT : REPORT ON INSPECTION, CLEARANCE OSTIENSE YARDS TO
GAS 1 POWER SIDINGS.

QUESTIONS TO BE ANSWERED.

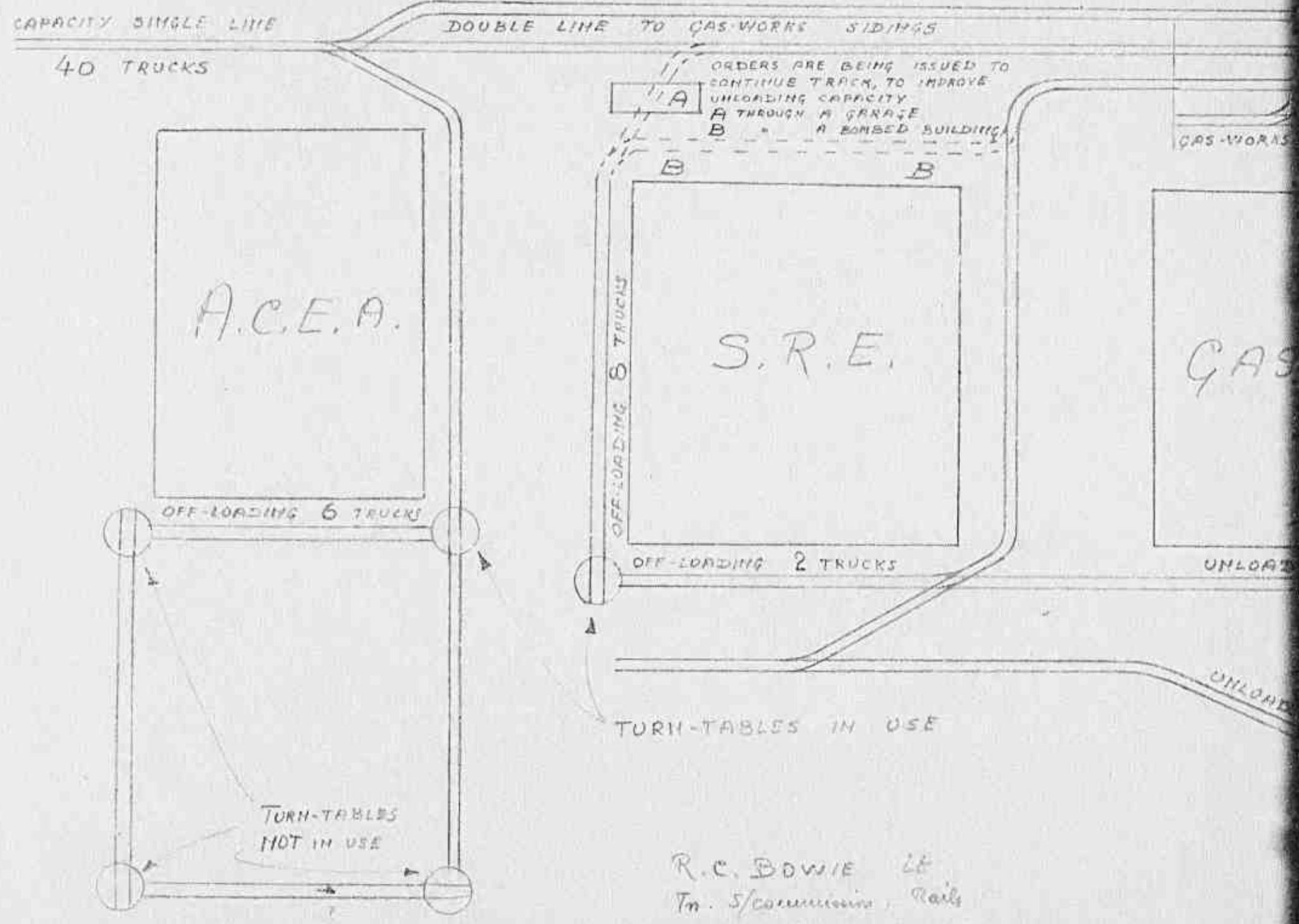
- (a) The daily average unloading for the past week? ANS. 642.8 tons per day, total for the past seven days 4,500 tons.
- (b) What is the maximum capacity for unloading at:
 (i) Gasworks? ANS. 200 tons per day.
 (ii) Electric Power Works?
 ANS. A.C.E.A., 400 tons per day.
 " S.R.E. 400 tons per day.
 Total 800 tons per day.
- (c) So unloading undertaken at night? ANS. Yes, work goes on 24 hours per day.
- (d) Details of the switching service, how it is arranged, locomotion used and who provides it?
 ANS. I.S.R. LOCOMOTIVES shunt loaded waggons from Ostiense Station to Gasworks sidings, loaded waggons are then shunted to unloading places by a locomotive belonging to the S.R.E. Plant. This method is now working satisfactorily. Sketch map attached.
- (e) How empties are cleared from the sidings
 ANS. Empties are returned to Gasworks Sidings by the S.R.E.'s locomotive, where they are recovered to main line by I.S.R. locomotives.
- (f) If there is anything the M.R.S. does not do at the present time that it could do to improve freight car clearance.
 ANS. There is a general complaint that the clearance of empty freight from the Gasworks to Ostiense Station is not good, but it is said that there has been a great improvement during the last few weeks.

R.G. BOWIE, Lt.
Tptn. S.C. (Rails)

107

0751

NOT TO SCALE



R.C. BOWIE Lt
In. S/Commission, Rails
14 Sept 64

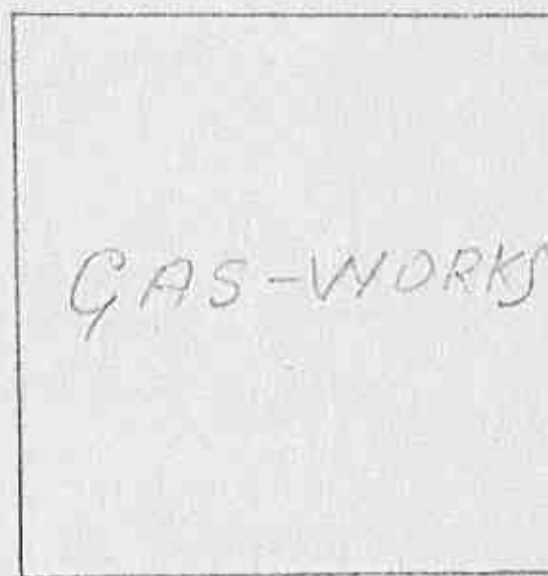
NOT TO SCALE

To OSTIENSE STATION

DOUBLE LINE TO GAS WORKS SIDINGS

ORDERS ARE BEING ISSUED TO
CONTINUE TRACK, TO IMPROVE
UNLOADING CAPACITY
A THROUGH A GARAGE
B " A BOMBED BUILDING

GAS WORKS SIDINGS



R.C. BOWIE Lt
M. S/Commission, Raily
14 Sept 44

TRANSPORTATION SUB COMMISSION (RAILS)
ACC

To: Lt: R. C. BOWIE.

Subject: Inspection, clearance Ostiense Yards to Gas & Power Sidings.

Please arrange to investigate the facilities available for the clearance from Ostiense station into the sidings of the Gas and Electric Light Works, and report on the following items:

- a. The daily average unloading for past week.
- b. What is maximum capacity for unloading at
 - i Gasworks
 - ii Electric Power Works.
- c. Is unloading undertaken at night?
 - If not,
 - i Could this be arranged at both or either works.
 - ii How many additional cars could be cleared thereby?
- d. Details of the switching service, how it is arranged, locomotion used and who provides it.
- e. How empties are cleared from the Sidings.
- f. If there is anything the M.R.S. does not do at the present time that it could do to improve freight car clearance.

It is suggested you contact Major Reeve, Coal Section, Industry Sub Commission before making inspection. The information is required urgently by the Director General Military Railway Service.

L. E. VINING,
Lt Colonel,
Italian Railways, ACC.

14 Sept 44.

Per. Capt. Hartwell, Dymals. 843-93

Electric Light Works, and report on the following items:

- a. The daily average unloading for past week.
- b. What is maximum capacity for unloading at
 - i. Gasworks
 - ii. Electric Power Works.
- c. Is unloading undertaken at night?
If not,
 - i. Could this be arranged at both or either works.
 - ii. How many additional cars could be cleared thereby?
- d. Details of the switching service, how it is arranged, locomotion used and who provides it.
- e. How empties are cleared from the Sidings.
- f. If there is anything the M.R.S. does not do at the present time that it could do to improve freight car clearance.

It is suggested you contact Major Reeve, Coal Section, Industry Sub Commission before making inspection. The information is required urgently by the Director General Military Railway Service.

L. E. VINING,
Lt Colonel,
Italian Railways, ACC.

14 Sept 44.

Per. Capt. Hantze, Dymals.

843293

in 7 minutes 71.

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