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TUSCANY RAILWAYS
AUG. 1944

Note.TUSCANY RAILWAYS

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Total length of line, approx: 1,500 km. = 932 miles, of which 165 mile privately owned.

The remainder I.S. Ry:

Main line routes connecting Rome, Naples, and large part of Southern Italy, with Lombardy, Piedmont and much of northern Italy pass through Tuscany. These two routes are the coastal line from Rome which enters Tuscany near Chierone and runs Via Lathorn and Lise to Viareggio, leaving Tuscany a short distance south of Spezia.

This route is the direct one from Rome to Genoa or via the line which runs inland from Savona on the border of Tuscany and Liguria. The other route is its Rome-Florence-Pologna, main line, which first touches Tuscany at Chiusi and then passes through a corner of Umbria before re-entering Tuscany near Cortona-Terontola: this route, the northern section of which in Tuscany forms part of the Florence-Pologna direttissima, is the main route from South of Italy to Milan and north West Italy as well as to Germany via the Brenner: it actually leaves Tuscany in the Appennine Tunnel, which is 11 mile long and is the second longest tunnel in Europe.

Both these routes are double track and electrified. Between the two routes already mentioned railway facilities are poor.

There is a double track line connecting Florence via Empoli with the coastal route of Pisa, and another connection leaving the Florence-Pologna direttissima at Prato and running via Pistoia where the line is electrified as far as Pistoia whence electric traction continues to Pologna, and is steam and single track from Pistoia to Viareggio. With the exception of the line from Empoli to Chiusi, whose main importance is that it serves Siena, and a line running from Arezzo, on the Siena line, to Montepescali on the coastal route, virtually all the other railways are of minor importance. Two only require mention.

ing through a short distance south of Livorno. This route is the first one from Rome to Genoa or via the line which runs inland from Savona on the border of Tuscany and Liguria. The other route is the Rome-Florence-Salerno, main line, which first touches Tuscany at Chiusi and then passes through a corner of Umbria before re-entering Tuscany near Cortona-Terontola: this route, the northern section of which in Tuscany forms part of the Florence-Bologna direttissima, is the main route from South of Italy to Milan and north East Italy as well as to Germany via the Brenner; it actually leaves Tuscany in the Apennine Tunnel, which is 11 miles long and is the second longest tunnel in Europe.

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There is a double track line connecting Florence via Arezzo with the coastal route of Pisa, and another connecting Florence with Bologna direttissima at Prato and running via Pistoia where the one line to Bologna branches off at Imola to Viareggio: this latter line is electrified as far as Pistoia whence electric traction continues to Bologna, and is steam and single track from Pistoia to Viareggio. With the exception of the line from Arezzo to Chiusi, whose main importance is that it serves Siena, and a line running from Arezzo, on the Siena line, to Montepescali on the coastal route, virtually all the other railways are of minor importance. Two only require mention.

The secondary route crossing the Apennines from Florence via Borgo S. Lorenzo to Arezzo, an alternative to the direttissima and the old Florence-Bologna line via Fiesole and Prato, but unsuitable for very heavy traffic as it is steam operated whereas both the Florence-Bologna lines are electrified. The other line is that from Pisa via Colle S. Petri to Viareggio, which forms an alternative to the main coastal line through Livorno; it is unlikely to be used as such except in the event of a complete blockage of the main line, as it is a single branch and not equipped for electric traction, or indeed for heavy traffic of any

Electrification is on the new standard of the Italian State Railway 3,000 volts direct current supplied through overhead contact wire except for that portion of the coastal line north of Viareggio, which is equipped on the old standard using three phase current, 3,600 volts with a frequency of 16.7 cycles. This system involves the use of two overhead wires insulated from each other or each track. The conversion of the Viareggio-Genova section of this line is the direct current system is planned.

Current is derived mainly from various interconnected hydro-electric generating stations, but the natural gas generating station of Larderello is also used to meet some of the current requirements of the Italian State Railways in this area.

The length of route electrified is approx: 40 Km. or just under 40 P.M. of the State Railway mileage in Tuscany: the proportion of traffic worked electrically will, however represent a substantially higher percentage of the total.

The one private line which is electrified comprises 40 Km. (25 miles) from Arezzo to Sinigaglia. The main railway centre in Tuscany is Livorno where are situated an extensive locomotive depot, a large marshalling yard and repair shops capable of undertaking repairs of all description of electric locomotives as well as to carriage and wagons.

Florence is also the seat of a divisional head quarter (Compartimento) of the Italian State Railways, which has jurisdiction over all the lines in Tuscany, except the coastal line south of Grosseto which is under the Rome Compartimento. One of the seven principal stores distributive centres of the State Railway is at Florence.

Other railway centres of importance in Tuscany are Leghorn, where there are large yards serving the port and the oil refineries, and Pisa. Minor centres possessing marshalling yards and in most cases locomotive depots, are Chiusi, Arezzo, Prato, Livorno and Lucca, whilst Viareggio has at present a certain special importance due to the change over from one system of electrification to another.

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Some figures are available which are useful as giving an indication

of the peace-time volume of traffic over this last mentioned line.

In the year ended June 1938, the total number of trains of all formations crossing the Apennines via this route was approx: 10,250 in each direction or 19 trains a day, each train having an average of 20 vehicles. For the sake of comparison the average number of trains using the old Florence-Bologna line via Arezzina in the same period was between 9 and 10 for day in each direction daily with only 7 vehicles for train. All lines in Tuscany are standard gauge with the sole exception of about 50 Km. (31 mile) of the Ventral Apennine Railway which runs from Arezzo to Livorno and connects to the Vico in Umbria, which is built to the usual Italian narrow gauge of 0.95 m. (3'1 3/8").

The privately owned lines are all in the hands of relatively small companies with head quarters in the area, except the 45 Km. (28 miles) line from Arezzo to Prato; this too is worked by the Società Veneta for costruzione and esercizio di Ferrovie Secondarie Italiane, a company with head quarters in Padua, which as its name implies, controls a considerable number of light railways in various parts of Italy.

(Above information is extracted)

I.E. Vining

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