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INSPECTIONS-FLORENCE

NOV. 1944

DIVISION CAPT. BODDY

HEADQUARTERS
ALLIED COMMISSION
Transportation Sub Commission
RAIL SECTION
Engineering IV Division

AFO 394

TO LT. COL., LINDBERG

NOTES ON REPORT BY CAPT. BODY.

2.d. Leghorn - Prato.

The statement that repairs to the line will turn north at Prato is incorrect. Work is in hand between Florence and Prato.

It is also intended by I.S.R. to repair line from Chiusi to Empoli which will give connection to Florence from the South. Approval is awaited for Section Chiusi - Sinalunga.

3. The last paragraph is in error, there are only six Private Railways in the Florence Division, viz.,

Arezzo - Stia

Arezzo - Fossato

Arezzo - Sinalunga

Siena - Buonconvento - Monte Antico

Pracchia - Mammiano

Pisa-Marina di Pisa-Calabrone

The Siena - Monte Antico line has been surveyed and reported on as being beyond repair for the time being.

Reports have been requested from the "Ispettorato Generale della Motorizzazione Civile" on the remaining lines. These have not yet been received.

2165

Para 4 Florence - see previous remarks .

Siena. - See remarks re Chiusi-Empoli line.

The above for information.

9th November 1944

*Nothing for
majority report
here*

*Florence
Division
Reports*

272/1

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It is regretted, that Capt. Boddy did not contact the undersigned, before his tour of inspection, as was done by Capt. Cohen, as he could then have been instructed as to information required by the Engineering Division.

A.H. Street

A.H. STREET, Major
Transportation Sub Commissic
Rails.

8 November 1944.

Report on visit to Florence Division, Italian State Railways, 24 October to 6 November 1944, made by Capt. B.W. Boddy, Transportation S/C. Allied Commission.

1. ITINERARY.

24 Oct.	ROME to SIENA.
25 Oct.	In SIENA morning. Afternoon SIENA to FLORENCE.
26 Oct.	am. in FLORENCE pm. to EMPOLI and back.
27 Oct.	FLORENCE to AREZZO and back.
28 Oct.	FLORENCE to SIENA and back.
29 Oct.	FLORENCE via EMPOLI to PISA. pm. in PISA.
30 Oct.	am. in PISA pm. to S. GIULIANO and COLLE SALVETTI.
31 Oct.	am. PISA to LEGHORN and back. pm. in PISA.
1 Nov.	am. PISA to LEGHORN pm. in LEGHORN
2 Nov.	LEGHORN to CECINA (en route to GROSSETO, but road impassable beyond CECINA) CECINA via LEGHORN to PISA. from PISA by road to LUCCA PISTOIA (night on flooded road).
3 Nov.	arrived FLORENCE 9 am.
4 Nov.	In FLORENCE
5 Nov.	"
6 Nov.	FLORENCE via AREZZO, PERUGIA and TERNI to ROME.

2164

2. CONTACTS MADE

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2. CONTACTS MADE

SIENA - (a) with NOV. AAI.
 (b) with Chief Engineer MASSERIZZI, Head of I.S.R.
 Siena Sec. of FLORENCE Division. Inspected SIENA
 Station - in bad shape.
 All Siena Sec. lines (CECINA-GROSSETO, MONTESPESCALI
 -SIENA, SIENA-EMPOLI and ASICIANO-CHIUSI) have
 been surveyed and detailed reports of require-
 ments for repairs submitted to I.S.R. Only
 CECINA-GROSSETO line operating at present. Other
 sections are all in very poor shape.

FLORENCE - (c)

FLORENCE Prov. AM.G. "Nobody interested in Rail" said executive Officer (Maj. Shove) 1212 Rail Construction Group (Capt. Rhodes) very helpful. Capt. Rhodes advised that work was in hand by his Coy. to construct rail.

(d)

LEGNORNI to PRATO via PISA ^{and} PISTOIA
Hoped to open line as far as PISTOIA by 1 December 1944. It appears that, having reached PRATO, the idea is to turn North to BOLOGNA. This will have effect of leaving FLORENCE unserved by rail.
Steps should be taken to arrange for I.S.R. to put in the connecting link PRATO to FLORENCE.

(e)

Capo Compartimento FLORENCE (Eng. S. Rissone) apparently a very competent railman. Has done all he can to prepare details of his requirements for reopening his division, workshops, engine sheds etc. So far, has submitted to I.S.R. details of all his needs and nothing has yet happened. Has Capt. Blair of M.R.S. with him as liaison Officer, but Capt. Blair had gone to Rome to "obtain further instructions as to his duties".
Capo Compartimento needs very considerable help from A.C. and I submit a Tn. (Rail) S/C Representative should be appointed at FLORENCE quickly.

FLORENCE main rail station (S. Maria Novello) is in use as 5 Army Rest Camp.

AREZZO

(f)

Lt. Col. Quin Smith (P.C.) and Capt. Connolly (Exec. Ofcr). They had no "rail" items to discuss except that P.C. is much alarmed at the removal by the Military of Rail workshops plant (owned by SACM Coy. of AREZZO) to POLIGNO.
AREZZO station, now an important Army rail-head, in good state (though station premises much damaged). R.T.O. is Lt. Burt. ²¹ Site of MOVWIT

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- PISA (g) Lt. Col. Walters (P.C.) and staff. Again no one
interested in rail movements except all
anxious to know if and when rail would reach
PISA.

- LEGHORN (h) Q Movements (Capt. Gilbert)
(j) LEGHORN Province, Adm. (Lt. Col. Leboon-P.C.)
(k) Capt. Kiernan (P.B.S. Rail Sec.)

3. RAIL POSITION IN FLORENCE DIVISION.

Generally speaking this Division must be in as bad a condition as any I.S.R. we have yet met. At present there are but two lines working, both heavily used northwards by Military:-

- (a) GROSSETO - LECORNI
- (b) CHIUSI - AREZZO

Present Military intentions are:-

- (a) to continue LECORNI-PISA-LUCCA-PISTOIA-PRATO
- (b) to cease at AREZZO

Therefore there are considerable problems left to I.S.R. in regard to reconstruction of lines for civilian purposes. Additionally there are something like 20 private lines in the FLORENCE Division with which Military have not been and will not be concerned. All these, plus I.S.R. need A.C. guidance, and where possible, help.

4. POSITION IN PRINCIPAL TOWNS, IN FLORENCE DIVISION, I.S.R.

AREZZO - - - served by rail from South. Station premises bad, but if and when Military give up use as rail head will be able to put station and line to good civil use.

FLORENCE - - - in danger of having no rail facilities for a long time unless Military decide they need rail service PRATO-FLORENCE (this seems unlikely) or can be persuaded to repair line or A.C. can help I.S.R. to build. Capo Compartimento complains plant and machines being moved by Military to Military rail work-shops in POLICINO. 2162

SIENA - - - isolated from rail entirely and likely to be as CHIUSI - EMPOLI ^{line} is in very poor state

LECORNI - - - Rail Station (LECORNI Central) premises bad, but rails, sidings and points seemed in fair

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LETHORN - - - Rail Station (LETHORN Central) premises bad, but rails, sidings and points seemed in fair condition. Present Army rail-heads are:-

- (1) COLLE SALVETTI - for British Sec.5 Army.
 - (2) VICARELLO - for 5 Army
 - (3) CALAMERONE - for Tn.(Rail) Stores.
- S.MARCO Goods Station, in town of LETHORN, is also in use and is in fair state. As in Naples in the past, LETHORN rail movements are entirely P.B.S. Arrangements (Maj. Thomas in charge).

CHIUSI - - (not visited by me) This station now in good working order owing to initiative of I.S.R. Engineer in charge of SIENA Sec.

PISA - - Station (Pisa Central) on S. side of river, very badly battered. Still being cleared of mines.

5. GENERAL CONCLUSION.

There is ~~an~~ real need of A.C. help and representation in FLORENCE. Both the Toscana Region (and their Provincial teams) in LEGHORN, PISA, FISTOIA, SIENA, etc.) and the I.S.R. FLORENCE Division, would I am confident, find much value in the services in FLORENCE of a Transportation (Rail) S/C. AC Officer.

Bro. D. L. Dwyer

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