

23313-Lines: 65-244-Private #

1000

Floreice-Areggo-

from
to

-Private #

10000/148/208

from: Dec -1944

to: July 1945

233.3/Tn.2
Line 65. - Florence Arezzo, Orte Chiusi, Rio Torto Viaduct,
Florence Bologna.

Florence Arezzo

Requested :
Authorized: 26-12-44 - Letter 15.02
Priority : third
Started :
Approx. Date of Completion: 2 phases, 30-4-45
Estimated Cost: 470,000,000

Orte Chiusi Perm. Reconst.

Requested : 16-3-45 - Letter AC/Tn/8/105/C.E.
Authorized:
Priority : 1
Started :
Approx. Date of Completion: 30-10-45
Estimated Cost, 310,000,000 (including Rio Torto Viaduct).

Rio Torto Viaduct

Authorized: 27-3-45 - Letter 15/Tn.2
Approx. Date of Completion: 30-8-45

Florence Bologna

Requested : 29-6-45 - Letter AC/Tn/36/36/C.E.
Authorized: 30-6-45 - Letter 233/20/55/Tn.2
Priority : 1
Started :
Target Date: Four Months
Estimated Cost: 426,000,000

Line 244. - Bastia Ellera

Requested :
Authorized: February 1945 - Letter 15/Tn.2
Priority : D
Started :
Approx. Date of Completion: 30-8-45
Estimated Cost: 15,000,000

Ellera Cortona

Requested :
Authorized: 25 September 1945
Estimated Cost: 58,000,000

The Minister of Transports

Rome July 20th 1945 21
C.E. 377

Subject: Rehabilitation of Florence-Bologna

Ref is to your n.233/26/55 Tm2 letter
dated July 13th 1945

Dear Col. Thomas,

it is true that the authority granted to carry out
the repairs on Florence-Bologna line at the estimated cost of
426.000.000 Lire concerns the section Prato-Vernio only.

I will inform you, within a very short time, on the
matter, submitting the proposal to resume the double track on
the 1st priority line Florence-Bologna.

Yours very truly

sgd Ugo La Malfa

To HQ.AC
Col. M.B.Thomas

cu ng 26/7

821



IL MINISTRO DEI TRASPORTI

Roma 20-7-945

C.S.377

al N° 233/26/55/T.N. 2 del 13 cor

Oggetto

Ripristino permanente
Direttissima Firenze-Bologna

Caro Sig. Colonnello
M.B. THOMAS

- 1 - E' esatto che l'autorizzazione accordata per eseguire riparazioni sulla direttissima FIRENZE-BOLOGNA , della presunta spesa di £. 426.000.000,- riguarda il solo tratto Prato-Vernio .-
- 2 - Mi riservo di fare seguito entro brevissimo tempo con la presentazione della proposta per sistemare a doppio binario l'intero tratto della importantissima linea Firenze-Bologna .

Sinceramente vostro

IL MINISTRO

QUARTIERE GENERALE
COMMISSIONE ALLEATA
Sig. Colonnello M.B.THOMAS

Ext: 523

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

21
TFR/14

Ref: 233/25/55/Tn.2

13 July 1945

Subject : Estimate of expenditure on rehabilitation of
Italian State Railways.

To : Finance Sub Commission.

(1) Further to my 233/21/55/Tn.2 of 30 June '45
authorising reconstruction of section of Line 65 Florence -
Bologna at the estimated cost of Lire 426,000,000.

(2) This should not read for the whole of the section
Florence - Bologna but only for the rehabilitation of a
portion of this section from Prato to Vernia, a distance of
twenty kilometres, at the estimated cost in lire 426,000,000,
which includes reconstruction of seven tunnels and four
viaducts.

(3) Will you kindly amend your copy of my above-mention-
ed letter.

W.B.
W. B. THOMAS, Colonel,
Deputy Director,
Transportation Sub Commission.

copies to:- 1. Rail Division Tn.4 (attn. Maj.A.H.Street;
AO/TH/36/36/08 of 29
2. M.R.S. (attn. Lt.Col.Parnell)
3. Ministry of Transport (attn.Cape Magier
FF.35.)

file

tel: 489081
ext: 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

FPR/10

Ref: 233/26/55/Tn.2

13 July 1945

To : Dott. Ugo La Malfa,
Minister of Transport,
Piazza della Croce Rossa,
Rome.

Subject : Reconstruction of the Italian State Railways.

Dear Mr. Minister,

I wish to bring to your notice my letter to you, reference 233/20/55/Tn.2 of 30th June 1945, which grants authorisation for repairs to line 65 from Florence to Bologna, at the estimated cost of lire 426,000,000.

This should not read for the whole of the section Florence to Bologna but only for the rehabilitation of a portion of this section from PRATO to VERRIO, a distance of 20 kilometres, at the estimated cost of Lire 426,000,000, which includes reconstruction of seven tunnels and four viaducts.

Will you kindly have my above-mentioned letter amended to read accordingly.

Yours very truly,

M.B. THOMAS, Colonel,
Deputy Director,
Transportation Sub Commission.

copies to: 1. Rail Division Tn.4 (attn. Maj. Street. Your AC/TN/36/36/CE of 29/6/45 ref.)

2. Rail Division Tn.4

3. Gen. di Raimondo. Dir. Gen. FF.SM (This acknowledges your 23/13/29300 of 22.6.45)

file

Ext: 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

FPR/1d

21-

Ref: 233/21/55/Tn.2

30 June 1945

Subject : Estimate of expenditure on rehabilitation
of Italian State Railways.

To : Finance Sub Commission.

(1) Authority is hereby granted for the repairs and rehabilitation of the tunnels, viaducts, bridges and permanent way on the section of line of the Italian State Railways as follows.

<u>Priority</u>	<u>Line</u>	<u>Section</u>	<u>Estimated cost in lire</u>
1	65	Florence - Bologna	426,000,000

(2) This approved work is considered essential by the Military Authorities and is a vital civil necessity. Work of reconstruction is to commence immediately.

(3) These items constitute debits against the special rehabilitation appropriation, financial year 1944/5 Capitolo No 45

MBA
M. B. THOMAS, Colonel,
Deputy Director,
Transportation Sub Commission.

copies to: 1. Rail Division Tn.4 (attn Maj. Street, your AG/TN/
36/16/CE of 29 June '45)
2. M.E.S. (attn Lt. Col. Parnell)
3. Ministry of Transport (attn. Capo Ragioniere FF. SS.)

File

No.

21-

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

10 June 1945

30

SUM-1

Dear Mr. Minister,

Authorization is granted for repairs and reconstruction of tunnels, viaducts, bridges and permanent way as laid down in your General Director's letter 15/13/29300 of 22 June 1945, on the undermentioned section of line of the Italian State railway system.

Line

Section

Estimated cost in lire

65

Florence - Bologna

426,000,000

This expenditure should be charged against Capitolo 48 (Spese per riparare danni di guerra dipendenti da azioni belliche) in the Budget of the Ministero delle Comunicazioni (Ferrovie dello Stato) for financial year 1944/5.

Yours very truly,

msk

copies to:-

1. Rail Division Encl. (attn. Maj. Street, acknowledge
your AC/TN/36/36/CS 29 June '45)

3. Gen. di Raimondo, Dir. Gen. FF. SS. Rome.
(acknowledge your L5/13/29300 of 22 June '45.)

File

TRANSPORTATION SUB-COMMISSION, A.C.,
(RAIL DIVISION)
c/o. transportation (Br) Main,
C.M.F.

Tel : 843239
Ref : AC/Tn/36/36 C.E.

29th June 1945

SUBJECT : Through Line Florence-Bologna.

✓ TO : Planning Staff.

1. Attached is copy of letter received from I.S.R. re permanent repairs to above.
2. This work is considered essential by M.R.S.
3. May financial approval be obtained.

A.H. Street
A.H. STREET, Major

MINISTRY OF TRANSPORTS
THE GENERAL DIRECTOR.

Rome 22 June 45
Ref.L.5/13/29300

SUBJECT : Thorough line Florence-Bologna
Masonry works reinstatement between
Prato and Vernio.

TO: Tn.Sub-Commission A.C.,
Rail division
Room 52 3rd Floor
Bldg

1. The reopening of Florence-Bologna thorough line between Prato and Vernio stations has been carried out by Military Railway Service through the restoration of the original line in some sections and through temporary deviations in correspondence of some interrupted tunnels and masonry works.

2. The 6 deviations are mostly running on the service track seat executed about 20 years ago for the construction of the line. They have very narrow curves, imposing reduced speeds to trains and, in some sections, they run on new and high embankments, which, in occasion of autumn and winter rainfalls, could cause serious troubles and long interruptions to railway operations.

3. In relation to what your Commission has suggested we think necessary to bring the circulation back to the original line, before winter time, and on this purpose, following works are necessary.

Re-construction of both ends and of a central section of Canneto Tunnel (entrance at Km. 20+483) for a total extent of 85 lineal meters.

Construction of a two spans bridge m.4.50 each at Km.22 + 632

Reconstruction of both ends of Meretto Tunnel (entrance at Km. 22+6/1) for a total extent of 150 meters.

Reconstruction of the 12 archs viaduct (mts. 12 each) at Km. 29+455

Complete reconstruction of Castagneto tunnel (entrance at Km. 29+954) reducing it to 70 meters lenght.

Reconstruction of the 3 archs viaduct (m.6 each) at Km. 30+096

Complete reconstruction of Scopeto Tunnel (entrance at Km. 32+881) reducing is to 45 meters lenght.

Reconstruction of both ends of Cerbino Tunnel (entrance at Km.33+421) for a total extent of mts.140

Reconstruction of the 12 archs viaduct (mts. 10 each) at Km. 344+130

Reconstruction of both ends of Terrigoli Tunnel (entrance at Km.34+568) for a total extent of lineal mts. 80.

Construction of a holding large wall replacing the 3 archs viaduct (mts 15 each) at Km. 34+799.

Reconstruction of the extreme section (Bologna side), of the Saletto Tunnel (entrance at Km. 25+000) for an extent of mts. 80

4. Expense occurring for the execution of all the works amounts at/ £.426.000.000 (four hundred and twenty six millions) including of permanent way works.

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5. Allotment of following materials is request^{ed} to your Commission.

Petrol 1.200.000
Lubricating oil 1.4.000
Cement tons 7.760

As long as bricks are concerned, about 9.000.000, we take delivery from furnaces existing in the area.

Metallic material is not needed neither for permanent ways nor for masonry works.

6. Considering the urgency required for such works, we have scheduled them lasting four months, we have already bidden various firms specially fitted for this kind of works.

7. We rely upon your Commission for a kind authorization to begin the works at-once.

The General Manager.

THE MINISTER OF TRANSPORT.

FX. I . 6639 .

Rome 5 July 1945. .

Dear Colonel Thomas,
reference to your letter n°. 233/20/55/TN.2.,
dated June the 30th, I take the opportunity to thank You for the
authorization concerning the expenses necessary for the works
to reoperate the 65 rail line -Florence-Bologna.
Sincerely,

(sigd. Ugo La Malfa)

Mr. M.B. THOMAS. Colonel
Deputy Director
Transportation Sub-Commission
Roma.



IL MINISTRO DEI TRASPORTI

F.X. 1.6639.

Roma,

5 LUG. 1945

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Caro Colonnello Thomas,

Con riferimento alla Sua lettera n° 233/20/55/Tn 2 del 30 giugno scorso, mi è gradita l'occasione per esprimere il mio ringraziamento per l'autorizzazione di spesa concessa per la esecuzione dei lavori riguardanti la riattivazione della linea ferroviaria N° 65 - FIRENZE-BOLOGNA -

Sinceramente

Ugo da Malfa

Mr. M. B. THOMAS - Colonnello
Deputy Director
Sotto Commissione Trasporti

R O M A

ia.

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Ext: 523

HEADQUARTERS ALLIED COMMISSION

PPO/Id

LFO 394

TRANSPORTATION SUB COMMISSION

Ref: 213/12/14/Tn.2

30 June 1945

Subject: Siliere - Pietrafitta Line.

To: Public Works & Utilization Sub Commission.

(1) Further to my 213/11/14/Tn.2 of 19 June '45.
The above line has been inspected, progress is slow for the following reasons:-

(a) A steam loco and coal are required to haul granite from the quarry at Castiglione della Valle north to Siliere and south to Pietrafitta.

Reason: There are three locons in the vicinity, one each at Perugia, Regione and Poligno. The first two are so badly shot up that they require heavy workshop repairs before being rendered serviceable, the latter cannot be used until the line from Siliere is completed; neither can it be transported by road. E.N.S. traction in any case cannot relinquish it for the moment.

(b) The method of transporting ballast at the present is by a local 6 HP mounting engine which can only haul six small dump trucks half way to Siliere, owing to the incline, and proceed with only three to destination and return for the remainder. This unsatisfactory and slow way of operating is, at least, better than nothing, but here again difficulty is experienced owing to lack of gasoline.

(c) P.O.L. The contractor Zanetti and his engineer Giacomo are receiving little or no assistance from the General Command at Perugia. The Ministry of Public Works allotted 4,700 litres of P.O.L. for tons through the above office at Perugia for the construction of this line and advised their Technical Engineer Zabolini, located at Terni, to

(1) Further to my 211/11/24/Pn.2 of 10 June '45.
The above outline has been inspected, progress is slow
for the following reasons:-

(a) A steam loco and coal are required to haul granite
from the quarry at Castiglione della Valle north to Allera
and south to Pietrascatta.

Action: There are three locons in the vicinity,
one each at Perugia, Magione and Foligno. The first two are
so badly shot up that they require heavy workshop repairs
before being rendered serviceable, the latter cannot be used
until the line Macia Allera is completed; neither can it
be transported by road. M.B.S. Traction in any case cannot
relinquish it for the moment.

(b) The method of transporting ballast at the present
is by a local 5 HP shunting engine which can only haul six
small dump trucks half way to Allera, owing to the incline,
and proceed with only three to destination and return for the
remainder. This unsatisfactory and slow way of operating is,
at least, better than nothing, but here again difficulty is
experienced owing to lack of fuel.

(2) P.O.L. The contractor Zanetti and his engineer
Jasasio are receiving little or no assistance from the
Camera di Commercio at Perugia. The Ministry of Public Works
allotted 1,700 litres of P.O.L. for June through the above
Office at Perugia for the construction of this line and advised
their Technical Engineer Lebellini, located at Taverneola, to do
this effort. Allocation to include shunting engine, quarry
machinery and trucks.

(3) Contractor Zanetti's representatives made two
visits to Perugia to endeavour to secure delivery of this
P.O.L., but on both occasions they were informed that "although
the P.O.L. had been allocated to them for the construction of
this line, they must realize that there was such a call on
P.O.L. in Perugia district for the building of Pescaturra and

other consideration that they could not expect any supply. However, after a visit of an engineer from the Camera di Commercio at Perugia, on the 23rd June, that office allotted 300 litres to last to the end of June, but nothing had been issued. Zanetti has, therefore, had to rely upon whatever P.O.L. the Pietrafitta mine could loan him to permit the minimum amount of work being done.

(4)

Bridge, Ponte di Miano.

The road and rail bridges run parallel over the river Gaiina; the road bridge has been destroyed by the retreating Germans and the road traffic has been diverted over the rail bridge.

No attempt has been made to rebuild the road bridge, therefore, on completion of the construction of the Elia-Pietrafitta line, the rail bridge will have to take both rail and road traffic.

(5)

I need hardly stress again the urgency of this work and the necessity of maximum effort on the part of the Ministry of Public Works.

May the following points be taken up with them for their immediate action:-

- (a) (ref. para 2) Insist upon P.O.L. allocation that they have authorized to Zanetti through the Camera di Commercio di Perugia being utilized for the purpose of this line construction.
- (b) (ref. para 3) That P.O.L. is supplied immediately.
- (c) (ref. para 4) That explicit instructions be issued to those concerned that while this rail bridge is carrying both rail and road traffic, precedence must be given to rail traffic.
- (d) To avoid accidents, due to the narrowness of this rail bridge, that construction of the road bridge be put into effect immediately.

PR
F. N. RICHARDSON, Major,
Planning Staff,
Transportation Sub Committee

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no attempt has been made to rebuild the road bridge, therefore, on completion of the construction of the Elera Pietrafitta line, the rail bridge will have to take both rail and road traffic.

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May the following points be taken up with them for their immediate actions:-

- (a) (ref. para 2) Insist upon P.O.L. allocation that they have authorized to be met through the Camera di Commercio di Perugia being utilized for the purpose of this line construction.
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- (c) (ref. para 4) That explicit instructions be issued to those concerned that while this rail bridge is carrying both rail and road traffic, precedence must be given to rail traffic.
- (d) To avoid accidents, due to the narrowness of this rail bridge, that construction of the road bridge be put into effect immediately.

PR

F. P. RICHARDSON, Major,
Planning Staff,
Transportation Sub Commission

copies to:-

1. Industry Sub Commission, Mining Division.
2. Pet. Sec. A.F.H.C.
3. Movements Division (attn. Lt. Col. J. S. Baker).
4. Rail Division (attn. Maj. A. S. Fing)
5. Rail Division (attn. Maj. A. H. Street)

File

Ext: 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION
INTER OFFICE MEMO

FPR/1d

Ref: 233/16.15/Tn.2

25 June 1945

Subject : Railway line between Ellesa Station
and Pietrafitta Mines - Request for
locomotive.

To : Rail Division (Tn.4)
(attn. Major S.L. Baister)

(1) Reference telephone conversation Major Baister and
Major Richardson on the 25th June 1945.

(2) Attached hereto is a translation of a letter from
the Ministry of Public Works, requesting the loan of a
locomotive to transport ballast to be used in the repairing
of the above mentioned line.

(3) I note both locomotives mentioned are due for heavy
repairs but that the position is being investigated by the
Shops at Foligno with regard to temporary repairs to enable
this work to be carried out.

F. P. RICHARDSON, Major,
Planning Staff.

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File

Ext. 339

HEADQUARTERS ALLIED COMMISSION

AC/rlv

INTER OFFICE MEMO

078/3/PWU

22 June 19 45

Subject: Railway line between Ellera station
and Pietrafitta Mines - Request for
locomotive.

To : Transportation Sub-Commission
(Att: Major Richardson).

From : Chief, Public Works Division.

1. Reference conversation Lt.Col. Thompson
and Major Richardson on the 21 June 1945.

✓ 2. Attached hereto is a translation of a letter
from the Ministry of Public Works, requesting the loan of
a locomotive to transport ballast to be used in the
repairing of the above mentioned line.

for *V.S. Thompson*
V.S. THOMPSON
Lt.Col. R.C.E.
Chief, Public Wks.Div.

*Tr. d.
(att. by R.C.E.)
I have been asked to
investigate the
possibility of
loaning a locomotive
to the Public Works
Division for the
purpose of transporting
ballast to the
Ellera station.
The Public Works
Division has
agreed to loan
the locomotive
for the purpose
mentioned above.
The Public Works
Division has
agreed to loan
the locomotive
for the purpose
mentioned above.
The Public Works
Division has
agreed to loan
the locomotive
for the purpose
mentioned above.*

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C O P Y

TRANSLATION

By : C.Tatti/sg

MINISTRY OF PUBLIC WORKS
Direction General of Roads
and new railways constructions

REFERENCE : 211/Uff.Tecnico.

19 June 45

TO : Ministry of Transport,
Direction General of State Railways.

& info.to : Railway construction Office - TAVERNELLE

SUBJECT : Railway junction between Ellera Station and Pietrafitta
Mines - Request for locomotive.

In order to provide with the required expedition to distribution of ballast on a/m junction for preparing 1st layer of roadbed, Impresa ZANETTI, who are undertaking a/m works requests loan of Locomotive No. 851.044 existing at Perugia Station and at present not operating, or of Locomotive No. 851.155 remained at Magione Station, and allocation of fuel needed for operation.

We understand from information received from the Nucleo Servizio Trazz one with this Direction that said allocation can be granted only upon approval by Allied Authority, and previous ascertainment as to the usefulness and necessity of said allocation.

This Service is well acquainted with the impossibility of carrying out transport of ballast with only one gasoline truck, and we beg you to inform of the above a/m Authorities, in order to obtain loan to Impresa Zanetti of one of the two aforesaid locomotives, and allocation of necessary fuel.

THE DIRECTOR GENERAL
Sgd. Caccese

Ext: 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

FPR/16

INTER OFFICE MEMO

Ref: 233/8/14/17/Tn.2

25 June 1945

Subject : Petrol Supplies for repair work on
(a) Line 65 - Arezzo-Florence,
(b) Line 244 - Bastia-Elлера.

To : Rail Division, Tn.4.

(1) Your 233/10/84/CB of 22 June '45 and AC/TN/10/90/CB of 23 June '45 reference.

(2) Commerce Sub Commission have been contacted and I attach copy of their letter to H.Q. Toscana Region A.M.G. for P.S.O. Florence Province for Major Blair; ref: AC/5146/1/Commerce POL. 11 of 19 June '45 and R.A.A.C. Pet. Sec. letter 30/B/8/1 of 16 June '45 for your perusal.

(3) You will see from the attached that Pet. Sec. has authorised a supplementary allocation for contractors engaged on railroad repairs, Arezzo-Florence- of 349 barrels plus oil and grease.

(4) Will you please bear in mind that this supplementary POL is conditional on Commerce Sub Commission being kept advised of the date of completion of the line (see their para 2). This should take care of Line 65.

(5) I note you have taken the question of POL supplies up with the Director General I.S.R. Line 244 Bastia-Elлера Pietrafitta is in Italian Government Territory. It is therefore

- 2 -

the responsibility of the Ministero dei Trasporti to secure POL through the appropriate Ministry for contractors' supplies.

(6) I agree that if these repairs were given military priority POL could be supplied from military sources but this method would only deter the responsibility which is now placed on the Italian Government to fend for itself.

FR
F. P. RICHARDSON, Major,
Planning Staff.

Copy to: Movements Rail (Tn.3)

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Ext: 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

WFR/1a

Ref: 233/16/Tn.2

23 June 1945

Subject : Rail Construction Priorities.

To : Industry Sub Commission.

- (1) Reference your AC/5616/IND of 19 June '45/
- (2) Your para 2 (a) and (b).

These two Private Railway lines are already on the highest priority and work is progressing as favourably as material and P.O.L. becomes available. Pressure is being brought to bear on responsible parties to hasten construction.

- (3) Line 65 Florence - Arezzo.

Instructions have already been issued to the Rail Division (Tn.4) that the rehabilitation of this line be advanced from the 2 phase basis, priority 3 to an immediate priority 1. Rail Division to review the position of destruction availability of materials and reconstruct Florence S. Giovanni Valdarno or Arezzo S. Giovanni Valdarno, whichever is the easier.

F. P. RICHARDSON, Major,
Planning Staff,
Transportation Sub Commission.

AHS/ef 14

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

Tel : 843239
Ref : AC/Tn10/98/C.E.

23rd June 1945

SUBJECT : Line 65. Arezzo-Florence.

TO : Planning Division.

1. Reference your 233/14/8/Tn 2 of 21st June .
2. This line is scheduled for permanent repair, i.e. no temporary bridging is envisaged.
3. I am giving priority 1 to this work, but shall be glad to hear if it is desired that only temporary repairs are carried out for the time being.
4. It must be borne in mind, that if temporary repairs are carried out, the cost of the work will be considerably increased.
5. An engineer is visiting the work next week, when a report will be submitted giving estimated target date and whether the North or South end of line will be opened.

A.H. Street Major
A.H. STREET, Major.

Copy to : Movements Division, A.C.
Major Buckley.

Ext. 513

HEADQUARTERS ALLIED COMMISSION
APC 334
TRANSPORTATION SUB-COMMISSION

PPL/om

Ref. 233/10/14/Ta.2

19 June 1945

SUBJECT: Bastia - Eilera Line.
Branch Line to Pietrafitta Lignite Mines.

TO : Public Works and Utilization Sub-Commission.

1. Further to my 233/10/14/Ta.2 of 13 June 1945 and conversation Lt. Col. Thompson - Major Richardson of even date.

2. The following statements made by the Italian Minister of Public Works can be taken as correct:

- a. that the work on the construction of the Line Eilera to Pietrafitta Mine had not ceased.
- b. that the 6 millions Lire was sufficient to carry on the work until the 30 June 1945.
- c. that from the commencement of the new financial year 1 July 1945 there will be available moneys to complete the construction.
3. It is obvious from these statements that the Minister of Public Works does not realize how urgently this construction is required and has only permitted the minimum of labor to be employed so that the 6 millions Lire available should carry through the end of the financial year.

4. At a meeting held at the Ministry of Communications 11 May 1945 at which a representative of the Italian Ministry of Public Works was present, it was agreed that work would start immediately and the minimum of labor employed with a promise that the line would be completed by 30 June 1945 but it would appear that very

File 10

1. Further to my 233/10/14/M.2 of 13 June 1945 and conversation Lt. Col. Thompson - Major Richardson of even date.

2. The following statements made by the Italian Minister of Public Works can be taken as correct:

a. that the work on the construction of the Line Milera to Pietrafitta Mine had not ceased.

b. that the 6 millions Lira was sufficient to carry on the work until the 30 June 1945.

c. that from the commencement of the new financial year 1 July 1945 there will be available moneys to complete the construction.

3. It is obvious from these statements that the Minister of Public Works does not realize how urgently this construction is required and has only permitted the minimum of labor to be employed so that the 6 millions Lira available should carry through the end of the financial year.

4. At a meeting held at the Ministry of Communications 11 May 1945 at which a representative of the Italian Ministry of Public Works was present, it was agreed that work would start immediately and the maximum of labor employed with a promise that the line would be completed by 30 June 1945 but it would appear that very little has been done to meet that target date. At that meeting all present were made to realize the importance of opening the line on time and of the urgent need of 301 the lignite owing to the cut in coal imports.

5. A.F.H.C. are actively interested in the construction of this line and are investigating on site the reason for the delay. Too much stress cannot be laid upon the urgency of this work. Therefore, ask you to take an active stand with the Ministry of Public Works who is responsible for the finance and construction of this branch line and request that he instructs the Italian

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- 2 -
Public Works, Perugia to utilize the maximum of labor immediately on the construction of the permanent way, bridge repairs and quarrying for ballast and that sufficient funds be made available immediately that this may be achieved.

HERBERT H. TAYLOR
Director, T
Transportation Sub-Commission

Copies to:
Finance Sub-Commission
Movements Division (Tn.3)
Rail Division (Tn.4)

05201
LEWIS H. TAYLOR
Director,
Transportation Sub-Commission

Copies to:

Finance Sub-Commission
Movements Division (Tn.3)
Rail Division (Tn.4)

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HEADQUARTERS ALLIED COMMISSION
APO 374
TRANSPORTATION SUB COMMISSION

WPN/14

9

Ref: 233/10/14/tn.2

13 June 1945

subject : Bastia-Silera Line,
Branch line Pietrafitta Lignite Mine.

To : Public Works and Utilities Sub Commission.

Pertaining to our conversation on 11th May on the above subject, the outcome of which was that the Italian Ministry of Public Works wrote to the Italian Ministry of the Treasury, under reference 2nd section Division 8 of the Ministry of Public Works Protocolle 1118-2 dated 12th May; the letter was signed personally by the Minister of Public Works.

This letter gave explicit detail of the work entailed, at the estimated cost of 18,000,000 lire (eighteen million lire).

A copy of the above letter was sent to Finance Sub Commission under our reference 233/8/tn.2, of 14th May, pointing out that the Public Works in Perugia had 6,000,000 lire (six million lire) at its disposal and that it could carry on work for fifteen days only; and asked that a special request for immediate steps be taken for a decree to be passed for the 18,000,000 lire (eighteen million lire) within the next fifteen days.

Information has been received from Perugia that work will have to be suspended unless immediate action is taken to finance this project. The situation is serious as it is essential that this mine be working by late summer, as imports of coal are being cut down; this country will therefore have to rely upon every possible local supply this winter.

From a conversation Major Timmons - Major Richardson of even date, it would appear that Finance Sub Commission

- 2 -

cannot further press the Ministry of the Treasury for this decree to be passed. They have requested that the Italian Ministry of Public Works be asked to address a further letter to the Ministry of the Treasury, stating the seriousness of holding up this work for the reasons mentioned above.

On our part, we have insisted that the work was put in hand but did not anticipate that difficulties would arise from the Ministry of the Treasury.

It must be understood that the Ministry of Public Works is responsible for the construction of this branch line and it must be financed by them.

May I suggest that the Ministry of Public Works immediately supply Italian Public Works, Perugia, from their existing funds until the above decree is passed so that the construction on this line may be continued.

Would you please ask the Ministry of Public Works to let us have a copy of the letter they address to the Treasury.

F.P.R.
F.P. RICHARDSON, Major,
Planning Staff,
Transportation and Commission.

copies to :-
1. Finance Sub Commission
2. Movements Division (In.3)
3. Industry Sub Commission
4. Commerce Sub Commission
5. Rail Division (In.4)
Acknowledge your AC/TS/23/35/C.R. of 11 June '45.

File

798

Ext:513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

FFR/1d

Ref:233/8/Tn.2

14 May 1945

Subject : Completion of construction of section of
Railway Line Ellera - Tavernelle.

To : Finance Sub Commission.

1. With reference to conversation Major Timmons-
Major Richardson, attached hereto is copy of letter and
estimated costs from the Italian Ministry of Public Works
to the Ministry of the Treasury, requesting for an appropriation
of 18,000,000 lire (eighteen million lire) for completion
of construction of section of line Ellera Station and Pietrafitta
Mines to enable lignite to be withdrawn and dispatched to Rome.

2. As agreed, will you kindly forward the above
correspondence to the Ministry of Treasury with a strong
recommendation that a decree be passed within the next fifteen
days.

This project is of the greatest importance in
view of the fact that unless work starts immediately, the
civil population of Italy will suffer considerably through
lack of fuel, as coal imports have been cut to a minimum.

3. The Ministry of Public Works representative at
Perugia has six million lire (6,000,000 lire) to commence work
today and for essential purchases and salaries. This sum will
last approximately fifteen days. Once started, this work
must not be interrupted through lack of funds and I urgently
request that this be pointed out to the Ministry of Treasury.

- 2 -

so that they will make available the above sum immediately the decree is passed.

4. Needless to say this project has the approval of the D.M.R.S., Transportation and Public Works & Utilities Sub Commissions.



F.P. RICHARDSON, Major,
Planning Staff,
Transportation Sub Commission.

Copy to:- TN.4 - Major A.H. Street, D.S.O. (C.E. Branch)
" Major A.C. Ping, (Operations Branch)
Public Works & Utilities Sub Commission
(attn. Lt. Col. V.S. Thompson)

796

Ext:513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

FPR/ld

Ref: 233/14/7/Tn.2

3 May 1945

Subject : Poligno - Terontola Line
Ellera - Corciano Station.
Branch Line to Pietrafitta Mines.

To : Rail Division (TN 4)
(attention Major Ping)

Your AC/209/TN 4 of 30 April '45 and I.S.R.
statement re the above subject.

1. I have again confirmed with Coal Division of the
Industry Sub Commission, that the Lignite from the above
mines is urgently needed, especially for next winter.

2. As it is essential that the Contractor Zanetti
starts work immediately it is advisable that a meeting be
arranged to be held at the Ministry of Communications between
representatives of the I.B.R., Ministry of Public Works, the
Contractor Zanetti, the Trasimeno Mining Co. and representatives
of TN 4 A.C. early next week, so that final decisions can be
concluded.

3. Will you ask the I.S.R. to notify all concerned
and inform A.C. TN 2, date and time of the meeting so that
a representative may be present.

*Held 0900
10 May*


F.P. RICHARDSON, Major,
Planning Staff.

795

ACP/af

TRANSPORTATION SUB-COMMISSION A.C.,
(RAIL DIVISION)
C/o Transportation Increment,
C.M.F.

Tel.: 843238

30 April 1945

Ref.: AC/209/Tn.4

SUBJECT: Poligno-Terontola line
Ellera-Corciano Station.
branch line to Pietrafitta Mines.

TO : Planning Division
(Attention Major Richardson)

1. Attached hereto is a statement submitted by ISR in respect of the section of line Ellera-Pietrafitta. This is a statement of fact, and as such can be accepted, but it still does not seem to clear in a satisfactory way the high cost of this section of line, which is virtually undamaged, as compared with the heavy demolitions which occurred on the section from Bastia to Ellera through Perugia.
2. I am therefore asking the ISR to explain clearly how this extra cost is made up.

f. Arturo Mai
Chief,
Rail Division.

794

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AGF/67

TRANSPORTATION SUB-COMMISSION, A.C.,
(RAIL DIVISION)
C/o Transportation Increment,
C.M.F.

Tel.: 343238

30 April 1945

Ref.: AC/209/Tn.4

SUBJECT: Foligno-Terontola line;
Ellera Corviano station;
branch line to Pietrafitta Mines.

TO : Italian State Railway.

1. Reference is to your letter L.8.bis/20644/CLV/107(4)14. of 26 April 45.

2. The facts given in your letter certainly clarify the position in respect of the section of the line Ellera-Pietrafitta, but the financial position is still not clear.

3. The section of the tract from Bastia to Ellera was very heavily damaged, and yet the cost of repair is less than that now asked for the section Ellera-Pietrafitta. You are therefore asked to explain how this heavy additional cost is made up, and why it exceeds the cost of the section Bastia-Ellera.

4. We are most anxious to do all we can to get this section of the line completed at any early date, but there seems so much difficulty in obtaining a clear exposition for the additional costs now suddenly demanded that it is felt a very careful examination of the contractor's figures must be made.

793
Arthur May
P. Director.

Copy 100- Major Richardson (Planning Staff)

Sgt. Fianino.

Copy of letter and
Statement now attached

Sony

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MINISTRY OF TRANSPORTS
ISR GENERAL DIRECTION
OFFICE OF THE DIRECTOR GENERAL

Rome, 26 April 1945
L.8.bis/20644/CIV/107/(4)14.

TO: On S/Commission A.C.,
Rail Division

SUBJECT: Foligno-Terontola line;
Ellera Corciano Station;
branch line to Pietrafitta Mines.

1. Reference is made to your letters AC/209/Un.4 dated 5 April ult. and 17 April 1945 on the same subject.
2. We beg to submit following information obtained from the Ministry of Public Works.
3. The new railway-line Perugia-Chiusi, repeatedly requested for by the Authorities of Perugia, was accepted, as a secondary connecting line, by the Commission charged with the study of the general organisation of the railways in Central Italy, appointed with Law Decree 27 April 1919.
4. Constructions Dept. (then belonging to ISR General Direction) constructed part of said railway line during the years 1917/1918, that is the permanent way for standard gauge track from Ellera to Castiglione della Valle; the works were carried out on request of the Commissioner for National Fuels. The necessity to secure a prompt connection with Pietrafitta Mines having been successively felt, the permanent way, for narrow gauge track, was extended from Castiglione della Valle in order to lay down a narrow gauge (decauville) track over the whole line from Ellera to Pietrafitta; on account of this reasons, the second part of the P.W. was constructed with short-radius curves.
Latter works were carried out by Civil Engineering Office of Perugia (belonging to Ministry of Public Works Administration) during the years 1918/1919, still on request of above Commissioner for National Fuels.
The narrow gauge (decauville) track, with transhipment facilities at Ellera Station, was in operation only for a very short time.
5. The existence of Pietrafitta Mines, while it might ^{have} influenced the anticipated construction of the Ellera-Tavernelle section, did not affect the laying out of the line which must necessarily follow upstream the Nestore Valley as far as Piegara tunnel, where it passes through to the opposite slope, towards Chiusi.
6. In the meantime, in 1924, above Constructions Dept. ISR was suppressed and its attributions passed over to the General Direction for the new Railway Construction, c/o the Ministry for Public Works.

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6. In the meantime, in 1924, above Constructions Dept. ISR was suppressed and its attributions passed over to the General Direction for the new Railway Construction, c/o the Ministry for Public Works.

In 1941 latter Office was instructed by the Chief of the Government to arrange for completion, with standard gauge track, of the section Ellera-Tavernelle of the Perugia-Chiusi line; said section should have been utilized, at the beginning, only for movement of lignite. These works are the same being presently carried out under the supervision of above General Direction for the new Railway Constructions, with funds provided for by the Ministry of Public Works; in accordance with a contract still under negotiation, the Trasimeno Mining Coy. has to bear only those expenses that refer to the installations directly concerning the operation of the Mines, that is the triangle Pietrafitta-Nestore bridge-Lignite loading Station.

(2)

7. As a matter of fact, a contract was let with Constructor Zanetti on April 7th 1942 for the completion of above works; said contract, still valid, ^{covers} only the Ellera-Pietrafitta section, while no contract has been let, yet, for the remaining section Pietrafitta-Chiusi.
8. While establishing the expenditure required for completion of said branch line, consideration has been given to the considerable increase of the costs of both manpower and building material from 1942 till do-day. We want to point out, on this subject, that Contractor Zanetti has requested that, in accordance with the provisions of a/m contract 7 April 1942, all prices be duly revised before starting with the works.
9. In so far as the operation of the line in question is concerned, ISR have been requested to operate said section as a private siding (that is, not for public service) for conveyance of lignite only, on behalf of Trasimeno Mining Company. ISR have accepted to operate said section, for which the expenses will be borne by Trasimeno Mining Co. A special convention is going to be stipulated btw. Trasimeno Mining Co. and the Ministry of Public Works; this convention covers the concession in use of the line to Trasimeno Mining Co. by Ministry of Public Works, for operation by ISR, as through it were an ordinary private siding.
10. Should present information not fulfill your requirements, the Official of the Ministry of Public Works particularly charged with above business could personally report to that S/Commission in order to furnish any further information required; we would be very glad to arrange for above meeting, should you consider it necessary.
11. We await to hear that S/Commission's decision as to the further financial backing requested for.

The Director General
G. DI RAIMONDO

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Tel. 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

FPR/rb

Ref. 15/TN 2

February '45

SUBJECT: Estimate of Expenditure on Rehabilitation of Italian
State Railways.

TO : Finance Sub-Commission.

1. Authorisation is hereby granted for the repair and reconstruction on the following sections of the Italian State Railways in Liberated Italy.

2. Approved work of no military priority but of vital civil necessity has been authorised. Work of rehabilitation to commence immediately.

<u>Line</u>	<u>Section</u>	<u>Estimate Cost in Lira</u>
294	AVELLINO - ROCCETTA	15,000,000
244	SABRIA - MILERA	15,000,000
260	ROME - CIAMPINO - ALBANO LAZIALE	4,900,000 -

These items constitute debits against the special appropriation Financial Year 1944 - 45, Capitolo N° 48.

MERRITT H. TAYLOR,
Director,
Transportation Sub-Commission.

DISTRIBUTION:

1. Transportation Sub-Commission
(Att. Lt. Col. O.H. Lindberg)
Kindly advise Minister of Transport accordingly.
2. D.M.R.S. Ministry of Transport.
(Att. Lt. Col. L.C. Parrell)
3. Ministero dei Trasporti
(Att. Capo Ragioneria Ferrovie dello Stato,
Ministry of Transport)

Mr. Richardson

15.02

U S A U A R T A S
Allied Commission
APO 394
Transportation Sub-Commission

Tel: 121239

Our reference: AG/275/Tn

31 December 44.

TO : H.H. Cerebona
Minister of Transport

SUBJECT : Railway Rehabilitation.

739

1. Approval is given to the following works being undertaken:

	APPROX. COST (Lira)
12 Line 54 bis Pionbino-Campiglia	3,400,000
7 Line 281 Avellino-Benevento	13,000,000
8 Line 55 Florence-Arezzo	470,000,000
	487,000,000

2. Clearance for the expenditure is authorized against Budget 1944-45 Cap 40 "Spese per ripara danni di guerra dipendenti da azioni belliche", in the budget of the Ministero del Trasporto (Ferrovie dello Stato).

3. Actual arrangements in respect of contracts is a matter for AG and ICA engineers.

4. Please arrange for me to have a full statement of other rail works in hand for civil needs, which are included within the budget referred to, and the authority for carrying out the work.

Merritt D. Hinton
Director.

Copy to Lt. Col. W.H. Hubbard, Chief, Rail Section

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Minister of Transport

SUBJECT : Railway Rehabilitation.

1. Approval is given to the following works being undertaken:

	Approx. Cost (Lira)
12-line 50 bis Pistoia-Campitello	9,400,000
13-line 261 Avellino-Benevento	18,000,000
14-line 55 Florence-Fiesole	47,000,000
	<u>(97,000,000)</u>

2. Clearance for the expenditure is authorized against Budget 1944-45 Cap 44 "Spese per riparae danni di guerra dipendenti da azioni belliche", in the budget of the Ministero dei Trasporti (Ferrovie dello Stato).

3. Actual arrangements in respect of contracts is a matter for AG and ISA engineers.

4. Please arrange for me to have a full statement of other rail works in hand for civil needs, which are included within the Budget referred to, and the authority for carrying out the work.

Herbert H. PAYSON
Director.

Copy to: Lt. Col. O.H. Lindberg, Chief, Rail Section
 Major S.H. Birch, Engineer, Rail Section
 Finance Sub-Commission, HQ, AG.
 Economic Section, HQ, AG.
 ✓ Major F.P. Richardson, Economic Section, HQ, AG

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