

2587

PR-01

Declassified E.O. 12356 Section 3.3/NND No. 785021

ACC AC100/65 10000/148/1854 FLORENCE - A
SEP 1944 - 54

2383
Declassified E.O. 12356 Section 3.3/NND No. 785021

148/1854 FLORENCE - AREZZO - ROME
SEPT. 1944 - JUL. 1945

2389

Declassified E.O. 12356 Section 3.3/NND No. 785021

tel: 489081 HEADQUARTERS ALLIED COMMISSION
ext: 513 APO 394
TRANSPORTATION SUB COMMISSION

RPR/ld

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 VERNIO, 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

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

copies to: 1. Rail Division Tn.4 (attn. Maj. Street. Your AC/TN/36/36/CH
of 29/6/45 ref.)
2. Rail Division Tn.4
3. Gen. di Raimondo. Dir. Gen. FF.SM (This acknowledges your
L5/13/29300 of 22.6.45)

100/65E
AHS/ef

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

Tel : 843239
Ref : AC/Tn/10/C.E.

9th June 1945

TO : Chief of Rail Division
Lt. Col. Lindberg

SUBJECT : Arezzo-Florence reconstruction.

- 1/ Herewith report on above reconstruction.
2. It is evident from the report that it is essential to have an Engineer resident in Florence to look after this work and smooth out the difficulties.
3. There are also the reconstruction of the Pisa-Empoli Florence line and the Chiusi-Sinalunga-Empoli line to be supervised from Florence.

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

Major Street

1. We cannot give you any more officers for railway Civil Engineering at the moment, though there are several sources of supply that may develop; for instance an American civilian may be arriving soon. I am also planning to see M.R.S. on the general personnel question.
2. We are busy handing over all ~~high~~ road vehicles to the Italians, including 2000 to be operated by ~~M.R.S.~~ I.S.R. If I.S.R. want trucks they must get them from Italian sources.

P.T.O.

2391

3. Please follow up other questions yourself - e.g. cement

W. S. Thomas
14 June

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Reference : Tn/AC/IO/C.E.

Date : 5 June 1945

Subject : Reconstruction line I.S.R.
Arezzo-Florence.

To : O.C.Tn A.C.Rails (Through Major Street).

1. Progress on this line is very slow -mostly by reason of circumstances outside the control of I.S.R. and their contractors as follows:

2. The major trouble is transport, shortage of fuel and tyres. This latter was covered by the letter to the Director of 29th May 45 asking that tyres be released to I.S.R. for them to hire to their contractors for the duration of the work. Tyres are available in the North.

3. It is stated that the fuel supply has been cut in Florence by some thousand gals, but that Methane Gas is available, it is not known if they are sufficient. Pressure reducing valves and feed apparatus available, to fit up the number of lorries cars etc. (see total appendix A and approx. monthly fuel consumption). Also where gas filling stations are in operation in this area.

A.M.E. have been very helpful in allocating approx. 10 trucks per day for conveyance of reconstruction materials, but since 1st June 45 owing to shortage they arrive with approx. only 7 litres in each tank, which is inadequate to do the necessary work. It is requested that H.Q. Rome take up the question of the release to I.S.R. who will be responsible for this and issue coupons to their contractors of sufficient petrol, gas, oil, Lub oil per month as per appendix "A", for the reconstruction work, which is practically at a stand still, to be completed: the alternative is to shut down the work on these lines until supplies to become

as follows:

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3. It is stated that the fuel supply has been cut in Florence by some thousand gals, but that Methane Gas is available, it is not known if they are sufficient. Pressure reducing valves and feed apparatus available, to fit up the number of lorries cars etc. (see total appendix A and approx. monthly fuel consumption). Also where gas filling stations are in operation in this area.

A.M.G. have been very helpful in allocating approx. 10 trucks per day for conveyance of reconstruction materials, but since 1st June 45 owing to shortage they arrive with approx. only 7 litres in each tank, which is inadequate to do the necessary work. It is requested that H.Q. Rome take up the question of the release to I.S.R. who will be responsible for this and issue coupons to their contractors of sufficient petrol, gas, oil, Lub oil per month as per appendix "A", for the reconstruction work, which is practically at a stand still, to be completed: the alternative is to shut down the work on these lines until supplies to become available.

4. The following vehicles were requisitioned by A.M.G. (Consorti Autotrasporti): CEIRANO: Traget 25539 by A.M.G. FI HP 35 this since released. SPA Targa 29546 FI (HP 34) RVIII/35/RL/R25 refers, release has been asked for 15th March, 26th March and 20th April 45. ; still waiting for this second vehicle. It was stated that it had to be used on food supply, as since 27th April there has been a daily movement by rail of approx. 250 tons which should enable the release to be made of this vehicle: from the long term point of view, no vehicles to reconstruct the railroads, no more rail roads will be in operation, by the time the M.T. vehicles are worn out.

./.

5. SUPPLY OF MATERIALS. Oxygen and acetylene gas required to cut such sections of bridge and train wrecks; that are too heavy and too much entangled for the machinery that the C.R.E. who is helping us with this work. Until these sites can be cleared the contractors cannot commence the rebuilding of the bridges.

6. Reported (29th May 45) that no supplies of cement had arrived for I.S.R. Arezzo. 600 tons was marked for this line for May.

7. Three large bridges over the Arno Km. 279+20, 3 steel spans Km. 280+27, 3 arches Km. 289+21, 2 steel spans. Two of these steel spans are still in the river but appear to be repairable, contracts let to the Terni steel works for recovery and reconditioning, unless they get busy on the ~~removing~~ recovery the river which is very low now will rise before they can get them out.

The reason for the delay in awarding the contract was because of the difficulty in finding a firm now left with the necessary machinery.

8. Line 219. Arno river bridge Ferrobeton. This work is beginning to move now. Two piers approx. 60% complete to shoulder level. Two piers approx. 40% complete to shoulder level. Arranging for the steel false work for two rings to go into position 9th June. West abutments foundations commenced. East abutments excavation 80% complete and reinforced concrete shoulder for Arch ring complete. Stated long half section for one track should be complete by October 45.

9. Cement. Some doubtful cement has been shipped up to date the exact quantity and where stored not yet known, endeavours are being made to trace this and have it tested. I.S.R. Engineers have been asked to submit a full report and to make sure that it is segregated. On wagon No. has been traced from this number would you please locate the supplies and advise Ac/Tn Rail Officer Florence. 7283

10. Herewith monthly reports line 219 and 65 in triplicate. It will be noticed that the names of some contractors on line 219 have been changed, this previous firms were temporary

8. Line 219. Arno river bridge Ferrobeton. This work is beginning to move now. Two piers approx. 60% complete to shoulder level. Two piers approx. 40% complete to shoulder level. Arranging for the steel false work for two rings to go into position 9th June. West abutments foundations commenced. East abutments excavation 80% complete and reinforced concrete shoulder for Arch ring complete. Stated long half section for one track should be complete by October 45.

9. Cement. Some doubtful cement has been shipped up to date the exact quantity and where stored not yet known, endeavours are being made to trace this and have it tested. I.S.R. Engineers have been asked to submit a full report and to make sure that it is segregated. On wagon No 7283 has been traced from this number would you please locate the supplies and advise Ac/Tn Rail Officer Florence. 7283

10. Herewith monthly reports line 219 and 65 in triplicate. It will be noticed that the names of some contractors on line 219 have been changed, this previous firms were temporary working with V Army. The present firms are on the permanent work.

11. Since writing the foregoing para. 3. The Region Tn Officer A.W.G. informs me that A.F.H.Q. have instructed that all vehicles as far as possible are to be fitted to use Metano Gas and that there will be Gas filling stations. Will endeavour to obtain a list of these stations and where located also that the vehicles will be measured up for the Metano Gas installation, and that when ready the change over will take 24/28 hours only. But meanwhile a P.O.L. allocation should be made if possible to I.S.R.

/s/ S.P. BUCKLEY, Major? R.E.
Tn/SC/AC/Rail
(Engineering Branch)

Distribution: CC. Transport Florence
Major, Blair, Capo Compartimento etc.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB -COMMISSION

Ref : VIII/35/RL/R28

Date 7th June 1945

SUBJECT : Bad cement

TO : Tn O.C. Transportation
Sub-Commission for Major Street.

1. Further to my letter Tn/AC/10/C.E. of 5 June, para.9 .
The wagon numbers are 481332 - 20 tons off loaded Campo Marte
2nd May and IO2149 - approx. 5 tons.
2. The 20 ton lot is stored in a separate place (Electrical
Signal stores) the second they are sorting out and after test
it may be possible to use it on mass work such as heavy
abutments - report will follow .
3. It is lucky that none of this went to the River Arno
Bridge.
4. I.S.R. asked to check up, test and report on the
cement in use at Arno River Bridge.

S.P.BUCKLEY, Major?R.E.
Tn/SC/AC/Rail

7262

MOVEMENT SERVICE

Rome, 17 June 1949
M. 12/50/1/45

SUBJECT: Line of reconstruction.

TO: Tn. Sub-Commission A.C.,
(Rail Division)
side

For knowledge we inform that the line, interrupted between Peschi
and Castiglione in previous stations further collision 5046 and 5041
trains the 13th June 49 has been re-opened to the operation 10 hrs 15
June 49.

The General Director.

7261

2398

Declassified E.O. 12356 Section 3.3/NND No. 785021

Roma,

M.112/50/1/45

Servizio Movimento

Ripristino linea 65

Sottocommissione Trasporti A.C.
Sezione Ferroviaria

S E D E

Per opportuna conoscenza informo che la linea 65, rimasta interrotta fra le stazioni di Baschi e Castiglione in Teverina in seguito allo scontro dei treni 5646 e 5641 del 13 corr., è stata ripristinata alle ore 18 del 15 corr.

IL DIRETTORE GENERALE

7250

copy

100/65 E

ACP/1c

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

Tel. 843238
Ref. AC/164/Tn 4

8 May 1945

SUBJECT : Railways of Northern Italy.

TO : Movements (Rails)
Planning Division Tn Sub-Comm. HQ AC

1. Anticipated date of completion of lines 65 and 86 into Bologna 31 May 45.
2. Line chosen for reconstruction to Verona is N° 69 Via Ostiglia.
3. Line 85 Bologna-Ferrara-Padua is severely damaged in region of Ferrara and Pontelagoscuro Bridge is demolished. It is not anticipated that any work will be done beyond Army Railheads at S. Giorgio station by military units.
4. Damage to Bologna-Modena-Piacenza line is mainly 8 bridges, and track damage and removal between Bologna-Modena. Except for bridges 1 single track is intact between Modena and Piacenza.

Chief, Rail Division.

7259

2400

Declassified E.O. 12356 Section 3.3/NND No. 785021

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

100/1052 SPB/cm

Let for
Di Paula
Line 65

16th March 1945

Tel. 843239

Ref.: AC.Tn/10/26/C.F.

TO : O/C. Movements,
Rail Branch, A.C., Tn.

SUBJECT : Cars for Impresa A. DI PENTA.

1. Would you have spotted :
3 No. low-sided flat waggons
to be loaded with plant and contractor's equipment at
S. Lorenzo, Rome for despatch to Arezzo, please.

Rome
major London M.Rs. (219) (50)
Line

7258

65 - Apr. 27
Capt.
Col. -
2. R.O.G.
3rd floor.
M.Z.

S.P. BUCKLEY, Major R.E.
for O.H. LINDBERG, Lt. Col.,
Tn.S.C. (Rails), A.C.

2401

100/65E

Allied Force
MILITARY RAILWAY SERVICE - ITALY
Office of Director

A.P.O. 512
7 April 1945

SUBJECT: Italian State Railways Operation, Rome Terminal, Lines 50 and 65.

TO: Director General, Italian State Railways.
DD Tn Phys., Attn: Tn 3 (O).
Capo Compartimento - Rome.
Capo Compartimento - Florence.
Commanding Officer, 701st Railway Grand Division.
Commanding Officer, 719th Railway Operating Battalion.

1. Effective 0001 hours, 15 April 1945, the Italian State Railways will assume responsibility for the operation of the railway lines lying within the Rome Terminal Area, which includes Smistamento Yard, and also assume responsibility for the operation of Line 50 between Rome and Grosseto (exclusive) and Line 65 between Rome and Arezzo.

2. The Italian State Railways will carry out the operation of this portion of the railway without supervision on the part of the Military Railway Service. Existing telephone lines and equipment now used by the Military Railway Service for operational purposes will be made available to the Italian State Railways.

3. In order that proper liaison may be carried out between the Italian State Railways and the Military Railway Service, a JOINT CONTROL BOARD will be established in the Rome Terminal Station. This Board will be composed of representatives of the Movement Section of the Italian State Railways, representatives of the Military Railway Service and representatives of Movements.

4. ORGANIZATION:

a. The official name given this Headquarters shall be JOINT CONTROL BOARD - ROME.

b. The personnel of the Joint Control Board - Rome shall consist of the following personnel:

(1) From Military Railway Service - two (2) Officers and four (4) enlisted men (to be made up of one (1) American Officer and two (2) American enlisted men, and one (1) British Officer and two (2) British enlisted men).

(2) From Movements - one (1) Officer and two (2) enlisted men.

(3) From Italian State Railways - two (2) officials, six (6) employees from the Movement Section and three (3) interpreters.

(4) The senior Military Railway Service Officer shall be in charge of the Joint Control Board - Rome.

c. The purpose of establishing the Joint Control Board - Rome is to turn over to the Italian State Railways the responsibility for the operation of the railways mentioned above. The Joint Control Board - Rome to function as liaison with the Italian State Railways, receiving orders and demands for traffic from Headquarters, Military Railway Service or direct from Movements.

4. ORGANIZATION: (Cont.)

d. It shall be the function of the Joint Control Board - Rome to coordinate all movements and demands for movement of traffic on the above mentioned lines. Matters pertaining to railway operation will be handled with the Italian State Railways through the representative of the Military Railway Service. Traffic and movement demands (British) will be made by Movements to the Italian State Railways through the Military Railway Service representative. Traffic and movement matters pertaining to American traffic will be handled through the Military Railway Service representative of the Joint Control Board - Rome, who will coordinate with the representatives of Movements and the Italian State Railways.

5. Personnel of the Military Railway Service, both American and British, will be withdrawn from the Rome Terminal Area and from Lines 65 and 50. The Italian State Railways will carry out the operation of these lines under their own rules and regulations and it must be understood by all Military Railway Service personnel that there must be no interference on the part of the Military Railway Service in the operation of such lines under the jurisdiction of the Italian State Railways. Any complaints from any sources must be handled through the Joint Control Board - Rome.

6. SUBMISSION OF REPORTS:

Reports will be submitted by the Italian State Railways to the Joint Control Board - Rome for forwarding to Headquarters, Military Railway Service. Effective at once, the proper procedure for collecting and submitting these reports will be worked out.

7. To iron out any difficulties which may arise concerning the Joint Control Board - Rome, or to effect a more efficient operation, a weekly meeting will be held at 1500 hours each Thursday with representatives on the Joint Control Board - Rome, together with representative from the Allied Commission, under the Chairmanship of Major Oliver, Movements, West Italy.

FOR THE DIRECTOR:

R. P. Moss

R. P. MOSS
Lt. Col., TC
Deputy Director-Operations

cc-Commanding General, PBS
G-4, AFHQ
Chief of Transportation, MTOUSA
Commanding Officer, 715th Ry Opn Bn
Rail Division, Tn Sub-Commission, Allied Commission.
Movements Division, Tn Sub-Commission, Allied Commission.
Asst. to Deputy Director, MRSI, AFHQ.
ADD-Engineering
ADD-Equipment
ADD-Provost Marshall
Supt. Trans. - 774th Ry Grand Div
RTO-Rome.

100/65E

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Res. 15/Tn.2

27 March 1945

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

TO : Finance Sub-Commission.

1. Authority is hereby granted for the repair and rehabilitation 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 authorized. Work of rehabilitation to commence immediately.

Line	Section	Estimated Cost in Lire
80 (South)	(a) Ofanto River Bridge	11,350,000
-	(b) Bridge over Road Naples Central - Naples Scall	10,500,000
-	(c) Electrical Offices and Sheds, Ancona	2,500,000
-	(d) Additional Sidings in Port of Civitavecchia.	13,700,000
65	(e) Rome Orte. Double Line Bridge Building.	72,253 21,500,000
65	(f) Orte Chiusi. Permanent repairs including Rio Tonto viaduct and other bridges.	310,000,000

3. These items constitute debits against the Special Appropriation Financial Year 1944/5 - Capitolo No. 48.

MERRITT E. TAYLOR
Director

civil necessity has been authorized. Work on rehabilitation commences immediately.

<u>Line</u>	<u>Section</u>	<u>Estimated Cost in Lire</u>
86 (South)	(a) Ofanto River Bridge	11,350,000
-	(b) Bridge over Road Hayles Central - Hayles Solli	10,500,000
-	(c) Electrical Offices and Shops, Ancona	2,500,000
-	(d) Additional Sidings in Port of Civitavecchia.	13,700,000
65	(e) Rome Orte. Double Line Bridge Building.	7255 21,500,000
55	(f) Orte Chiusi. Permanent repairs including Rio Tonto viaduct and other bridges.	310,000,000

3. These items constitute debits against the Special Appropriation Financial year 1944/5 - Capitolo #48.

WARRITT H. TAYLOR
Director,
Transportation Sub-Commission.

DISTRIBUTION:

1. Transportation Sub-Commission
acknowledges your LC/TN/8/105/C.E.
(Attn. Lt.Col. O.H. Lindberg)
2. D.M.R.S. (Attn. Lt.Col. L.O. Prenell)
3. Ministero dei Trasporti
(Attn. Capo Ragonerie Ferrovie dello Stato)

16 March 1945

INTER-OFFICE MEMORANDUM

CSC/clo

HEADQUARTERS ALLIED COMMISSION
AFG 394
Transportation Sub-Commission
(Movements Division - Rail)

Tel : 473704

339/7/70 3

15 February 1945

SUBJECT : Programme for re-starting plants to
make Marseille tiles.

TO : Industry Sub-Commission.

1. Reference your AG/5553/IND dated 9 Feb '45 and attached table indicating present plan for the reactivation of certain tile plants.
2. With the exception of the Virgilio Semplici, Fornaci Tempore and Pieve di Sinalunga Poggi Gialli plants, three of the remaining four plants are rail served and bids for movement by rail can be considered in the normal way. The line to Marsciano serving the Pignatelli Pila plant is at present under construction.
3. So far as the non rail served plants are concerned, it can be stated that at the moment it is not contemplated rebuilding these railway lines. If, however, the necessary power for the working of the plants can be provided and road transport can be made available, loading to rail could be carried out at the following stations.

Name of Plant	Location	Nearest Rly station	Distance by Road Plant to station
(a) Virgilio Semplici	Sienna	Arezzo	65 kms
(b) Fornaci Tempore	Pettolite (Sienna)	Chiusi	35 "
(c) Pieve di Sinalunga Poggi Gialli	Sinalunga	Chiusi	32 "

4. A letter has already been received by Transportation Sub-Commission from his excellency Rinal stressing the importance of the Sinalunga plant and asking that the Chiusi-Sinalunga railway line be reconstructed in order that tile loading can take place at Sinalunga station. A reply was sent on the 5 Feb '45 signed by the Acting Deputy Chief of Staff to the effect that at the moment it was not contemplated rebuilding the Chiusi-Sinalunga line but that it

plants are rail served and bids for movement by rail can be considered in the normal way. The line to Marsciano serving the Brizerelli Plo A figli plant is at present under construction.

3. So far as the non rail served plants are concerned, it can be stated that at the moment it is not contemplated rebuilding these railway lines. If, however, the necessary power for the working of the plants can be provided and road transport can be made available, loading to rail could be carried out at the following stations.

<u>Name of Plant</u>	<u>Location</u>	<u>Nearest Rly station</u>	<u>Distance by Road plant to station</u>
(a) Virgilio Sempliori	Siena	Arezzo	65 kms
(b) Vernici Tempore	Bettolle (Siena)	Chiusi	25 "
(c) Pieve di Sinalunga		Chiusi	32 "

7234

4. A letter has already been received by Transportation Sub-Commission from Mr. Excellency Hubel stressing the importance of the Sinalunga plant and asking that the Chiusi-Sinalunga railway line be reconstructed in order that the loading can take place at Sinalunga station. A reply was sent on the 5 Feb '45 signed by the Acting Deputy Chief of Staff to the effect that at the moment it was not contemplated rebuilding the Chiusi-Sinalunga line but that if the necessary road transport could be made available, arrangements could be made to load at Cortona station. It has since been ascertained however that the road to Chiusi is in better condition than to Cortona and it is therefore recommended that Chiusi be selected as the loading station.

W. L. Taylor

WILLIAM B. TAYLOR
Director, Transportation Sub-Commission

Copies to : Economic Section
TN Sub-Comm - Rail Division
Movements Division - Road

2407

100/657E

Subject: Railway Electrification

Military Railway Service
C.M.F.
Tel: Firebox 64
Tn. A.3.(E)/9-9A.
5 March 1945.

To: Director General
Italian State Railways.

Copy to:- D.D.M.R.S.

A.C. Tn. Sub-Commission.

The reconstruction of Electric Railways in Italy is at present limited by the availability of material, especially new copper for overhead contact lines, and also by the number of electric locomotives which can be repaired and made ready for service during this year. It is therefore necessary to indicate a policy regarding the lines to be electrified and to state the priority of the work. The following are the lines for which electrification is approved :

- | | |
|---------------------------|--------------|
| 1. Orte - Falconara) | Priority I. |
| 2. Vernio-Orizzana) | |
| (later to Bologna)) | |
| 3. Naples-Battipaglia) | Priority II. |
| 4. Rome-Orte) | |
| 5. Rome-Naples (Line 69)) | |

7253

The work shown as Priority I is of military priority and a large amount of material is on site for 1. and 2. and after these have been supplied, material will be available for 3.

The work shown as Priority II is not of immediate military value but has been projected with the view of releasing steam and diesel locomotives eventually for use on other lines and at other stations.

this year. It is therefore necessary to state the priority regarding the lines to be electrified and to state the priority of the work. The following are the lines for which electrification is approved :

1. Orte - Falconara)
2. Verrio-Orizzana)
(later to Bologna))
3. Naples-Battipaglia)
4. Rome-Orte)
5. Rome-Naples (Line 89))

Priority I.

7233

Priority II.

The work shown as Priority I is of military priority and a large amount of material is on site for 1. and 2. and after these have been supplied, material will be available for 3.

The work shown as Priority II is not of immediate military value but has been projected with the view of releasing steam and diesel locomotives eventually for use on other lines, and should therefore have the first call on available material after the demands for the Priority I work have been satisfied.

There is, however, much work connected with repairing poles, buildings, high tension lines and substations which should proceed forthwith, in order that completion can be accomplished rapidly as soon as sufficient copper conductor is available.

signed: WAGHORN

Brigadier,

Director, Military Railway Service.

ACP,

INTER-OFFICE MINUTE

Our Ref. AC/100/65E/Tn 4

TO : Mr MERRITT H. TAYLOR
Director,

SUBJECT : Repairs to FLORENCE-AREZZO Line.

1. Reference is to Section VII para a.
2. The P.C. Arezzo is under a misapprehension. The ISR does not have to raise money through loans, but by a provision in the budget.
3. The Florence-Arezzo Line is scheduled for repairs at a cost of 470,000,000 lire, and Major Buckley is in the District now fixing the contracts.
4. Section VII para b. is a Movements matter.

O.H. Lindberg, Lt. Col.
O.H. LINDBERG
Lt. Col. R.E.,
Chief, Rail Division.

Transportation Sub-Commission(Rails)
7 February 1945
Tel. 843238

7252

2410

Declassified E.O. 12356 Section 3.3/NND No. 785021

ACP/1c

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

Tel. 843238
Our Ref. AC/100/65 E/Tn 4

7 February 1945

TO : Generale di Raimondo
Director General
I.S.R.

SUBJECT : Repairs to FLORENCE-AREZZO Line.

1. There is considerable lack of employment in the Arezzo Area, and it is urged that every effort be made to make use of local labour by the Contractors now being engaged on the Florence-Arezzo project.
2. Please advise me of any action you take to enable this to be done.

7251

O. H. Lindberg, Lt. Col.
O.H.LINDBERG
Lt.Col. R.E.,
Chief, Rail Division.

JWB/elc

INTER-OFFICE MEMORANDUM

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel : 478701

31 January 1945

341/7/Tn 3

SUBJECT : Castelnuovo Lignite Mine

TO : Rail Division, Tn Sub-Commission

1. Reference your AC/100/65E/Tn 4 dated 18 Jan '45.
2. Attached copy of Industry Sub-Commission (Mining Division) memo is forwarded for information.

J. W. Sieff
Lt. Col.
for M.J. SIEFF Lt. Col.
Chief, Movements Div.

2412

Declassified E.O. 12356 Section 3.3/NND No. 785021

/elc

C O P Y

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION
MINING DIVISION

MEMO

TO : Lt. Col. Baker,
Transportation S/C. HQ. I.C.

1. An officer of the Mining Division has just returned from the Castelnuovo Mine of the Società Mineraria del Valdarno. His visit was 22 Jan 1945.
2. The mine is now loading rail wagons at the mine and hauling those over the rail siding by means of 1 locomotive to San Giovanni del Valdarno and the ILVA Steel Works.
3. There are 68 wagons on this line and it appears in good operating conditions.

. 7249

signed DONALD S. KINGERY,
Captain, C/F.
Chief, Mining Div.

2413

JWB/clo

HEADQUARTERS UNITED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division - Rail)

Tel : 478704

20 January 1945

341/4/Pn 3

SUBJECT : Castelnovo Lignite Mine.

TO : Industry Sub-Commission (Mining Division)

1. It has now been agreed to repair the heavily damaged Railway line 65, between Arezzo and Florence. The estimated time for completion is 12 months, but, as soon as all contracts are let, it will be possible to give an estimated date of completion to nearest Station serving the Castelnovo Lignite Mine.
2. The rail link to the mine is privately owned, and the repair is the responsibility of the owners.
3. Will you please arrange for Societa' Mineraria del Valdarno, Florence, to prepare, in triplicate, a detailed report of damage to the mineral line. In this report they should state time necessary for repairs and what material would be required, after exhausting all local resources. Efforts will then be made to assist.

72 8
W. B. Baker
Lt. Col.
WILLIAM H. TAYLOR
Director
Transportation Sub-Commission

Copy to : Transportation Sub-Comm. - Rail Division
(AC/100/658/Pn 4 dated 18 Jan '45)

ACP/1c

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

Tel: 843238

Our Reference: AC/100/65E/Tn 4

18 January 1945

TO : Movements Section
Tn Sub-Comm. HQ., AC.

SUBJECT : Castelnuovo Mine.

1. Reference is your letter AC TN 104/2 of 2 January 1945.
2. The line Florence-Arezzo has now been agreed for repairs, and with the arrival of an additional engineer to-day work will be put in hand at once.
3. There are many incidents between Arezzo and the link to the Castelnuovo mines, and the estimated time for the throughout line is 12 months. As soon as contracts have been let it will be possible to advise you estimated date of completion to nearest station.
4. As with the Ribolla Mine, the rail link to the mine is privately owned, and the repair is the responsibility of the owners. If they advise the extent of damage and material required for repair, after exhausting local sources, efforts will be made to assist.

727

as
O.H. LINDBERG
Lt. Col. R.E.,
Chief, Rail Section

JWB/elc

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tele: 478701

2 January 1945

AC TN/104/2/RM

SUBJECT : Castelnuovo Mine.

TO : Rail Section,
Tn. Sub-Commission A.C.

1. Industry Sub-Commission, Mining Division, report above Mine is largest Lignite producer in Italy.

This Mine is located approx 25 miles South of Florence and is rail served from Line 05. Rail connections are said to have been destroyed.

2. Present stockpile consists of approx 200,000 tons lignite and 13,000 tons bricquettes. Present production is approx 200 tons per day, but can be stepped up to 1,100 tons per day.

3. Industry Sub-Commission, Mining Division, ^{are} anxious to develop this mine in order to counteract the loss on imports caused by shortage of shipping to this theatre. 7246

4. It is understood ISR. have in hand repairs to line 05 Arezzo to Florence.

Please forward to this office an early report of current position on this Section of line and give expected completion dates.

Please also arrange an early recon of the rail

1. Industry Sub-Commission, Mining Division, report above Mine is largest Lignite producer in Italy.

This Mine is located approx 25 miles South of Florence and is rail served from Line 65. Rail connections are said to have been destroyed.

2. Present stockpile consists of approx 200,000 tons lignite and 13,000 tons briquettes. Present production is approx 200 tons per day, but can be stepped up to 1,100 tons per day.

3. Industry Sub-Commission, Mining Division, ^{and} anxious to develop this mine in order to counteract the loss on imports caused by shortage of shipping to this theatre. 7246

4. It is understood ISR. have in hand repairs to line 05 Arezzo to Florence.

Please forward to this office an early report of current position on this Section of line and give expected completion dates.

Please also arrange an early reconce of the rail link from line 05 to Castelnuovo Mine, submitting report on damage, estimated cost of repairs and time necessary for such repairs to be carried out.

J. B. Taylor
for

MERRITT H. TAYLOR
Director

2417

Declassified E.O. 12356 Section 3.3/NND No. 785021

DEI TRASPORTI
 MINISTERO ~~DELLE~~ ~~CO~~ ~~MMICAZIONI~~
 FERROVIE DELLO STATO - DIREZIONE GENERALE
 Servizio Lavori e Costruzioni

(1)

=====o00o=====

OGGETTO Prelievo presso Ditta S.A.C.F.E.M.
 di travata da utilizzarsi ai pon-
 ti sul Petrace e sul Pescara.-
 =====

Roma, 11-9 Gennaio 1945-
104 -A

N. L.C.6/16/1096-

Al N. _____ del _____

ALLA COMMISSIONE ALLEATA
 -Sottocommissione Trasporti

S E D E

- 1) Il 22 luglio 1944 tre Officiali Inglesi del Comando di Roma prelevarono presso la Ditta S.A.C.F.E.M. di Arezzo cinque fascicola relativi ai documenti interessanti le travate del ponte sul Po presso Borgoforte ed i ponticelli della Firenze-Pisa che la Ditta medesima ha in corso di costruzione.
- 2) Fra i documenti figurano le distinte di spedizione e dei pesi dei materiali metallici nonchè copia dei disegni di dette travate. Tali documenti si renderebbero ora necessari per la rapida spedizione dei materiali che servono per i ponti sul Petrace e sul Pescara.
- 3) Occorrerebbe pertanto che il Comando potesse rintracciare e restituire alla Ditta almeno le distinte di spedizione e dei pesi.

IL CAPO DEL SERVIZIO

Volcigno 7255

(1) Servizio.

TRANSLATION

Ministry of Transports
ISR General Direction
Works & Constructions Dept.

Rome, Jan. 9th 1945

TO
Tn. S/Commission AC

Ref. L.C.6/16/1098

Subject: Steel lattice girders at SACFEM Arezzo for Petrace and Pescara bridges.

1. On July 22nd 1944 three British officers from Rome HQ took away from SACFEM Arezzo five envelopes containing documents belonging to the steel lattice girders for the bridge over the Po river near Borgoforte and for other small bridges for the Pisa-Firenze line, under construction at SACFEM's Workshops.

2. Among above documents are the packing lists and the lists of weights of all metallic materials, as well as copies of the drawings of the girders. Above documents are now required in order to may quickly prepare and deliver the materials for the bridges over the Petrace and over the Pescara rivers.

3. It would be very much appreciated if it could be possible to return to the Firm at least the packing lists and the lists of weights.

The Chief of the Dept.

sgd.

LO CIGNO

724

MABA V MBYW NR 34

FROM MAJOR MOLE 061040A

86

TO TN INC (FOR LINDBERG AC TN)

QQX GR 53 BT

ANC/8 . RESTRICTED . ~~REF~~ REFERENCE SIGNAL 031430A

CONTRACTORS HAVE SUPPLIED VERY CONSIDERABLE QUANTITIES

OF TIMBER . IF WORK TO BE COMPLETED IN TIME 90%

RECONSTRUCTION MUST BE CARRIED OUT SIMULTANEOUSLY .

EVEN UNDER NORMAL CONDITIONS CAN NOT EXPECT ANY

CONTRACTORS CARRY SUFFICIENT STOCK OF TIMBER FOR SO MANY JOBS .

REQUEST FURTHER ACTION TO ATTEMPT OBTAIN RELEASE TIMBER

BT 061040A

REPTN 34 MOLE LINDBERG AC TN ~~QQX GR 53~~ ANC/8 031430A 90%

061040A EGS B

7213

27

MABA V MBYW NR 37 QVR 2

FROM MAJOR MOLE AG 061055A

TO 330 TSD CMF

INFO WILLIAMS AND LINDBERG TN INC CMF

CQX GR 17 BT

ANC/9 . RESTRICTED . REFERENCE SIGNAL 276TN2 OF ~~XXX~~ OF 31 DEC .

BOLTS WIRE AND CARBIDE LOCATED AT ORTONA .

FOR INFORMATION

BT 061055A

REPTN 37 ~~QVR 2 MOLE AG 061055A 330 WILLIAMS LINDBERG~~

~~CQX GR 17 ANC/9 276TN2 OF 31 DEC ORTONA 061055A EGS B~~

87

MABA V MBYW NR 37 QVR 2

FROM MAJOR MOLE AC 061055A

TO 330 TSD CMF

INFO WILLIAMS AND LINDBERG TN INC CMF

QOX GR 17 BT

ANC/9 . RESTRICTED . REFERENCE SIGNAL 276TN2 ~~OF 31 DEC~~ OF 31 DEC .

BOLTS WIRE AND CARBIDE LOCATED AT ORTONA .

FOR INFORMATION

BT 061055A

REPTN 37 ~~QVR 2 MOLE AC 061055A 330 WILLIAMS LINDBERG~~

~~QOX GR 17 ANC/9 276TN2 OF 31 DEC ORTONA 061055A EGS B~~

2422

100/655

ROY ROSE PERSON CITY NEW YORK

ROUTINE

14 JAN 45

1441

RECEIVED PD

PANA ONE PD HENRY YOU ARRANGE ONE FIVE LOCATIONS ONE FOR ROSE

THINKING ONE FIVE JAN TO LOAN RAILWAY CONSTRUCTION RAILROAD TERMINATION

RECEIVED PD

PAID TO ROY ROSE TO PERSON CITY FROM FROM ALONG PAPER

CONSIGNOR SCO CONTRACTUAL INDUSTRIALLY 3 LAYON FURNISH TO ORDER WITH PD

COPY TO MRG

AS THE MAIL (MAY 1945)

7243

2423

PIRETHA ONE FIVE JAN TO LOAN RALLY CONSTRUCTION MATERIALS
FURNISH TO ROY ROSE TO FURNISH THE FROM FROM ALONG PAPER
CONSIGNEE FOR SUBSTANTIATION INFORMATION IN LATER INFORMATION TO AGREEED AFTER PD

COPY TO MRD
AG THE MAIL (NAT ROSE)

7243

FR. REPORT FROM CO

NICHOLAS P. HINDS
ASSN: Assistant

390

40

2424

MOV ROME FREEDOM CITE FREEDOM FOR INFO

9841 14 JAN 45 ROUTINE

RESTRICTED P B

PARA ONE PD REQUEST YOU ARRANGE FIVE LOWSIDERS ONE FOR
ROME TIBURTINA ONE FIVE JAN TO LOAD RAILWAY CONSTRUCTION
MATERIAL DESTINATION ANCONA PD

-PAREN TO MOV TO FREEDOM CITE FREEDOM FROM PAREN
CONSIGNOR SOC COSTRUZIONI INDUSTRIALI E LAVORI PUBBLICI PD
AGREED AFHQ PD

COPY TO MRS
AC TM RAIL (MAJ WOLF)

TRANSPORTATION SC

390

NICHOLAS PIOMBINO
CWO. V.S.A.
Asst. Adjutant

2425

PARA ONE PD REQUEST YOU ARRANGE FIVE LOWSIDERS ONE POZ
HOME TIBURTINA ONE FIVE JAN TO LOAD RAILWAY CONSTRUCTION
MATERIAL DESTINATION ANCONA PD
-PARCHE TO MOV TO FREEDOM CITE PHGDM FROM PAREN
CONSIGNOR SOC COSTRUZIONI INDUSTRIALI E LAVORI PUBBLICI PD
AGREED AFHQ PD

COPY TO MRS
AC TN RAIL (MAJ MOLE)

TRANSPORTATION SC

390

NICHOLAS PIOMBINO
CWO. V.S.A.
Asst. Adjutant

7240

2426

Declassified E.O. 12356 Section 3.3/NND No. 785021

81733

Maj Struer

Only copy

100/65 E

A.C. Sub

8160

REF V LANE NO. 73

ONE - 1 - 1

REF LANE 271933

TO ALCON; IS ANY SIGNED WILL NAME.

INTS NOV 2012: NOV 2012.

SR 26 BY

RESTRICTED

REF LIFT 400 TONS CINDER BRIDGES ADDED TO HIGH TALKS AGREED AT

RATE OF 40 TONS PER 24 DEC TO DATE SIGNED SIGNED SIGNED PER 73453

SR 271933/

SRV NR 73 27/2168A NR 1 1

SRV NR 73 27/2168A NR 1 1

Ref. Tr. A 2/12
Date <u>20 DEC 1944</u>
Time <u>0830</u>
Open <u>Capt Struer</u>
Ass to <u>Capt Struer</u>
Action at folio <u>100/65 E</u>



[Signature]

Bridge for pl

*Pl pass to 7239 Struer
to arrange loading*

201700

100/60 mm

ADVICE RECEIVED RAIL LIFT 400 TONS GIRDER BRIDGING ARRANGED
TO GIOPA TAURO AGREED AT RATE OF 40 USD WLF 23 DEC

RESTRICTED

728

2428

Declassified E.O. 12356 Section 3.3/NND No. 785021

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: FX75053

Date/Time of Origin: DEC 27/1903A

Message Centre No: 9/5632

Date/Time Recd: DEC 28/0830

Precedence: ROUTINE

FROM: AFHQ SIGNED SACRED CITE: FHCDM

TO : ALCOM, 15 ARMY GROUP, DMRI ROME. INFO: MOV ROME, MOVWIT.

RESTRICTED

ACTION

RESTRICTED.

Rail lift 400 tons girder bridging AREZZO to GIOIA TAURO agreed at rate of 40 tpd wef 28 December.

AC DIST

ACT - TN 5/C (2)

INF - CHIEF COMMISSIONER

ECOM SEC

FILE (2)

FRONT

RESTRICTED

HEADQUARTERS
28 DEC 1944
7237 C

Phoned to
Lt. Green
29/12
R

TRANSLATION

100/65
/aa

URGENT

Ministry of Communications
State Railways
Works department.

Rome 25th November 1944

Ref : W. 4.8.bis.28042/Civ.81(24)15 -

TO : Transportation Sub-Commission
Rome

and for attention to : Chief Compartment
Rome

SUBJECT : Rome-Chiusi line -
Station of Alleroni -
Reoperation of the 3rd line -

1. In the station of Alleroni the rail service is operating at present only on the 2nd and 4th line.

2. The arrival of trains on the 4th line, which is facing the loading ramp, is very dangerous, owing to the fact that soldiers oftenly are sitting on the doors of the rail-cars, and that many cars are operating with the doors not completely closed and even defective.

3. To avoid these dangers it is requested the re-operation in this station of the 3rd line.

4. This requires only two simple Tg. 0.10, model P.S. (state railways) 403 to utilize the entering points and a few metres of rails, which can be recovered in the same station from the un-operating tracks.

5. I request authorization for the above mentioned re-operation.

7236

The Chief Department
(sgd. illegible)

URGENTE

Roma 25 Novembre 1944

MINISTERO DELLE COMUNICAZIONI

FERROVIE DELLO STATO

SERVIZIO LAVORI E COSTRUZIONI

.....

N.L.8.bis.28042/CIV.81(24)15

SOTTOCOMMISSIONE TRASPORTI

OGGETTO

Linea Roma- Chiusi

Stazione di ALLERONA

Ripristino 3° linea

p.n. CAPO COMPARTIMENTO

R O M A

R O M A

1°- Nella stazione di Allerona il servizio ferroviario si svolge attualmente sulle due linee ripristinate, che sono la 2° e la 4°.

2)- Il ricevimento dei treni in 4° linea, essendo questa prospiciente al piano caricatore, riesce pericoloso, sia per i soldati che molto spesso sono seduti sulle portelle dei carri, sia perchè molti carri viaggiano con le portelle non bene assicurate e talvolta difettose.

3°- Per ovviare ai pericoli accennati, occorre che in detta stazione venga ripristinata la 3° linea.

4°- Tale ripristino richiede soltanto l'impiego di due cuoti semplici Tg.0.10 del Mod.F.S.46³ per rendere utilizzabili i deviatori d'ingrosso e pochi metri di binario, recuperabile sui binari non in esercizio della stazione.

5°- Prego autorizzare il suddetto ripristino.

IL CAPO DEL SERVIZIO

7235

- 2431
- 1°- Nella stazione di Alleroni il servizio ferroviario si svolge attualmente sulle due linee ripristinate, che sono la 2° e la 4°.
- 2)- Il ricevimento dei treni in 4° linea, essendo questa prospiciente al piano caricatore, riesce pericoloso, sia per i soldati che molto spesso sono seduti sulle pertelle dei carri, sia perchè molti carri viaggiano con le pertelle non bene assicurate e talvolta difettose.
- 3°- Per ovviare ai pericoli accennati, occorre che in detta stazione venga ripristinata la 3° linea.
- 4°- Tale ripristino richiede soltanto l'impiego di due cuoti semplici Tg.0.10 del Mod.F.S.46³ per rendere utilizzabili i deviatori d'ingrosso e pochi metri di binario, recuperabile sui binari non in esercizio della stazione.
- 5°- Prego autorizzare il suddetto ripristino.

7295

IL CAPO DEL SERVIZIO

Belcigno

83

2432

FILE

100/65

Subject: Reactivation of 3rd
Line Allerona Stn.

Military Railway Service.
C.M.F.

Tele. Wirebox 41
Outside Line 843236

To: Transportation Sub -
Commissioner Ralls,
Allied Commission

Ref. Tr.A.4/172
23rd Dec. '44.

Copy to: R.C.E. 1242.
En. 5. (Your Tr.A.3(0)/15/5-12R dated 19.12.44. refers)

Reference your letter dated 16th Dec. '44.

There is no objection to I.S.R. carrying out the work
of reactivation of the third line in Allerona Station.

C. Williams

(C. Williams)
Major R.E.
for Brig.

Director, Military Railway Service.

7234

100/65

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR ITALY

A.P.O. 512
24 December 1944

SUBJECT: Works at Arezzo.

TO: Transportation Sub-Commission, A.C.
Attn. Chief, Rail Section.

1. Reference letter 18 December, file AC/Tn/100/65, in regard to works at Arezzo.
2. Wish to inform that this work has already been completed.

For the Director:

R. P. MOSS
R. P. MOSS
Lt.Col. T.C.
Deputy Director-Operations

7233

ACE/eq
100/69

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

18 December, 1944

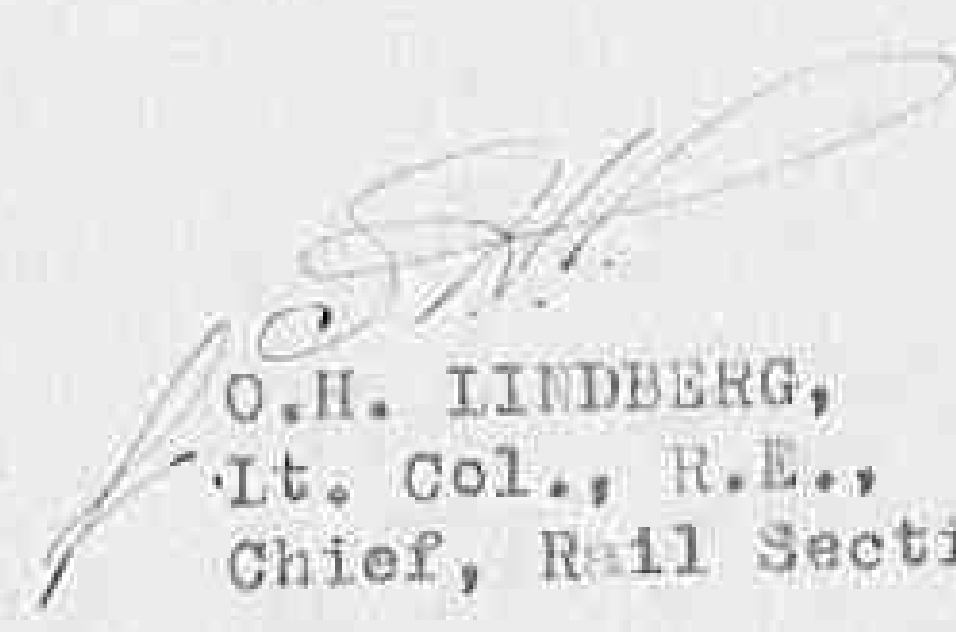
843207
reference: AC/Tn/100/65

The Director,
Military Railway Services.

SUBJECT: Works at Arezzo.

Attached is copy of letter received from the Chief of Works
action I.S.R.

Will you kindly say if you are in agreement to this work
being carried out.


O.H. LINDBERG,
Lt. Col., R.E.,
Chief, Rail Section.

1 Enclosure.

7232

TRANSLATION

100/65

Ministry of Transports
I. S. R.
Rome Division
Works Section of Rome

Rome, dec. 2nd 1944
our ref. G/Tr. 15299

Subject:
Works at Arezzo

TO
Allied Railway HQ + Rome

In order to may speed-up the station service at Arezzo thus reducing present heavy retardations, it is necessary to selectionate the shuntings so that contemporaneous operations be possible; for the first three lines the section towards Stia should be employed and for remaining lines that towards Florence.

. In order to make both two group of lines and corresponding sections independent from each other it is enough to inserte a switch which can be assembled with pieces to be salvaged by means of the oxi-acetylene flame, whose equipment is available at "fabbricone" (barrack).

That HQ is requested to kindly arrange that local Allied Authorities put above equipment at Arezzo Works Section's disposal, enabling them to carry put above work.

The Chief of the Works Section
sg d. (illegible)

221

13 DEC 1944

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATOCompartimento di RomaSezione Lavori di RomaOGGETTO: Lavori ad Arezzo

2 DEC 1944

G 92

Roma, li _____ 194 _____ A _____

N. 3/Tr. 15299

Al N. _____ del _____

AL COMANDO ALLEATO FERROVIARIO di
R O M A

Allo scopo di facilitare il servizio in stazione di Arezzo e ridurre i forti ritardi che colà si verificano, è necessario poter selezionare la manovra in modo che si possa lavorare contemporaneamente utilizzando per i primi tre binari, l'asta lato Stia, e per i rimanenti, l'asta lato Firenze.

Per rendere indipendenti i due gruppi di binari e le relative aste, occorre soltanto l'inserzione di uno scambio, che può rimediarsi sul posto, utilizzando dei pezzi da ricavarsi a mezzo di fiamma ossidrica, il cui apparecchio esiste presso il "fabbricone".

Prego codesto Comando di far sapere che il locale Comando Alleato mette a disposizione del Riparto Lavori di Arezzo, lo stesso apparecchio per poter condurre a termine i lavori di cui sopra.

IL CAPO DELLA SEZIONE LAVORI
(F. S. S. S.)

7290

2437

Declassified E.O. 12356 Section 3.3/NND No. 785021

100/65
ACP/elc

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tel : 478701

25 October 1944

Our Ref : ACC/TN/218/3

TO : Major A.H. Street
c/o Minister of Communications Bldg.

1. Further to my letter ref. 218/3 20 October '44.
2. Attached is sent you for information and any recommendation as to action.

act
D.S. ADAMS
Colonel C.E.
Director In. Sub-Comm.

ENCLOSURE :

See 218/3 for reply

7229

2 4 3.8

Declassified E.O. 12356 Section 3.3/NND No. 785021

SECRET

/elo

100/25

50/5

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION

REF : RVIII/78/26/7.

20 October 44

SUBJECT : Railroad siding at Chiusi (Prov. Siena)

TO : Industry Sub-Commission, H.Q. A.S.C.
Commerce Sub-Commission, H.Q. A.S.C.

1. Further to our 78/26/5 dated 29th September.

2. All the materials and tools necessary for re-activating the siding at Chiusi Station have now been located and the work commenced. Progress has been good and completion is promised by the 2nd inst or mid-day 22nd inst at the latest.

3. It should be recorded that ING. MARGHERITI GIOVANNI, Chief Railway Engineer, Siena Section, has shown enthusiasm and an excellent co-operative spirit in this matter.

T. DRAKE, MAJOR R.A.
COMMERCE DIVISION

Copy to: Transport Sub-Commission, H.Q. A.S.C.
Regional Commissioner - Toscana Region
Transport Officer - Toscana Region.
Agricultural Officer - Toscana Region.
Provincial Commissioner - Siena.

7228

TD/ra
7 x 2

2439

HEADQUARTERS ~~XXXXXXXXXX~~ ~~XXXX~~

ALLIED MILITARY GOVERNMENT

TOSCANA REGION

Date: 20 October 44

File Ref: RVIII/78/26/7.

SUBJECT: Railroad siding at Chiusi (Prov. Siena).

TO: Industry Sub-Commission, H.Q. A.C.C.
Commerce Sub-Commission, H.Q. A.C.C.

1. Further to our 78/26/5 dated 29th September.
2. All the materials and tools necessary for re-activating the siding at Chiusi Station have now been located and the work commenced. Progress has been good and completion is promised by the 21st inst or mid-day, inst at the latest.
3. It should be recorded that ING. MASSERINI GIOVANNI, Chief Railway Engineer, Siena Section, has shown enthusiasm and an excellent co-operative spirit in this matter.

Drake

T. DRAKE, MAJOR R.A.
COMMERCE DIVISION

Copy to: Transport Sub-Commission, H.Q. A.C.C. —
Regional Commissioner - Toscana Region.
Transport Officer - Toscana Region.
Agricultural Officer - Toscana Region.
Provincial Commissioner - Siena.

7227

TD/ra
7 x 2

HEADQUARTERS
22 OCT 1944
A.C.C.



HEADQUARTERS REGION VIII (TOSCANY)

ALLIED MILITARY GOVERNMENT

Ref: RVIII/78/26/5

Date 29.9.44

SUBJECT : Railroad siding at Chiusi (Prov Siena)
 TO : Industry Sub Commission, HQ ACC
 Commerce Sub Commission, HQ ACC

1. It would facilitate a great deal our moving the Sulphur from Sassoferrato (Prov Ancona) to TORRENIERI for the firm of Ulisse Crocchi & Figli to make carbon bisulphide, if there was a siding at Chiusi to unload from R/R cars.

2. We understand that the siding could be repaired without a great deal of difficulty. The head of the Ferrovie dello Stato, 7 Reparto, Siena has submitted to us a plan for this work which we have requested that he takes it up with the Ministry of Railroads in Rome for their approval and for them to take it up with the appropriate Sub Commission of ACC.

From your information you will find enclosed a copy of this program of work dated Siena, 27.9.44 and translation of some and list of material required and plans of the siding.

3. This siding is needed also for the movement and export of the grain of which we understand this Province has a surplus, and other materials.

STEPHAN A. CRUMP
 LT. COL.
 COMMERCE DIVISION

COPY TO Transport Sub Commission HQ ACC
 7226

2441

1. It would facilitate a great deal our moving the Sulphur from Sassoferrato (Prov Ancona) to TORREMIERI for the firm of Ulisse Crocchi & Figli to make carbon bisulphide, if there was a siding at Chiusi to unload from R/R cars.

2. We understand that the siding could be repaired without a great deal of difficulty. The head of the Ferrovie dello Stato, 7 Reparto, Siena has submitted to us a plan for this work which we have requested that he takes it up with the Ministry of Railroads in Rome for their approval and for them to take it up with the appropriate Sub Commission of ACC.

From your information you will find enclosed a copy of this program of work dated Siena, 27.9.44 and translation of some and list of material required and plans of the siding.

3. This siding is needed also for the movement and export of the grain of which we understand this Province has a surplus, and other materials.

STEPHAN A. CRUMP
LT. COL.

COMMERCE DIVISION 7226

COPY TO Transport Sub Commission HQ ACC

Provincial Commissioner, Siena HQ ACC

Regional Agriculture Officer, Region VIII (Toscany)

2442

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOGIYAMA REGION

100/65
Tm S/C
100/65

File Ref: XVIII/77/policy/1.

8 November 1944

SUBJECT: Industry, Commerce & Finance.

TO: Industry Sub-Commission, H.Q. A.C.

1. Copies of correspondence under the reference AB/12/305 dated 2 November from the Provincial Commissioner, Azezo are attached.

2. This correspondence concerns many Sub-Commissions other than yourselves but it does seem of such major importance that special investigation and action should be undertaken by H.Q. A.C.

3. As far as Industry is concerned the necessary aid for current in this valley has been made and we are informed that good progress has been made.

4. There is a ready outlet for Lignite, Bricks, Tiles, bricks & tiles and the products of "Ilva" as you are aware but "blocking" and lack of transportation prevent sales.

5. If the transportation situation cannot be remedied it would appear inevitable that some financial subsidy at reasonable interest rate be given in this area and a copy of this letter is being sent to Regional Finance Officer for information and any action considered necessary.

W. Drake
W. DRAKE

7225

MAJOR R.A.

INDUSTRY & COMMERCE DIVISION

2-443

3. As far as industry is concerned the necessary aid for current in this valley has been made and we are informed that good progress has been made.

4. There is a ready outlet for lignite, briquettes, bricks & tiles and the products of "lilas" as you are aware but "blooking" and lack of transportation prevent sales.

5. If the transportation situation cannot be remedied it would appear inevitable that some financial subsidy at reasonable interest rate be given in this area and a copy of this letter is being sent to Regional Finance Officer for information and any action considered necessary.

Zorke
T. BRACE
MAJOR E.A.
INDUSTRY & COMMERCE DIVISION
7225

Copy to: Commerce Sub-Commission, H.C. A.C.
Transportation Sub-Commission, H.C. A.C.
Economic Section, H.C. A.C.
Regional Commissioner - Toscana
Regional Finance Officer - Toscana
Regional Engineer (P.E. & D.) - Toscana.

TD/ra
4 x 8



2444

Declassified E.O. 12356 Section 3.3/NND No.

785021

COPY

HEADQUARTERS

ALLIED MILITARY GOVERNMENT

OFFICE OF THE PROVINCIAL COMMISSIONER, AREZZO

File: AR/RS/505

2 November 44

Subject: Industry & Commerce.
To : H.Q., Region VIII.

Reference my report for October (Industry) I attach herewith a report on the situation in the industrial area of the Val d'Arno. It speaks for itself. It was noticed in the AC Weekly Bulletin No. 30 that Florence is very short of fuel and the same must apply to a large part of Occupied Italy. As the mining industry here is one of the most important in the peninsula and in fact is the only area where bricksetting facilities exist, its restoration at least partial-seems a fit subject for immediate action by the Industry and Commerce Branch of A.C.C. Coal mining is not the only industry but the mines and other mineral activities, for example the Ilva Steel Works, are all interdependent insofar as labor and production is concerned.

In the meantime, all possible "perochial action" is being taken by Civil Affairs Officers but as you know Industry and Commerce is a specialized branch which requires technical treatment for which a provincial A.M.G. has neither the resources nor the technical ability.

As was stated in my Monthly Report the supply of electricity is being accelerated and will shortly be much improved, but the question of rehabilitation, both in finance and distribution must be taken up on a high level if they are to succeed. It is feared that local palliatives may not even succeed in staving off serious agitation in what after all, should be an industry of the greatest value to our Armies.

A representative of the Mining Sub-Commission was here yesterday, but he inferred that Regional action might produce the quicker results. He is visiting the area this week and is then returning to Rome. He will thus have enough details for AC to set on.

7224

ge part of Occupied Italy. As the mining industry here is one of the most important in the peninsula and in fact is the only area where brickmaking facilities exist, its restoration--at least partial--seems a fit subject for immediate action by the Industry and Commerce Branch of A.C.C. Coal mining is not the only industry but the mines and other mineral activities, for example the Ilva Steel Works, are all interdependent insofar as labor and production is concerned.

In the meantime, all possible "perennial action" is being taken by Civil Affairs Officers but as you know Industry and Commerce is a specialized branch which requires technical treatment for which a provincial A.M.C. has neither the resources nor the technical ability.

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A representative of the Mining Sub-Commission was here yesterday, but he inferred that Regional action might produce the quicker results. He is visiting the area this week and is then returning to Rome. He will thus have enough details for AC to act on.

I have also contacted directly the officer in charge of Industry and Commerce at Advanced AG and put the situation to him, but as this interview was chiefly in regard to the arrival in the area of the South African Armcd. Div. it is considered that Regional emphasis may still be necessary.

7224

I request therefore that the matter be referred to higher authority and that such Regional action as is immediately possible viz. a special financing scheme, be carried out.

With regard to the suggestion in the report that rebuilding of the railway Arcazo-Florence might solve the unemployment, I am unaware if the extension of the railhead has been definitely decided against but it is difficult, short of reestablishing industry in the near future, to propound an alternative scheme for suitable reemployment of the number of workers concerned. Local opinion which I agree with, is that there is a very large amount of preparative work which could be economically undertaken now for the eventual extension of the railhead. This work would suit miners, is local, and would give immediate employment.

G.W. QUINN-BRITH

Lt. Colonel

Provincial Commissioner.

Enclosure:
Report.

Copy to HQ. 53ares with reference to

- (a) Question of electric power supply and
- (b) Possibility of disturbances on the L. of G.
- (c) Some increase of contractual work by

S.R. Services as far as can be justified by military requirements.

Copy to SAC, Montevideo.

P.S.O.

P.P.S.O. 02.7.0.

7223

and would give immediate employment.

G.V. QUINN-SMITH
Lt. Colonel
Provincial Commissioner.

Enclosure:
Report.

Copy to HQ. 53area with reference to

- (a) Question of electric power supply and
- (b) Possibility of disturbances on the L. or C.
- (c) Some increase of contractual work by

R.E. Services as far as can be justified
by military requirements.

Copy to CAO, Montevarchi.

V.S.C.

P.P.S.O. A.P.F.O.

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7223

REPORT

CAYMAN ISLANDS

In normal times about 2000 from this commune work in the mines. At present only 800 are so employed. Normally the mines in this Commune also find work for from 100 to 400 from St. John and about 100 or so from Montserrat. The mine and business and a larger quantity from the mine. Of the 1200 labourers not employed any longer by the mine; there are about 200 unemployed and about 100 have obtained other work. This has been obtained from farmers and the allied trades. There is a very great danger that most of the 700 who belong to the mine will soon be out of work.

THE MINE

There are six societies in which the society in the mine is the chief. In 1960 the production was about 10,000 tons out of a total of 20,000 tons. At present it is producing about 3,500 tons a month but owing to difficulties of transport is only able to arrange for the sale of 1000 tons a month. The other societies are employing a small number on repair work but are not in production.

CAUSES OF LACK OF PRODUCTION

7222

1. Only 70% of electricity at present obtainable. Normally consumption was 600 to 700 kw. per hr.

2. Shortage of explosives and other materials.
3. Lack of storage room. But in the near future possible.
4. Lack of means of transport.
5. Lack of money. (This last is likely to cause the discharge of the bulk of those now employed).

FINANCIAL SITUATION

The original capital subscribed was 50,000,000 lire. The current

There are also concerns of which the Southern American del Valle
 derno is the chief. In 1935 the production was about 30,000 tons out
 of a total of 50,000 tons. Representing it is producing about 3,500
 tons a month but owing to difficulties of transport in only able to
 average for the total of 10,000 tons a month. The other activities are
 employing a small number on typical work but are not in production.

CAUSES OF LACK OF PRODUCTION

7222

1. Only 70kw. of electricity at present available.
- Normally consumption was 500 to 700 kw. per hr.
2. Shortage of explosives and fuel.
3. Lack of transport trucks due to the war situation.
4. Lack of means of transport.
5. Lack of money. (This item is likely to cause the discharge
 or the bulk of those not employed).

FINANCIAL POSITION

The original capital subscribed was 50,000,000 lire. The concern
 is not profitable but purely relative in character. If the amount
 1000,000 is held in the full cash. Business costs total about 3,500,000
 lire. 30,000,000 lire already been advanced by the bank and another
 30,000,000 lire which was received for 12 days which could not be
 delivered may have to be returned.

The expenses of running the concern on the present scale are about
 3 to 4,000,000 lire per month. This does not include "contingent" for
 material for repairs, etc. which are running at between 1 to 2,000,000
 lire per month.

Between 500 to 600 lire per ton can be obtained for the lithium.
 The cash income from production, since only one third can be sold to
 therefore between 100 to 200,000 lire per month. The bank is making
 3% on money already advanced and the management feel that they will
 shortly be compelled to close the concern unless something can be done.
 Of those employed at present only 500 are actually "mining".

CONCLUSIONS

1. Normal production is about 3000 tons per day and transportation is mainly by rail. It is quite obvious that it will only be after rail facilities have been restored that there can be an resumption of such large scale production.
2. Repair of the track will I am informed take at least 12 months; (Arezzo-Florence line). Although there are certain materials lacking, a good deal of the essential repair work, could I was informed be undertaken immediately. Further there is available labour admirably suited for this work to wit those normally employed in the mines. It does seem to me of primary importance that work on the line should immediately be undertaken both in order to relieve the unemployment problem and to bring nearer the day when the mines will again be able to function.
3. There are 13 broken bridges in the commune of Cerviglini which will want repairing sometime and will take between 300 and 400 men about 3 months. The total cost will be about 4,000,000 including materials most of which are available. This work should be begun immediately and is especially needed to relieve the situation pending the introduction of work on the railway. The work is essential and will have to be done sometime. Why not do it now when other employment is not available?
4. The Società will require about 4,000,000 lire per month until sales improve. Their attitude seemed to me very reasonable. Provided they can obtain a loan at a reasonable rate and be assured that they will receive fair treatment generally from the Bank I do not think they will be difficult.

E. GIOVANNI

7281

Out of a population of about 12,000 between 8000 and 9000 normally depend on industry for their living. About 500 who are the wage-earners for between 2000 and 2500 persons are completely unemployed. About 900 are employed by Ilva Et-el works. 700 of these being on half time. There is a Ceramic factory and also a brick and tile works. These last are very important in producing materials which will be required for repair work generally. Most of the plants have been damaged but production would be possible in most if electrical power were

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7221

S. GIOVANNI

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Ilva.

I saw the manager of Ilva. They have been forbidden to discharge men. They are a parental organisation. The men at present employed are not engaged in production. 400 men could be employed on production if electric power were available. Also 10 tons of electric transformer oil would be required. The manager informed me that by the end of December funds to pay the men would have run out but they had a present 9000 tons of blocked production excluding 500 tons which the Allies have bought but not paid for.

There is undoubtedly considerable hardship in these two industrial communities due to unemployment or only partial employment. It is difficult to form an opinion upon the experience of a single day but I should certainly anticipate serious disorder if the situation is allowed to deteriorate any further.

Finance, official lethargy or even our own red tape should not be allowed to stand in the way of immediate introduction of reasonable work schemes nor of ensuring the maintenance of existing employment

2452

unless and until such work schemes, such as the repair of the railways, absorb surplus labour. I think an initial meeting of all concerned in the near future highly desirable. Where a number of officials and different interests are involved unless very active stimulus is applied little is likely to be done to improve the situation but rather the reverse.

At least this has been my experience.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

CG/elc

File 100/65
59/

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tel : 478701

26 October 1944

Our Ref : ACC/ON/59

TO : Sig. G. Rizzotti
Building Co-operative
22, G.B. Morgagni Str.
Rome

SUBJECT : Permits for circulation.

1. Reference your application dated 7 Oct. '44.
2. As authority has been given by the Military Railway Services for the salvaging of railway material by you, this Sub-Commission has no objection to circulating permits being given.
3. Will you please apply to Regional Headquarters, Allied Control Commission, at Via Lucullo, producing as authority copy of this letter.

D.S. Adams
D.S. ADAMS
Colonel C.E.
Director Tr. Sub-Comm.

Copy to : Regional HQ, ACC.
Lazio Region - with copy of original request **7219**

100/65
Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

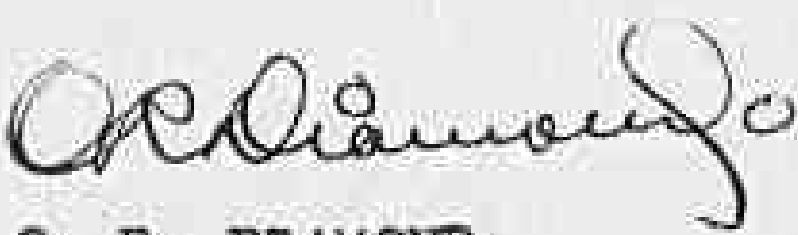
APC #400
20 October 1944

Subject: Salvaging of Rail-Cars.

To: Allied Control Commission, Transp. Sub-Com., APC 394.
Attention: Col. D. S. Adams.

1. Reference to attached.
2. Italian State Railways have been authorized to salvage rail cars in the areas mentioned.

For the Director:


O. R. DIAMOND
Lt. Col. TC
Supt. of Motive Power

7248

BWB/elc

100/65

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tel : 478707

Rome 14 October 1944

Our ref: ACC/TN/59

TO : M.R.S. ROME

SUBJECT : Permits for circulation of cars for
Railway Contractors for Salvage of
Rail-cars.

Will you please see the attached papers and
advise me if you have given any authority for the
Salvaging of rail-cars in the areas mentioned.

acting Capt
D.S. ADAMS
Colonel C.E.
Director Tn. S/Comm

Copy to
Lt. Bowie

7217

Upon request of Building Cooperative P. Martini we declare that above co-operative must carry-on the demolition of wrecked cars which are still on the railway-yards of Orte, Civita Castellana and Orvieto.

The chief of the rolling stock dpt.

seen : the chief of the Compartment of Rome

Rome - Oct. 9th 1944

7216

GR/elc

TRANSLATION

Building Co-operative

P. Martini

Rome - 22 G.B. Morgagni str.

Rome - Oct. 7th 1944

To Allied Hq.

I.S.R. Control Section

Following the new orders which entrusted to our firm again salvaging-works of railway material, we request that the circulating permits for following cars be granted, since said cars are necessary to carry both material and workers employed over the section Civitacastellana-Orvieto.

Lancia Lambda; licence plate	Roma 24669
Fiat 501	"
Fiat 514	"
Fiat 508	"

Trusting in a favourable reply we remain

Yours faithfully

sgd. G. Rizzotti

president of the Co-operative

2458

GR/elc

TRANSLATION

Rome-Oct. 7th 1944

Building Co-operative

G. Martini

To Allied Hq.
I.S.R. Control Section.

We request that the circulating permit be granted to our car Fiat 509-licence plate Roma 67385, employed by our Director of Works to supervise the works committed to us by traction Dept. ISR, and to four small trucks wherof 3 are employed to carry workmen along the line, and the fourth to supply materials.

We request also that a sufficient quantity of fuel be allotted us per following prospect:

Average monthly consumption.

	Fuel	Oil
Fiat 509 : Rome-Orvieto; triweekly - 150 Km. :	250 Kg.	9 Kg.
Fiat 508 : Rome-Orvieto; byweekly -	170 "	6 "
Fiat 501 : Civitacastellana city to Civitacastellana station and Gallese; daily 15 Km.	100 "	4 "
Fiat 514 : Orte to Orte station and Bassano 7 Km.	50 "	2 "
Lancia : Orvieto-Attigliano; daily 20 Km.	140 "	5 "

Total 710 Kg. 22 Kg.

Total monthly requirements:

Fuel 710 Kilos; Oil 20 Kilos.

Trusting in a favourable reply we remain

We request that the circulating permit be granted to our car Fiat 509-licence plate Roma 67389, employed by our Director of Works to supervise the works committed to us by traction Dept. ISR, and to four small trucks wherof 3 are employed to carry workmen along the line, and the fourth to supply materials.

We request also that a sufficient quantity of fuel be allotted us per following prospect:

Average monthly consumption.

	Fuel	Oil
Fiat 509 : Rome-Orvieto; triweekly - 150 Km. :	250 Kg.	9 Kg.
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Lancia : Orvieto-Attigliano; daily 20 Km.	140 "	5 "

Total 710 Kg. 22 Kg.

Total monthly requirements:

Fuel 710 Kilos; Oil 20 Kilos.

Trusting in a favourable reply we remain

Yours faithfully
sgd. G. Rizzotti
President of the Co-operative

2460

Declassified E.O. 12356 Section 3.3/NND No. 785021

ACP/elc

File
100/65

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tel : 478701

21 October 1944

Our Ref : ACC/TN/100/65

TO : Mining Division
HQ. ACC.

SUBJECT : Arezzo-Florence Line - Lignite Mines - Line 65.

1. Reference is to your letter Mines 924.3 dated 16 October '44.

2. This line is not scheduled for military repair. The matter is, however, receiving the urgent attention of Transportation Sub-Commission Engineer for Northern Territory and an early statement will be sent you on the matter.

ad
D.S. ADAMS
Colonel C.E.
Director Tn. Sub-Comm.

Copy to:
Economic Section.

Maya Fined

7244

DSK/Cc.

100/65/3

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

Tel: 559

Ref: Mines-924.3

16 October '44.

SUBJECT: Reparation Arezzo, Florence Railway.

TO : Transportation Sub-Commission, Headquarters, ACC.

1. On 14 September 1944, a letter on the above subject was sent to your office. This letter was submitted by Lt. Col. Branner then Deputy Chief of the Mining Division.

2. As Lt. Col. Branner stated in his letter the Italian lignite industry is very important, and it is imperative that we have advance information relative to the rehabilitation of this railroad. This information will enable us to prepare plans for disposing of existing lignite stocks and resuming mining operations.

3. It is therefore again requested that this office be immediately informed as to your plans for opening this railroad.

7213


W. S. VAUGHAN,
Director,
Industry Sub-Commission.

c/c - Economic Section (1)
Float (1)
Files, Mining Div. (1)

2462

File 57/18/1

ALLIED CONTROL COMMISSION
TRANSPORTATION SUB COMMISSIONE (RAILS)
MINISTRY OF COMMUNICATIONS
R O M E

22 September 1944

TO: THE DIRECTOR GENERAL
ITALIAN STATE RAILWAYS

SUBJECT: REPAIRING LINE FLORENCE - AREZZO.

1. A request has been received for the reopening of the railway between Arezzo and Florence so that the lignite from the mine at San Giovanni Valdarno can be made available.
2. Will you please submit a report on the condition of this railway including list of material and estimated time and cost of repairs.
3. The list of material should show which material can be obtained from local resources and which will have to be supplied by the military.
4. It is suggested that this lignite when made up into briquettes might be suitable for use in railway locomotives. Will you please say.
5. As soon as the information asked in paragraph 3 has been received a joint inspection of the railway will be made.

7212

Declassified E.O. 12356 Section 3.3/NND No. 785021

L.E. VINING LT.COL.
A.C.C. TRANSPORTATION SUBCOMMISSION

2463

1. A request has been received for the reopening of the railway between Arezzo and Florence so that the lignite from the mine at San Giovanni Valdarno can be made available.
2. Will you please submit a report on the condition of this railway including list of material and estimated time and cost of repairs.
3. The list of material should show which material can be obtained from local resources and which will have to be supplied by the military.
4. It is suggested that this lignite when made up into briquettes might be suitable for use in railway locomotives. Will you please say.
5. As soon as the information asked in paragraph 3 has been received a joint inspection of the railway will be made.

7212

L.E. VINING LT. COL.
A.C.C. TRANSPORTATION SUBCOMMISSION
RAILWAYS

Copy to Major Baister

ALLIED CONTROL COMMISSION
TRANSPORTATION SUB-COMMISSION (RAILS)
MINISTRY OF COMMUNICATIONS
ROME.

22 September 1944

TO: MAJOR S.L. BAISTER
A.C.C. TRANSPORTATION SUBCOMMISSION

SUBJECT: Railway Florence & Arezzo.

I. Ref. Para. 3 of attached copy of letter addressed to the
Director General, Italian State Railways.
Will you please investigate and report.

LL

L.B. VINING LT.COL.
A.C.C. TRANSPORTATION SUBCOMMISSION
RAILWAYS

7211

EWD/lr

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 Montevarchi:

21 Bridges, 4 Viaducts and 7 Tunnels demolished.

Between Montevarchi and Figline:

10 Bridges damaged and track heavily bombed.

3. Please investigate and report.

794

a. C. King Capt
fr. D.S. ADAMS
Colonel, C.E.
Director, Tptn. S.C.

2466

Declassified E.O. 12356 Section 3.3/NND No. 785021

TTS/jac

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

Tel: 555

Ref: Minen-934.3

14 September 1944

SUBJECT: Reparation Aresso, Florence Railway.

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

1. There are 200,000 tons of lignite stockpiled near the Giarone of San Giovanni Valdarno which extends to the Florence - Aresso 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 25,000 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 - Aresso 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:

7299

BY:

GEORGE C. BEASLEY,
Lt. Colonel, U.S.A.,
Deputy Chief,
Mining Division.

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

2467