

ACC AC220 10000/148/1868

EMPOLI-SI
JUL. 1944-JA

000/148/1868

EMPOLI-SINALUNGA
JUL. 1944-JAN. 1945

State of repair of Empoli-Chiusi line (line 220)

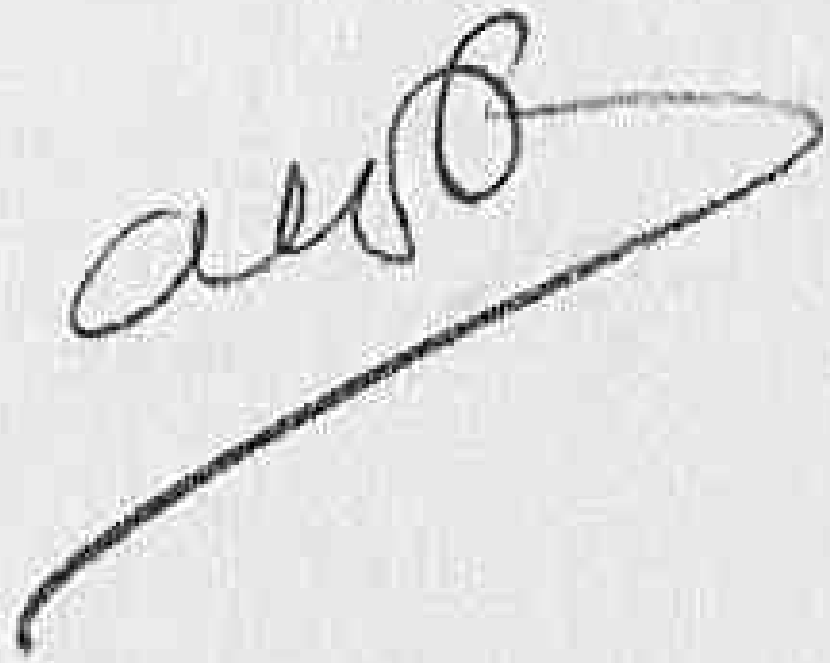
On the sixth of March the section Empoli-Castel Fiorentino was re-opened to traffic; it measures some 17 km.

Only five small bridges btw. 1 and 5 mt span had been damaged and repair as well as clearing of the track were carried out by IER staff.

Since then the line has been in operation for Allied Forces.

30 March 1945

mr/



7455

0271

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

GB/gb

100/220 E

Civil Censorship Group Italy

Confidential

Censor Office

Place : Siena
Ref : 2767From : Committee for the National Liberation
Siena and Foggibonsi (Siena)To : Committee for the National Liberation
Trader's Association - Siena-Date of the letter : 13.9.45
Ordinary Mail
Language : ItalianREMARKINDICATION POLITICAL PARTIES COMPLAIN OF DELAY IN REPAIRING
CHIUSI - EMPOLI RAILWAY.

"From informations we had it seems that this General Direction of State Railways, has no intention to authorize the works for the reoperation of the Chiusi - Empoli - Florence railway. Then it is also rumoured that the works will be initiated only in the year 1947. We hope that the above mentioned news are not true. But you understand that the problem of railways is of great importance for our Province. Therefore we are worried and we think convenient to call your attention. The economic, commercial and industrial rehabilitation depends nearly all on railways and road haulage is only a complementary mean.

censor 8276 8271

Revision 8257

Date of examination
16.3.45

*Authorization for this work will
be requested a moment by R. S. S. S. S. S.
on Committee*



0272

78A

CIVIL CENSORSHIP GROUP - ITALY

RISERVATA
UFFICIO DI CENSURA
LUOGO S. Maria
N. di Prot. 2767

COMITATO DI LIBERAZIONE NAZIONALE
DEST. AL COMITATO DI LIBERAZIONE NAZIONALE
ASSOCIAZIONE DEGLI INDUSTRIALI
SIENA

SIENA E ROCCAFORTE (Sienna)

Indicare il luogo del timbro postale quando manca l'indirizzo.
DATA DI CONSEGNAZIONE O DEL
TIMBRE POSTALE SE LA LETTERA
E' SENZA DATA

INDICAZIONE DEL
NUMERO DELLA
MAGAZZINATA

PERVENUTA
CENSURATA

LINGUA

ALLEGATO

13.9.45

Ordinary

Italian

ASSOCIAZIONE INDUSTRIALI

SEGNALAZIONI LOCALI

SEGNALAZIONI DEL C.C.S.

TRAVVEDIMENTO ALLEGATO

INTELLIGIBILITA' ALLEGGATA

PERIODI

ANC (PC)

CCC

785.

AC (Devd Areas
Sub-Comm.)

INTELLIGIBILITA' ALLEGGATA

INTELLIGIBILITA' ALLEGGATA

INTELLIGIBILITA' ALLEGGATA

CENSURA ITALIANA
CENSURA ALLEGATA

I

OSSERVAZIONI

INDICATION POLITICAL PARTIES COMPLAIN OF DELAY IN REPAIRING CHIUSI-EMPOLI-RAILWAY.

PROTESTE DEI PARTITI POLITICI PER LA MANCATA RIATTIVAZIONE DELLA FERROVIA CHIUSI-EMPOLI.

EXCERPT:

"Da notizia che ci sono pervenute sembra che odesta Direzione Generale delle FF.SS. non abbia intenzione di autorizzare i lavori di ripristino della Ferrovia Chiusi-Empoli-Firenze. Da voci che corrono apprendiamo anzi, che sarebbe stabilito l'inizio dei lavori stessi con l'anno 1947. Vogliamo sperare che le notizie su riferite non corrispondano a verita'. Ma voi comita che le questioni

ACP/10

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

Tel: 843238

Our Reference: AC/10/220/Tn 4

18 January 1945

TO : Transportation Sub-Commission
(Attention Major Richardson)

SUBJECT : Chiusi-Sinalunga-Siena-Empoli-Florence Line

It is desired to know if there is any decision in respect of the repair of this line, either from Chiusi to Sinalunga or from Chiusi through Siena to Empoli as a separate link to Florence pending completion of Florence-Arezzo station.

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

Copy to: Tn Sub-Commission, Mov. HQ. AC.

7422

0 2 7 3

TRANSLATION

Ministry of Communications
General Direction ISR

Rome Dec. 6th 44.
Ref. L.5/13/27198

Works & constructions dept.

Subject: Rehabilitation of the Section Chiusi-Sinalunga

To : AC Tn. Sub-Commission
attn. Col. LINDBERG - Rail Section.

1. Reference is made to your letter AC/100/220 Tn of nov. 22nd 44.
2. With our letter n. 15/13/21687 dated oct. 20th ult. we have forwarded a plan for the rehabilitation of the section Chiusi-Sinalunga, and with letter ACC/Tn/R/I dated oct. 25th that Sub Commission has given authority to convoke the contractors while in the same time notice has been taken of the materials required and of the estimate expenditure.
3. The works have been consequently adjudicated to the Undertaking Eng. Catola Giuseppe, who granted a rebate of 4.01% on the auction prices.
4. With the letter whereof point 1) that Sub-Commission informs that the rehabilitation of the line CHIUSI-EMPOLI must, for the time being, be adjourned.
5. Please therefore state whether the rehabilitation of the whole line, thus including the first section CHIUSI-SINALUNGA, must be adjourned or if the authorization whereof a/m letter ACC/Tn/R/I of oct. 25th is still valid for the section C HIUSI-SINALUNGA.
6. As already pointed out in the report attached to our letter of oct. 20th, the rehabilitation of the section CHIUSI-SINALUNGA is very urgent as it would enable us to reach Sinalunga where there is a large out put of bricks manufactured in factories operated with local lignite.
7. We point out, moreover, that also in pre-war times the whole line CHIUSI-EMPOLI-FIRENZE has always had the functions of a subsidiary one to the main line CHIUSI-AREZZO-FIRENZE.
At any rate, the rehabilitation of the section CHIUSI-SINALUNGA ought not to be furtherly delayed because the bricks manufactured at Sinalunga would help to rehabilitate also the main line AREZZO-FIRENZE as these works will require a large amount of bricks and

Sub-Commission has given authority to convoke the contractors while in the same time notice has been taken of the materials required and of the estimate expenditure.

3. The works have been consequently adjudicated to the Undertaking Eng. Catola Giuseppe, who granted a rebate of 4.01% on the auction prices.

4. With the letter whereof point 1) that Sub-Commission informs that the rehabilitation of the line CHIUSI-EMPOLI must, for the time being, be adjourned.

5. Please therefore state whether the rehabilitation of the whole line, thus including the first section CHIUSI-SINALUNGA, must be adjourned or if the authorization whereof a/m letter ACC/Tn/R/I of oct. 25th is still valid for the section C HIUSI-SINALUNGA.

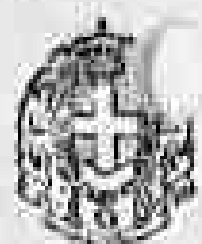
6. As already pointed out in the report attached to our letter of oct. 20th, the rehabilitation of the section CHIUSI-SINALUNGA is very urgent as it would enable us to reach Sinalunga where there is a large out put of bricks manufactured in factories operated with local lignite.

7. We point out, moreover, that also in pre-war times the whole line CHIUSI-EMPOLI-FIRENZE has always had the functions of a subsidiary one to the main line CHIUSI-AREZZO-FIRENZE.

At any rate, the rehabilitation of the section CHIUSI-SINALUNGA ought not to be furtherly delayed because the bricks manufactured at Sinalunga would help to rehabilitate also the main line AREZZO-FIRENZE as these works will require a large amount of bricks and lime, as it results from the place which has been submitted to that Sub-Commission.

8. We want to point out also that the firm C ATOLA Giuseppe, contractor for the works of the section Chiusi-Sinalunga, is co-associated with the Società Industrie Laterizie Riunite (United Brick Factories Co.) of Sinalunga and that he reckons to carry out above works in two months, in his own interest. 7/2/1

The General Director
Sgd: Di Raimondo



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma 6 Dicembre 1944 A.

n. L.5/13/27198

Al N.

del

*Translato
& attaché*

SERVIZIO LAVORI E COSTRUZ.
ni

ALLA COMMISSIONE ALLEATA

Sottocommissione Trasporti (Ferrovie)

Colonnello Lindberg
ROMA

OGGETTO

Riattivazione tratto
Chiusi-Sinalunga

ALLEGATI N.

1°) Si fa riferimento alla Vostra lettera

A.C.100/220/Tn. del 22/11/1944.

2°) Con la lettera n. 15/13/21687 del 20 ottobre c.a. vi abbiamo trasmesso il progetto di massima per la riattivazione del tratto Chiusi - Sinalunga e con lettera n. A.C.C./Tn/R/I del 25 ottobre c.a. codesta Commissione ha autorizzato la convocazione delle Imprese cui affidare l'esecuzione dei lavori ed ha preso nota delle spese e dei materiali occorrenti.

Di conseguenza si è già esperita la gara di appalto della quale è rimasta aggiudicataria l'impresa Ing. Catola Giuseppe con il ribasso d'asta del 4,01 %.

3°) Con la lettera di cui al punto 1° codesta Commissione comunica invece che si deve per ora dilazionare quanto concerne il ripristino della linea Chiusi-Empoli.

4°) Si prega pertanto voler cortesemente precisare se si deve soprassedere alla riattivazione della intera linea Chiusi-Empoli, compreso il primo tratto Chiusi-Sinalunga, oppure se per questo ultimo tratto rimane fermo il benestare di massima già concesso da codesta Commissione con la citata lettera A.C.C./Tn/R/I del 25 ottobre c.a.-

5°) Come già si è fatto presente nella relazione del progetto di massima trasmessovi il 20 ottobre, la riattivazione del tratto Chiusi-Sinalunga è di grande importanza per i lavori di interesse ferroviario poichè essa permetterebbe di raggiungere Sinalunga che è zona di rilevante produzione di mattoni e laterizi in genere, nella quale le fornaci funzionano esclusivamente con ⁷⁴³ ~~30~~ unite del luogo.

6°) Si aggiunge inoltre che l'intera linea Chiusi-Empoli-Firenze, ha sempre avuto, prima degli eventi bellici, la funzione di sussidio della Chiusi-Arezzo-Firenze.

Ad ogni modo, non dovrebbe essere dilazionato il ripristino della tratta Chiusi-Sinalunga, perchè i laterizi di Sinalunga servirebbero a rendere più sollecito il ripristino della linea Arezzo-Firenze, lavoro che, come risulta dalla proposta pre-
./.

sentata, richiede una forte quantità di leganti e laterizi.
7?) Da ultimo si avverte che la Ditta Ing. Catola Giuseppe, consocia-
ta alla Società Industrie laterizi riunite di Sinalunga, che ha
assunto l'appalto dei lavori della Sinalunga-Chiusi conta, nel
proprio interesse, di ultimare le opere nel periodo di due mesi.

IL DIRETTORE GENERALE

Ugo Laimondo

ACF/ml

100/220

HEADQUARTERS ALLIED COMMISSION
AFO 394
Transportation Sub-Commission

Tel: 478701
Our Ref: AC/100/220/Tn

22 November 1944

TO : Ministry of Communications
for General Di Raimondo
I.S.R. (Labour Department)

SUBJECT: REHABILITATION-Italian Railways
CKiusd - Empoli Line

1. Reference is to your letter IS/15/24592 undated.
2. Owing to desirability of giving further consideration to rail reconstruction priorities, it is requested that this matter be temporarily deferred.

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

0280

TO : Ministry of Communications
for General Di Raimondo
I.S.R. (Labour Department)

SUBJECT: REHABILITATION-Italian Railways
Chiusi - Empoli Line

1. Reference is to your letter LS/15/24592 undated.
2. Owing to desirability of giving further consideration to rail reconstruction priorities, it is requested that this matter be temporarily deferred.

D. S. Adams
D.S. ADAMS
Colonel, C.E.
Director, Tn.Sub.Comm.

6374

TRANSLATION/aa
100/220Ministry of Communications

State Railway

General Direction

Labour Department

Ref : L.2/13/24592

TO : Allied Control Commission
Transportation Sub-Commission (Rail Sect)
Rome

SUBJECT : Chiassi-Empoli railway line - Reoperation
of the branch-line Chiassi-Sinalunga.

1. Reference to your letter ACC/Tn/B/I of 25th October 1944-
2. We thank you for the authorization concerning the re-operation of the branch line Chiassi-Sinalunga and we assure you that we will take care of the contracts.
3. For what concern the rail-road tracks, even if they are not heavily damaged, we will re-operate them with material taken in the work area.

The General Director
(sgd DI Raimondo)

7458



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO

DIREZIONE GENERALE

(1) Servizio Lavori

OGGETTO

Linea: Chiusi-Empoli
Riattivazione del tratto
Chiusi-Sinalunga.
Allegati N.

Roma 10 NOV 1944

N. L.5/13/24592

al N.

del

ALLA COMMISSIONE ALLEATA DI CONTROLLO
Sottocommissione Trasporti (Ferrovie)

R O M A

1°) Si fa riferimento alla vostra lettera ACC./Tn/R/I
del 25 Ottobre 1944.

2°) Si ringrazia per l'autorizzazione preventiva concessa alla riattivazione del tratto Chiusi-Sinalunga e si assicura che si provvederà subito alle gare d'appalto dei lavori.

3°) Circa i binari, si conferma che, pur avendo essi subito danni di media entità, si potrà provvedere al loro ripristino con i materiali disponibili nella zona di lavoro.

IL DIRETTORE GENERALE

Luigi M. ...

OGGETTO

Linea: Chiusi-Empoli
Riattivazione del tratto
Chiusi-Sinalunga.
Allegati N.

1°) Si fa riferimento alla vostra lettera ACC./Tn/R/I
del 25 Ottobre 1944.

2°) Si ringrazia per l'autorizzazione preventiva concessa alla riattivazione del tratto Chiusi-Sinalunga e si assicura che si provvederà subito alle gare d'appalto dei lavabri.

3°) Circa i binari, si conferma che, pur avendo essi subito danni di media entità, si potrà provvedere al loro ripristino con i materiali disponibili nella zona di lavoro.

L'IL DIRETTORE GENERALE

Luigi Raimondo

7457

(1) Servizio.

Rm

ACP/h1

W. Mark
HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel: 478701
Our Ref: AC.Tn/100/220

8 November 1944

TO : Major A. Street ✓
c/o Ministry of Communications Bldg.

SUBJECT: Repair Chiusi - Empoli Line No.220.

It is not proposed to agree to repair of this line at the present time.

Please submit application for the opening received from I.S.R. to enable reply to be sent under Colonel Adams' signature.

*Capt. Price.
papers returned here.
Would you please tell me
G.D. 10/24/44*

D.S. Adams
D.S. ADAMS
Colonel, C.E.
Director, Tn.Sub.Comm.

7456

0285

DSA/

HEADQUARTERS
ALLIED COMMISSION
APO 394.

Transportation Sub-Commission.

Reference : ACC Tn/100/220
Date : 2 Nov. 44.

Dear Vinine,

Repair of the Chiusi Empoli Line.

Reference is to your letter ACC Tn/R/1 of Oct 25 44.

Just before I left for England recently, I wrote to Ceratona and asked him to prepare an all-in plan of rehabilitation of the Italian Railways, indicating order of priorities, and I know that so far as the State Railways is concerned, General di Raimondo is very well ahead.

So far as the Chiusi Sinalunga section of the Chiusi -

Empoli line is concerned, I think we ought to wait for the full picture, because in the face of it, your remarks in last month's report about the Italians letting their enthusiasm disturb their sense of priorities seems to apply.

The line appears to be a single track, and as such would be part of a short term policy, but I find it difficult to see any reason for including the repair of this line in a short term policy. It runs parallel to the line already in operation between Chiusi and Arezzo, and on which we are successful in obtaining good back loads from the Army rail heads. But I doubt if we could persuade the military authorities to shunt freight cars up alongside line to bring tiles away. Even on the short spur to Bestia, I understand we are having difficulty in getting freight cars placed for wheat, and I feel we should face up to railing such traffic on the existing line. In cases of this kind it is desirable to obtain the opinion of Industry Sub-Commission and of the Regional Commissioner in support of any particular economic demand.

The question of the line being useful as a link to Florence is of course important, but I feel that for a short term policy we

So far as the Chiusi Sinalunga section of the Chiusi - Empoli line is concerned, I think we ought to wait for the full picture, because on the face of it, your remarks in last month's report about the Italians letting their enthusiasm disturb their sense of priorities seems to apply.

The line appears to be a single track, and as such would be part of a short term policy, but I find it difficult to see any reason for including the repair of this line in a short term policy. It runs parallel to the line already in operation between Chiusi and Arezzo, and on which we are successful in obtaining good back loads from the Army rail heads. But I doubt if we could persuade the military authorities to shunt freight cars up alongside line to bring tiles away. Even on the short spur to Pastia, I understand we are having difficulty in getting freight cars placed for wheat, and I feel we should face up to railings such traffic on the existing line. In cases of this kind it is desirable to obtain the opinion of Industry Sub-Commission and of the Regional Commissioner in support of any particular economic demand.

The question of the line being useful as a link to Florence is, of course important, but I feel that for a short term policy we ought to concentrate on getting the trunk lines from ports finished. For instance, the line across from Civitavecchia to Orte would seem to offer a priority consideration.

It is noticed that it is not intended to repair the line north of Arezzo, but that is a military decision, and an Allied Commission decision ought to be based on the previous usefulness of the track, and the possibility of getting a line back to service which offers prospects of double tracking and re-electrification as soon as possible to save coal imports.

At the moment I cannot judge nor compare the lines to Florence, because there is not submitted any estimate of damage and cost of repair of the line Arezzo - Florence, as compared with the cost of the repair of the lines Chiusi - Sinalunga and Sinalunga - Empoli.

In regard to submissions, it would be well to standardise recommendations to include:

- (a) economic needs
- (b) previous usefulness and future development prospects
- (c) opinion of Regional Commissioner
- (d) opinion of respective Sub-Commissions

and also:

- Statement from Allied Commission Engineer that
- (i) he has examined at least three contractors' bids, and the ISR's own estimate
 - (ii) that material is available for the repair, or give details of what is needed
 - (iii) that labour is available
 - (iv) that his inspection agrees with the material needs.

The engineer's report of damage should be attached, and where as in this case, the argument is advanced that the repair of this line would assist the development of a through route, details of the damage and cost of repair to the rest of the route should be given, including a comparison with repair costs of a parallel line.

D.S. ADAMS,
Col., C.E.,
Tn. Sub-Comm., A.C.

820

The engineer's report of damage should be attached, and where as in this case, the argument is advanced that the repair of this line would assist the development of a through route, details of the damage and cost of repair to the rest of the route should be given, including a comparison with repair costs of a parallel line.

D.S. ADAMS,
Col., C.E.,
Tr. Sub-Comm., A.C.

7/6/4

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub Commission
RAILWAYS

A.C.C./Tn/R/I

Oct 25 th 44

To : THE DIRECTOR
TRANSPORTATION SUBCOMMISSION
ALLIED CONTROL COMMISSION

SUBJECT: Repair of the Chiusi-Empoli.

1. A request has been received from the Director General of the Italian State Railways for rehabilitation of the Chiusi-Sinalunga section of the above railway.
2. The project has been studied and it is recommended, that authority be given for this work to be carried out.
3. The estimated cost is lire 32.000000 and the duration three months.
4. Approval is solicited for the work on the following grounds:
 - a) at Sinalunga there are large tile works, and the tiles are urgently required for damaged buildings.
 - b) It will form part of a through connexion to Florence, as it is not intended to repair route 65 further than Arezzo.
5. The Director Military Railway Service has been consulted and he states that at present the line is not on the programme for repair, although enquiries have been made from the army as to the possibility of reconstruction.

Copy to Director MRS.

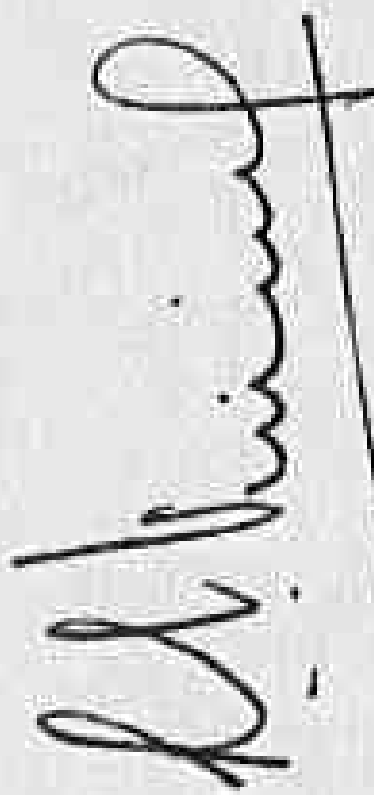
L.E. VINING, LT. COL.
TRANSPORTATION SUBCOMMISSION
RAILS



SUBJECT: Repair of the Chiusi-Empoli.

1. A request has been received from the Director General of the Italian State Railways for rehabilitation of the Chiusi-Sinalunga section of the above railway.
2. The project has been studied and it is recommended, that authority be given for this work to be carried out.
3. The estimated cost is lire 32.000000 and the duration three months.
4. Approval is solicited for the work on the following grounds:
 - a) at Sinalunga there are large tile works, and the tiles are urgently required for damaged buildings.
 - b) It will form part of a through connexion to Florence, as it is not intended to repair route 65 further than Arezzo.
5. The Director Military Railway Service has been consulted and he states that at present the line is not on the programme for repair, although enquiries have been made from the army as to the possibility of reconstruction.

Copy to Director MRS.



L.E. VINING, LT. COL.
TRANSPORTATION SUBCOMMISSION
RAILS

7443

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub Commission
RAILWAYS

Oct. 25th 1944

A.C.C. Tn/R/I

TO : The Director General
Italian State Railways

Line Chiusi - Siena.

1. Reference your L.5/13/21 687 of 20th October.
2. Although it has not been possible due to floods to carry out the inspection of the above work, authority is hereby given for the calling of tenders, whilst official approval is obtained for the carrying out of the work.
3. It is understood that the total cost of the work will be in the neighbourhood of lire 32.000.000.
4. The duration of the work will be approximately 90 days.
5. All material will be supplied by the State Railways except 900 tons cement, 15000 gals of gasoline and 300 gals of lubricating oil.
6. No mention is made in the report of any serious damage to the track and it is assumed that any such damage is of very minor importance and can be repaired with material available on the site.

Please confirm this.

L. E. Vinig 7/4/44

L. E. VINIG, LT. COL
TRANSPORTATION SUB COMMISSION

Line Chiusi - Siena.

1. Reference your L.5/13/21 687 of 20th October.
2. Although it has not been possible due to floods to carry out the inspection of the above work, authority is hereby given for the calling of tenders, whilst official approval is obtained for the carrying out of the work.
3. It is understood that the total cost of the work will be in the neighbourhood of lire 32.000.000.
4. The duration of the work will be approximately 90 days.
5. All material will be supplied by the State Railways except 900 tons cement, 15000 gals of gasoline and 300 gals of lubricating oil.
6. No mention is made in the report of any serious damage to the track and it is assumed that any such damage is of very minor importance and can be repaired with material available on the site.

Please confirm this.

L. E. Vinig 7442

L. E. VINIG, LT. COL
TRANSPORTATION SUB COMMISSION
RAILS

0293

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

C O P Y

/elc

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.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 22nd inst at the latest.
3. It should be recorded that ING. MASSERIZI 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.C.C.
Regional Commissioner - Toscana Region
Transport Officer - Toscana Region.
Agricultural Officer - Toscana Region.
Provincial Commissioner - Siena.

TD/ra
7 x 2

7451

Alleg. N. 1

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
Servizio Lavori e Costruzioni

PROPOSTA di massima per il ripristino della linea Chiusi-Empoli nel tratto compreso fra le stazioni di Chiusi e di Sinalunga.

Premessa

Il tratto Chiusi-Sinalunga, della lunghezza di Km. 32,325, collega la linea in servizio Roma-Arezzo ad un'importante zona di produzione di materiali laterizi (mattoni, tavelle, forati in genere) che ha i suoi centri principali nelle fornaci di Torrita e di Sinalunga e che fa scalo soprattutto nella stazione di Sinalunga.

Si ravvisa pertanto l'opportunità di addivendere al più presto possibile, alla riattivazione del tratto stesso il quale, oltre che per l'approvvigionamento dei laterizi, ha notevole importanza perchè appartenente ad una linea che permette di giungere da Chiusi a Firenze, attraverso Empoli, in sussidio o in sostituzione della linea Chiusi-Arezzo-Firenze.

Si aggiunge inoltre che esso attraversa zone agricole di rilevante produttività.

Danni

I danni inferti dalla guerra al tratto Chiusi-Sinalunga sono dovuti quasi interamente ai guastatori dell'esercito tedesco in ritirata ed interessano tutte le opere d'arte che però sono di limitata importanza trattandosi di manufatti della luce massima di m. 15: non vi sono gal-lerie.

i suoi centri principali nelle fornaci di Torrita e di Sinalunga e che fa scalo soprattutto nella stazione di Sinalunga.

Si ravvisa pertanto l'opportunità di addivenire al più presto possibile, alla riattivazione del tratto stesso il quale, oltre che per l'approvvigionamento dei laterizi, ha notevole importanza perchè appartenente ad una linea che permette di giungere da Chiusi a Firenze, attraverso Empoli, in sussidio o in sostituzione della linea Chiusi-Arezzo-Firenze.

Si aggiunga inoltre che esso attraversa zone agricole di rilevante produttività.

Danni

I danni inferti dalla guerra al tratto Chiusi-Sinalunga sono dovuti quasi interamente ai guastatori dell'esercito tedesco in ritirata ed interessano tutte le opere d'arte che però sono di limitata importanza trattandosi di manufatti della luce massima di m.15: non vi sono gallerie.

In totale, sono stati distrutte 30 opere d'arte di luce variabile fra m.3 e m.15 e precisamente 14 ponti a travata metallica, 8 ponti in muratura ed 8 ponti a fasci di rotaie.

L'armamento e gli impianti d'acqua ed i fabbricati hanno subito distruzioni di media entità.

Modalità di ripristino delle opere d'arte

Per le opere d'arte a travata metallica si prevedono la ricostruzione delle spalle ed il ricupero delle travate che ora giacciono, riparabili con qualche lavoro, presso la sede ferroviaria, esclusi pochi casi

./.

F.I.

in cui, essendo le travate non riutilizzabili, si dovrà ricorrere a fasci di rotaie poichè l'insufficiente altezza libera fra il piano del ferro e il corso d'acqua attraversato non permette la costruzione di volti di muratura; per i ponti in muratura è necessaria, generalmente, la totale ricostruzione e lo stesso vale per i ponti a fasci di rotaie per i quali però saranno quasi sempre riutilizzabili i fasci di rotaie preesistenti.

Le modalità di ricostruzione risultano chiaramente dai disegni allegati.

Materiali occorrenti e fonti di approvvigionamento

I materiali occorrenti sono:

- cemento	q.li 9.000-
- benzina	litri 60.000-
- lubrificanti	litri 1.200-
- mattoni	migliaia 306-
- sabbia	mc. 2.100-
- pietra da taglio	mc. 90-
- pietrame	mc. 6.500-

Il cemento, la benzina ed i lubrificanti dovrebbero essere forniti dalle autorità Alleate.

Per i mattoni si prevede di ricorrere alle fornaci di Sinalunga; per il pietrame alla cava Pratini esistente nei pressi di Sinalunga; per la pietra da taglio alle cave di travertino esistenti a Rapolano che dista circa 18 Km. da Sinalunga e per la sabbia ai corsi d'acqua della zona.

Spesa occorrente

la spesa totale occorrente per

I materiali occorrenti sono:

- cemento qli 9.000-
- benzina litri 60.000-
- lubrificanti litri 1.200-
- mattoni migliaia 306-
- sabbia mc.2.100-
- pietra da taglio mc. 90-
- pietrame mc.6.500-

Il cemento, la benzina ed i lubrificanti dovrebbero essere forniti dalle Autorità Alleate.

Per i mattoni si prevede di ricorrere alle fornaci di Sinalunga; per il pietrame alla cava Fratini esistente nei pressi di Sinalunga; per la pietra da taglio alle cave di travertino esistenti a Rapolano che dista circa 16 Km. da Sinalunga e per la sabbia ai corsi d'acqua della zona.

Spesa occorrente

Come risulta dalla perizia allegata, la spesa totale occorrente per la esecuzione dei lavori di ripristino di cui trattasi è prevista in L.32.000.000 delle quali L.19.500.000 riguardano le opere murarie, L.3.660.000 le opere metalliche, L.5.840.000 la fornitura del cemento della benzina e dei lubrificanti e L.3.000.000 la riparazione di fabbricati e la sistemazione dell'armamento, degli impianti telegrafonici, dei segnali e degli impianti di illuminazione.

./.

Tempo occorrente per l'esecuzione dei lavori

Si presume che la durata dei lavori, qualora non intervengano speciali cause di perditempo per condizioni atmosferiche avverse o per difficoltà di approvvigionamento dei materiali, possa essere prevista in mesi tre.

Ditte da invitare per l'esecuzione dei lavori

Si prevede di invitare alle gare per l'affidamento dei lavori le seguenti Ditte che svolgono la loro attività principalmente nella zona interessata dai lavori stessi;

1)	Biagi Alfredo	-	con sede a Siena
2)	Falorsi Demetrio	-	" " "
3)	Buccianti Renato	-	" " "
4)	Fioravanti Pierluigi	-	" " "
5)	Pini Guido	-	" " "
6)	Falorsi Livio	-	" " "
7)	Baldassarini Ruggero	-	" " "
8)	Guazzini - Meocci - Del Zonzo	-	" " a Sinalunga
9)	Grazzi ing. Enrico	-	" " a Bettolle
10)	Tatola ing. Giuseppe	-	" " a Roma.

Roma, li 20/10/1944

IL CAPO DEL SERVIZIO
Lavori e Costruzioni

De Regio

7109

59/6

ALLIED CONTROL COMMISSION
TRANSPORTATION SUB COMMISSION (RAILS)
Ministry of Communications

File

25th September 1944

TO : DIRECTOR GENERAL
MILITARY RAILWAYS SERVICE

SUBJECT : Line Chiusi - Siena.

1. A request has been received from the Director General of the Italian State Railways for the rehabilitation of the railway from Chiusi to Siena.
2. Will you please advise me if this line is included in the programme of repairs to be carried out by your organisation or if it will be in order for the State Railways to carry out the work providing materials are available.

7428

Copies

LT.COL. L.E. VINING
ACC.Tptn.S.C.
Railways

ALLIED FORCE
MILITARY RAILWAY SERVICE
Office of Director - Italy

A.P.C. 400
25 September 1944

Subject : Rehabilitation of Line 220, Chiusi - Siena.

To : Lt.Col. L.LEL Vining, A.C.C. Transportation
Subcommission, Railways - Building.

1. Reference yours 25 September concerning request you have received from the Italian State Railways for rehabilitation of the railroad from Chiusi to Siena.

2. This line is not at present on the program for rehabilitation by the Military Railways Service, although we have had some inquiries from the army as to the possibility of reconstruction.

R.J. CRANE
Lt.Col., T.O.
Chief Maintenance Engineer

7437

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

A.P.O. 400
25 September 1944

Subject: Rehabilitation of Line 220, Chiusi - Siena.

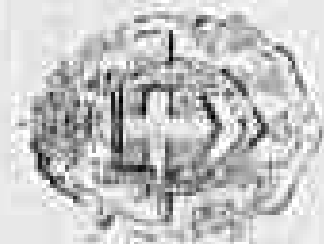
To: Lt. Col. L.E. Vining, A.C.C. Transportation Subcommittee,
Railways. - Building

1. Reference yours 25 September concerning request you have received from the Italian State Railways for rehabilitation of the railroad from Chiusi to Siena.

2. This line is not at present on the program for rehabilitation by the Military Railway Service, although we have had some inquiries from the army as to the possibility of reconstruction.


R. J. CRANE
Lt. Col., T.C.
Chief Maintenance Engineer

7436



MINISTERO DELL'INDUSTRIA
FERROVIE DELLO STATO
UFFICIO GENERALE

Roma 21 - 4 - 1944

N.L. 5/15/18928

TO MAJOR STREET
ALLIED CONTROL COMMISSION A.C.C.
Subcommission Transportation

SUBJECT

Railroad Chiusi-Siena-
Empoli

1° - In regard to the verbal agreement, I inclose a schedule with the list of the works on the above said railroad line that are to be repaired or reconstructed to reestablish the service. The most part of the data have drawn from reports and inspections made by Officers of 1st Allied Military Engineer Group on the railroad from Chiusi to Castelfiorentino.

2° - As shown in the schedule, the bridges to be repaired are 47, of which:
N. 35 (bridges N. 1 - 2 - 3, 4, 5, 6, 7, 8, 9) 10-10^a. 11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-30-32-35-37-45-46-48) are easy reparable with using existing iron girders, or bundles of rail, or extending the railway embankment at both ends of the bridge, in order to lessen its span.

N. 12 bridges or compounded arch viaducts or viaducts with a span above 15 meters (bridges 28 - 29 - 30 - 31 - 32 - 33 - 34 - 35 - 36 - 37 - 38) are to be reconstructed almost wholly. A more accurate inspection might show if it is expedient in any cases to fulfill some spans with

Empoli

1° - In regard to the verbal agreement, I inclose a schedule with the list of the Works on the above said railroad line that are to be repaired or reconstructed to reestablish the service. The most part of the data have drawn from reports and inspections made by Officers of 1st Allied Military Engineer Group on the railroad from Chiusi to Castelfiorentino.

2° - As shown in the schedule, the bridges to be repaired are 47, of

which:

N. 35 (bridges N. 1 - 2 - 3, 4, 5, 6, 7, 8, 9) 10-10^a, 11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-30-32-35-37-45-46-49) are easy repairable with using existing iron girders, or bundles of rail, or extending the railway embankment at both ends of the bridge, in order to lessen its span.

N. 12 bridges or compounded arch viaducts or viaducts with a span above 15 meters (bridges 28 - 29 ⁴³⁻⁴⁴⁻⁴⁷⁻⁴⁸ - 31-32-36-41-42) are to be reconstructed almost wholly. A more accurate inspection might show if it is expedient in any cases to fulfill some spans with embankments.

3° - In addition there are 7 galleries to be repaired, for 4 of which the work is pretty easy.

4° - The track, with exception for some trunks at intervals, is in tolerably condition. All switches have been damaged, but not heavily.

J.M.

./.

The relative works of reparation is not of considerable entity.

5° - There are yet not enough elements for estimating exactly. I cannot do exact provisions about the charge and times needed by restoring works, that having necessary helps of the Military Railway Service, think, however, the road may be repaired (at least provisionally) in a 60 days of working.

6° - As the works are not of large entity and the railroad line is momentous for both military and civil aims, we hope the approval will be granted without delay to the repair of it.

DIRECTOR GENERAL

Elv Di Raimondo



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Lavori e C.

Roma 21 - 9

1941 - A.

N L/5/15/18928

Al N.

del

OGGETTO

Linea Chiusi-Siena
Empoli

SIGNOR MAGGIORE STREET

COMMISSIONE ALLEATA DI CONTROLLO (A.C.C.)

Sottocommissione Trasporti

R O M A

ALLEGATI N. 1

1)- Con riferimento alle intese verbali, allego un prospetto nel quale sono state elencate le opere d'arte della linea in oggetto da riparare o ricostruire per il ripristino della linea stessa.

I dati nella maggior parte sono stati ricavati da relazioni di ricognizioni, eseguite da Ufficiali del I° Raggruppamento Costruzioni e Mantenimento Ferrovie del Genio Militare Alleato, sulla linea fra le stazioni di Chiusi e Castelfiorentino.

2)- Come risulta dal prospetto stesso, sono da riparare in totale N°47 ponti, dei quali:

N°35- (ponti 1-2-3-4-5-6-7-8-9-10-10 A-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-30-32-35-37-45-46-49) riparabili facilmente con ~~ri~~impiego delle esistenti travate metalliche, o con impiego di fasci di rotaie, ovvero prolungando il rilevato ferroviario in corrispondenza al ponte per ridurre la luce.

7424

N°12- ponti o viadotti ad archi multipli o con luci superiori ai m.15 - (ponti 28-29-31-33-34-36-41-42-43-44-47-48) devono ricostruirsi quasi integralmente; a seguito di un più accurato esame si potrà stabilire se convenga in qualche caso riempire con rilevato alcune luci.

- 3) Sono inoltre da riparare N°7 gallerie, per 4 delle quali il lavoro si presenta relativamente facile.
- 4) Il binario, eccettuate alcune tratte saltuariamente, si trova in discrete condizioni; tutti i deviatori sono stati danneggiati, ma non gravemente. I relativi lavori di riparazione non sono di notevole entità.
- 5) Mancando ancora migliori elementi di valutazione, non si possono fare attendibili previsioni circa la spesa ed il tempo occorrente per i lavori di ripristino.

Si ritiene tuttavia che, ricevendo i necessari aiuti dal Military Railway Service, la linea potrà essere riattivata, almeno provvisoriamente, in circa 60 giorni dall'inizio dei lavori.

- 6) Data l'entità relativamente modesta dei lavori da eseguire e l'importanza della linea ai fini militari e civili, si confida che verrà concesso sollecitamente il nulla osta per il ripristino della linea stessa.

IL DIRETTORE GENERALE

Uol i Raimondo

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

ACP/re

Tel.: 478701

Our reference : ACC Tn/59/ 4
Date : 23 Aug. 1944

TO : Public Works S/C, HQ. ACC.
Public Safety S/C, HQ. ACC.

1. Please see attached copy of a letter to S.C.A.O.
A.M.G. 8th Army concerning Siena, and note paragraph 6.

2. It is not likely that this Sub-Commission will be
enveloped in the question of repair to the Section of the State
Railway at the moment, and you may desire to take action to
safeguard the Siena water supply by arranging for removal of
the mines in the vicinity of the Vicobello Bridge.

D.S. ADAMS
Colonel, C.E.
Tn. Sub-Comm.

7433

0308

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

ACP/mb

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference: AGC Tn/59/3
Date : 15 Aug.44

TO : D.G.M.R.S.
Ministry of Communications Bldg. Rome

SUBJECT: Railways.

1. Two copies of communications received from AMG 8th Army are attached, together with copy of reply thereto.
2. Particulars of your subsequent action would be appreciated.

sa. L. E. Vining
D.S. ADAMS
Colonel, C.E.
Tn. Sub. Commission

7422

ACW/lr

HEADQUARTERS
ALLIED CONTROL COMMISSION
R.O. 4 N.G. SECTION
APO 394

Our reference: ACC En/59
Date : 15 August 44

TO : BTAC, AMG 8 Army.

SUBJECT : Railways, Mem.

1. Reference is to your letter OA of 7 Aug. 44.
2. Procedure should be in all cases for the local State Railway Personnel to link up with their parent body, the Ministry of State for Railways and Highways, a sub-section of the Ministry of Communications. The question of finance for personnel should also be raised through those channels.
3. The Italian State Railways in the forward areas are worked through the organization of the Director General of Military Railways Services. He undertakes repairs in priority of demand, and reserves the right to cannibalize such other lines as are essential to the full development of military requirements.
4. Subsequently, the Minister of State for Railways approaches the Transportation Sub-Commission in respect of the rebuilding of lines not needed by the Military Railway Services, a careful survey is made, and if the reconstruction is possible and desirable and Military Railway Services are able to assist with essential material, plans are made for the re-building. In such work the Regional Engineer ACC is fully consulted. The Finance Sub-Commission is also involved in any such undertaking.

5. Railway property should be protected at all

0.310

3. The Italian State Railways in the forward areas are worked through the organization of the Director General of Military Railways Services. He undertakes repairs in priority of demand, and reserves the right to cannibalise such other lines as are essential to the full development of military requirements.

4. Subsequently, the Minister of State for Railways approaches the Transportation Sub-Commission in respect of the rebuilding of lines not needed by the Military Railway Services, a careful survey is made, and if the reconstruction is possible and desirable and Military Railway Services are able to assist with essential material, plans are made for the re-building. In such work the Regional Engineer AGC is fully consulted. The Finance Sub-Commission is also involved in any such undertaking.

5. Railway property should be protected at all times, and no pilferage of materials should be permitted (see General orders 60 ARHQ 1943 series). The restoration of the line often depends on the amount of material available locally.

6. It is presumed that suitable action will have been taken to safeguard the water supply of Siena by endeavouring to arrange for removal of the mine on the Vicebello Bridge.

7. The coal at Siena Station should be "frozen" and if not required by the D.G.M.E.S. - tonnage is not given - it can be held pending further instructions.

8. These are general principles which should be observed in all cases where the local State Railway Officials are in doubts as to the action to take.

9. Reports are welcomed by the Transportation Sub-Commission and action is taken at once to ensure the best possible is done.

10. For your information, an approach has already been made to this office by the Directorate of the Private Railway between Siena and Monte Antico. In such cases the position has been defined in Executive Commissioner's Memorandum ES/44 dated August 44 dealing with Private Railways in the forward Areas.

N.E. FISKE
Colonel
Dep. Executive Commissioner

Copy to:

D.G.M.R.S. - Rome (2)
Regional Commissioner - Region VIII
Public Works - Sub-Commission
Major A.H. Street - Tn. Sub-Commission ACC.

7490

0312

Declassified E.O. 12356 Section 3.3/NND No. 785021SUBJECT: RAILWAYS.

ECON SEC

AMG Rear Eighth Army

OA/112

7 AUG 44.

9173

HQ Allied Control Commission
Executive Commissioner's Branch.Copy to: Economic Section, HQ ACC. ✓
EC Siena Province
EC AMG Region VIII
ADTN Rear Eighth Army

I forward herewith copy of a letter received from the Chief Engineer of the Italian State Railways in SIENA.

1. This matter has been discussed with ADTN at this HQ, and the position is understood to be as follows:-

- (a) That the Army has no present interest in Rys running through the Province of SIENA, but that in principle they would welcome any action to restore such lines to operational efficiency in case they should be needed at some future date.
- (b) The Army authorities are unable at the present time to give any assistance in the matter of mine disposal or the provision of construction material. It is thought that the Ry itself will have certain stocks of the latter.

2. Will you please advise this HQ the action you wish taken in this matter.

[Signature]
Group Captain,
Officer Commanding,
AMG Eighth Army.

10 Aug
44

COPY

SIENA 21 luglio 1944

No. 29.1537

To the American Comando A.M.G.

The chief engineer of the national railways, allows himself to beg the Governor for an answer to these questions.

1. Would it be possible to receive from the bank of Italy the sum of 1.500.000 to can pay the workers of the Society who have not been paid for three months? Of course, this sum would be paid back as soon as possible.
2. Could they have the permission to begin at once the first works for the restoration of the station and to call back the personal for these works?
3. There are still bombs and mines in the square before the station. would it be possible to send there some competent people to take them away?
4. Would not the A.M.G. give the order to civils and soldiers not to say come to the implantations of the railways and take away material?
5. There is still at the station a part of the pit-coal which the Germans had begun to burn. What is to be done with it?
6. There are two unexploded bombs near the bridge of vicobello. This is dangerous because on this bridge are the water pipes which have to furnish the town of Siena with water. would it be possible to take them away as soon as possible?

The representant of the Society thanks the American Comando for the interest it will take in the thing and hopes to receive a favourable answer to his question.

The chief engineer

(signed) V??

7428

0314