

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

ACC AC220/TN.4 10000/148/1869 EMPOLI-CAS
APR. 1945

1869 EMPOLI-CASTEL FIORENTINO

APR 1945

100/220 E

ACP/ic

INTER-OFFICE MINUTE

Ref. AC/100/rn 4

TO : Movements Division
Tn Sub-Commission HQ AC

SUBJECT : Rail connection to Florence.

1. Line 219 will be officially open for traffic from 4 April 45 between Pisa and Florence.
2. Line 220 is open from Empoli to Castel Fiorentino.
3. Line 217 is open from Florence to Pistoia.
4. Line 88 (Rome-Mandela) was tested for traffic to Arsoli 1st April and is available from Monday 2 April unless otherwise advised by this Office.

O.H.LINDBERG
Lieut.Col. R.E.,
Chief, Rail Division.

Copy to: MRS
" " Capt. Dean, Tn Officer Rome
" " ISR - Bldg.

Transportation Sub-Comm. (Rails)
4 April 1945.
Tel. 843238

7463

0318

REPUBLIC OF CHINA
(RAIL DIVISION)
c/o Transportation Department
O.S.P.

Ref.: 443238

Ref.: 44/100/2208/14 4

13 April 1945

TO : Chief Transportation Officer
Kobe Area Region.

SUBJECT: Kyoji-Chinai IRR line and Private Railways.

1. Reference is your letter RVIH/35/39/30 7 April 1945.
2. The question of the repair of the line from Chinai to Kyoji has been considered very carefully from time to time in light of its economic importance to the country, but in view of other more pressing priorities, it has not yet been found possible to obtain sanction for its reconstruction. The matter is, however, being again considered at the moment, and information will be given you should it be decided that repairs can proceed.
3. In the case of all IRR lines, request for reconstruction comes either from IRR, where military priority of some kind is established, from IRR where it is felt that a priority of construction is necessary to assist in development of the economic life of the country, and from the IRR where they desire to establish a case for reconstruction of a line for any purpose.
4. In this instance the original application came from IRR, (based mainly on the output of tiles at Shinanaka) and owing to the very acute shortage of cement and other materials, and the need for ensuring that more urgent works were completed, decision in respect of this line have been deferred.
5. Finance cannot be raised locally, either for this or for local lines. When a project is approved for repair of a line, financial authority is given by the Sub-Division based on estimates tendered to and accepted by IRR.
6. The private railway mentioned in this correspondence, that between Gion and Kyoto Station was inspected many years ago.

7782

2. The question of the repair of the line from Chinal to Napoli has been considered very carefully from time to time in light of its economic importance to the country, but in view of other more pressing priorities, it has not yet been found possible to obtain sanction for its reconstruction. The matter is, however, being again considered at the moment, and information will be given you should it be decided that repairs can proceed.

3. In the case of all IRR lines, request for reconstruction comes either from ENR, where military priority of some kind is established, from IC where it is felt that a priority of construction is necessary to assist in development of the economic life of the country, and from the IIR where they desire to establish a case for reconstruction of a line for any purpose.

4. In this instance the original application came from IIR, (based mainly on the output of tiles at Sinalunga) and owing to the very acute shortage of cement and other materials, and the need for ensuring that more urgent works were completed, decision in respect of this line have been deferred.

5. Finance cannot be raised locally, either for this or for local lines. When a project is approved for repairs or IIR line, financial authority is given by this Sub-Committee based on estimates tendered to and accepted by IIR.

6. The private railway mentioned in this correspondence, that between Siena and Monte Antico was inspected many months ago, and is so much damaged that this Committee was not prepared to sponsor any repair works, bearing in mind the very low priority of the line. The Company can, however, borrow money from the Government under the terms of a Decree of October of last year, as the line is in concession from the Government. The appropriate Governmental body is the Ispettorato Generale della Pubblica Sicurezza Civile e dei Trasporti in concessione, a separate branch of the Ministry of Communications concerned with private railways in concessions. There is a Government representative in the Florence compartment, and the Company should be referred to him.

Ispettorato Compartimentale - Pubblica Sicurezza Civile e Trasporti
in concessione - FIRENZE.

7. Quite obviously, we would not object to the private company doing everything in its power to get its line in order again, and it should by this time be performing all the many preliminary work in this connection.

0320

8. On the other hand, materials in short supply and controlled materials cannot be used without permission from this Sub-Commission, and the Company should therefore ensure that the Governmental representative is fully informed as to material needed. Where help can be given in that respect, after local resources have been exhausted, we will do our best, but it should be made quite clear that we hold out little prospect of any supplies of cement or metallic bridging materials being made available at this stage.

By Command of Rear Admiral STONE

ALB

for: **MURRAY H. TAYLOR,**
Director.

Copy to:- Major Blair,
Rail En Officer, Florence
Newmonta (Halls)
Major Richardson (Planning Div.)
Major Street
Major Long

1704

1076

Copy to:- Major Blair,
Rail Train Officer, Planning
Department (Rails)
Major Richardson (Planning Div.)
Major Street
Major Long.

for: HENRY H. TAYLOR,
Director.

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION

Reference: RVIII/35/RL/R24

Date: 9 Apr. 45

Subject : Reconstruction railway Chiusi-Empoli.

To : Tn.Sub-Comm. A.C. ✓
RailSection:
Care Tn Increment C.M.F.

1. Attached is file from Chief Tn Officer Toscana Region RVIII/35/35/30 dated 7 April 45. asking that the reconstruction of the line 220 be again given consideration.
2. Will you please arrange.

WFB/mm.

W F Blair, Major
W.F. BLAIR, Major
Tn/Officer (Rails)

HEADQUARTERS ALLIED COMMISSION

APC 394

TRANSPORTATION SUB COMMISSION

Ref.: 233/3/Th.2

16 April 1945

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

To : Finance Sub-Commission.

1. Authority is hereby granted for the repair and rehabilitation of the following sections of the Italian State Railways in Liberated Italy.

2. Approved work bearing no military priority but of vital civil necessity or for the release of bridging steel has been authorized. Work of rehabilitation to commence immediately.

Line	Section	Estimated Cost in Lire.
291	Cancello-Torre Annunziata	20,800,000
-	Rome, S. Vittorino Yard	8,800,000
220	Chiusi-Sinalunga-Sapelli	157,000,000
-	Civitavecchia Central Station, I.S.R.	20,000,000
22	Pescara-Chieti	1,000,000
246	Giulianova-Teramo	10,000,000
-	Rome, S. Lorenzo, (Round House)	8,514,000
-	Biferno Bridge	6,010,000

3. These items constitute debits against the Special appropriation Financial Year 1944/5 Capitolo D°48.

M.B. THOMAS, Colonel,
D. Director, Finance Sub-Commission.

Copy to: 1. Rail Division Th.4 Acknowledge your AC/Th/36/7/C.E. 11 April 45

AC/Th/36/7/C.E. 11 April 45

1. Authority is hereby granted for the repair and rehabilitation of the following sections of the Italian State Railways in liberated Italy.

2. Approved work bearing no military priority but of vital civil necessity or for the release of bridging steel has been authorized. Work of rehabilitation to commence immediately.

Line	Section	Estimated Cost in Lire.
291	Cinacelle-Torre Annunziata	20,800,000
-	Rome, S. Stasimento Yard	8,800,000
220	Chiusi-Sinalunga-Capoli	157,000,000
-	Civitavecchia Central Station, I.S.R.	20,000,000
86	Pescara-Chieti	1,000,000
246	Guiniglianova-Teramo	10,000,000
-	Rome, S. Lorenzo, (Round House)	8,514,000
-	Biferno Bridge	8,010,000

3. These items constitute debits against the Special appropriation Financial Year 1944/5 Capitolo No.4b.

M.B. THOMAS, Colonel,
D. Director, Tns. Sub-Commission.

Copy to: 1. Rail Division Tn.4 Acknowledge your AC/Tn/36/7/C.E. 11 April 45
and AC/Tn/36/C.E. 12 April 45.

2. D.M.R.S. (attn. Lt. Col. L.C. Parnell)

3. Ministero dei Trasporti, (attn. Capo Ragioneria FF.SS.)

76.9

6 Sept 1945

TO : His Excellency Ceronone,
Minister, of Communications,
Piazza della Croce Rossa,
Rome.

SUBJECT : Reconstruction of the Italian State Railways.

THE UNIVERSITY OF CHICAGO

Authorization is granted for repair and reconstruction on the aforementioned sections of the Italian State Railways.

<u>Line</u>	<u>Section</u>	<u>Estimated Cost in Lire.</u>
291	Cancello-Zerre Annunziato	20,000,000
-	Rome, Salsimene Yard	5,800,000
220	+ Chiusi-Sinalunga-Supoli	157,000,000
-	Civitavecchia Central Station, I.S.R.	20,000,000
88	Pescare-Chieti	1,000,000
246	Giulianova-Teramo	10,000,000
-	Rome, S. Lorenzo, (Round House)	8,514,000
-	Bicerno Bridge	8,010,000

+ This Section is to be retained on a two phase basis.

- two phase basis.
1. Clearance of permanent way, station buildings bridges and building up piers to springing level.
 2. Completion of line when materials are available.

This expenditure should be charged against Capitolo 1304b "Spese per ripercorrere danni di guerra dipendenti a azioni belliche" in the Budget of the Ministero dello Comunicazioni (Peruvia dello Stato) for financial year 1944-45.

Yours very truly

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291	Cancello-Torre Annunziata	20,000,000
-	Rome, Salaria Station Yard	8,000,000
220	+ Chiusi-Sinalunga-Campelli	157,000,000
-	Civitavecchia Central Station, I.S.R.	20,000,000
88	Pescara-Chieti	1,000,000
246	Giulianova-Teramo	10,000,000
-	Rome, S. Lorenzo, (Round House)	8,514,000
-	Biferno Bridge	8,010,000

+ This Section is to be repaired on a two phase basis.

1. Clearance of permanent way, station buildings bridges and building up piers to springing level.
2. Completion of line when materials are available.

This expenditure should be charged against Capitolo N°40 "Spese per riparare danni di guerra dipendenti da azioni belliche" in the Budget of the Ministero delle Comunicazioni (Ferrovie dello Stato) for financial year 1944-45.

Yours very truly

7/7/45

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

Copy to:- 1. Rail Division, RM.4
2. Rail Division, TM.4
3. Gen. Di Raimondo, Director General, Ferrovie dello Stato, Rome.

HEADQUARTERS ALLIED COMMISSION

APC 734

ECONOMIC SECTION

AGA/D/es

15.02/YS

17 April 1945

SUBJECT: Reactivation of Chiusi-Sinalunga Railway

TO : President, Interministerial Committee for Reconstruction.

1. This is in reference to memorandum presented to the Economic Section, Allied Commission at the 6 April 45 meeting with the Interministerial Committee for Reconstruction. The memorandum indicated the necessity for the reactivation of the Chiusi-Sinalunga Railway.

2. The following is chronological statement showing activities had with respect to this matter.

21 Sep 44 I.S.R. requested authority to rehabilitate Line 220, Chiusi-Sinalunga Line. Distance 28 Kilometers.

25 Sep 44 M.R.S. stated Line had no military significance. I.S.R. asked to submit estimate of cost and list of materials required.

20 Oct 44 I.S.R. estimates:
Cost 52,000,000 lire
Cement 900 tons
Considerable amount of steel for bridging.
25 Bridges, Brick and Steel, destroyed, of which
18 Steel Bridges completely demolished.

25 Oct 44 Passed to Director of Transportation Sub-Commission for his approval and authorization for expenditures.

2 Nov 44 Director, Transportation Sub-Commission, refused authorization, owing to lack of materials, especially cement and steel and asked I.S.R. for further substantiation to support their request; especially amount of traffic that would pass over this section of line.

12 Dec 44 I.S.R. upon pressure of the Ministries of Public Works and Industry, Commerce and Labor again requested authority to rehabilitate line and were informed that Transportation Sub-Commission wished to have amount of traffic that could utilize track.

- 21 Sep 44 I.S.R. requested authority to rehabilitate Line 220, Chiusi-Sinclunga Line. Distance 28 kilometers.
- 25 Sep 44 M.R.S. stated Line had no military significance. I.S.R. asked to submit estimate of cost and list of materials required.
- 20 Oct 44 I.S.R. estimates:
Cost 52,000,000 lire
Cement 300 tons
Considerable amount of steel for bridging.
25 Bridges, Brick and Steel, destroyed, of which 18 Steel Bridges completely demolished.
- 25 Oct 44 Passed to Director of Transportation Sub-Commission for his approval and authorization for expenditures.
- 2 Nov 44 Director, Transportation Sub-Commission, refused authorization, owing to lack of materials, especially cement and steel and asked I.S.R. for further substantiation to support their request; especially amount of traffic that would pass over this section of line.
- 12 Dec 44 I.S.R. upon pressure of the Ministries of Public Works and Industry, Commerce and Labor again requested authority to rehabilitate line and were informed that Transportation Sub-Commission wished to know amount of traffic that would utilize track on completion.
- 16 Dec 44 (a) Application was presented for consideration at the Second Meeting of the New Works and Contracts Sub Committee under M.R.S. Chairmanship.
(b) Agreed traffic did not warrant the cement and steel that would be necessary to rehabilitate as these would have to be supplied from M.R.S. stock and was required for more essential repairs.
(c) I.S.R. asked at meeting to prepare estimate of expenditure of whole of line 220 Chiusi-Sinclunga-Rapoli to connect with Line 219 Pisa-Rapoli-Florence to enable distribution of foodstuffs in Siena-Florence area.

27 Jan 45

I.S.P. Estimated expenditure and list of materials received for whole line 220:
Cost 157,000,000 lire
Cement 6,000 tons
14 Brick Bridges
13 Steel " "
14 Road " "
7 Viaducts (from 5 to 10 spans)
7 Tunnels.

90% of the bridges and viaducts are demolished or will have to be demolished before reconstruction.

3 Feb 45

(a) Proposition passed to Director, Transportation Sub-Commission for approval who requested that it be reviewed at the first Meeting of the Construction Sub Committee of the Allied Railway Board held 9 February 1945.

(b) Agreed that project be referred to the Allied Railway Board Meeting as Construction Sub Committee were not prepared to release materials which were in very short supply and urgently required for more essential military priority projects.

5 Feb 45

Economic Section letter 339/5/In.3 replied to Italian Minister of Public Works letter A.L. 274 dated 30 Jan, 45 that "at the moment it is not contemplated rebuilding the Chiusi-Sinalunga Line. It is possible, however, that at some future date it may be decided to reactivate the line through from Chiusi to Empoli."

15 Mar 45

Allied Railway Board, left action to Construction Sub Committee.

6 Apr 45

President at Third Construction Sub Committee, after discussion, stated that at present no material could be released for the rehabilitation of this line. The whole line to be put on a Priority III Basis. Work to be carried out in two phases, as is being done on the Arezzo-Florence Line.

1st phase to clear permanent way, demolish and clear rubble of bridges and stations, remove damaged steel bridges and build up bridge piers to springing level, owing to lack of equivalent Portland Cement; Roman Cement must be utilized.

Conclusion.

7/7/45

Railway Board Meeting as Construction Sub Committee were not prepared to release materials which were in very short supply and urgently required for more essential military priority projects.

5 Feb 45

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1st phase to clear permanent way, demolish and clear rubble of bridges and stations, remove damaged steel bridges and build up bridge piers to springing level, owing to lack of equivalent Portland Cement; Roman Cement must be utilized.

Conclusion.

It will be seen from the foregoing that the small amount of the Tile traffic between Sinalunga and Chiusi does not warrant the use of repair materials required.

W. A. G. [illegible]

A. G. ANTOLINI
Acting Vice President
Economic Section

cc: Transportation S/C ✓
Ministry of Transport (1/Tn.2)

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