

ACC AC24 10000/148/1951 GENERAL CORP
FEB.-JUN. 1945

D/148/1951 GENERAL CORRESPONDENCE
FEB.-JUN. 1945

AHS/ef

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

23rd June 1945

Tel : 843239
Ref : AC/Tn10/38/C.E.

SUBJECT : Line 65. Arezzo-Florence.

TO : Planning Division.

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

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

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

2946

AHS/ef

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

22nd June 1945

Tel : 843239
Ref : AC/Tn/44/66/C.F.

SUBJECT : Line 50. Genoa-Pisa.

TO : Eng. Lo Cigno
Chief of Works Service.

1. According to the latest weekly report from Genoa Division, the section Genoa-La Spezia will be completed by Aug. 30th.
2. Please urge on the Florence Division the necessity for completing the section Pisa-La Spezia at the same time, so that the whole line can be opened to traffic.

For the Director.

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

Copy to : Major Blair, Florence.

Copy to Mr. R. Edwards.

2945

AHS/ef

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

22nd June 1945

Tel : 843239
Ref : AC/Tn/10/85/C.E.

SUBJECT : Line 65. Arezzo-Florence.

TO : Engineer Lo Cigno
Chief of Works Service.

1. Due to the reduction of coal imports, the above reconstruction has been raised to priority one.
2. Please arrange to push the work as much as possible, so as to give access to the mines at Giovanni Valdarno.
3. The work can be pushed from either end, whichever will give the speediest access to the mines.

For the Director:

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

Copy to : Mr. Richards ✓
Major Blair.

TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMORANDUM

21 June 1945

Tel : 478704

341/12/Tn 3

SUBJECT : Castelnuovo (Valdarno) Lignite Mine

TO : Director

1. This Mine is the largest lignite producer in Italy. It is located approx 25 miles South of Florence and is connected to Line 65 by a Mineral line to S.GIOVANNI VALDARNO. The Mineral line has been fully repaired and is, in fact, in use.

2. Present Stocks are estimated as being 100,000 tons Lignite and 5,000 tons Bricquettes. Present production upwards of 200 tons per day, but this can be stepped up to 1,100 tons per day as soon as demand increases. Bricquette production 50 tons per day.

3. Re-construction of Line 65 Florence-Arezzo has been given Priority 3. It is requested this be lifted to Priority 1 immediately and that Rail Division review the position, in the light of present availability of materials, and give revised dates for completion :-

(a)	From Arezzo	to S. Giovanni Valdarno
(b)	" Florence	" "

W. Leyla

M.J. STEFF, Colonel
Chief, Movements Division

Count file

2924

0 3 2 4

1. This mine is the largest lignite producer in Italy. It is located approx 25 miles South of Florence and is connected to Line 65 by a Mineral line to S.GIOVANNI VALDARNO. The Mineral line has been fully repaired and is, in fact, in use.
2. Present stocks are estimated as being 100,000 tons Lignite and 5,000 tons Bricquettes. Present production upwards of 200 tons per day, but this can be stepped up to 1,100 tons per day as soon as demand increases. Bricquette production 50 tons per day.
3. Re-construction of Line 65 Florence-Arezzo has been given Priority 3. It is requested this be lifted to Priority 1 immediately and that Rail Division review the position, in the light of present availability of materials, and give revised dates for completion :-
(a) From Arezzo to S. Giovanni Valdarno
(b) " Florence " " "

W. J. Siff

M.J. SIFF, Colonel
Chief, Movements Division

284

Account file

Copy to : Planning Staff (Tn 2) (Please issue usual letter authorising Phase 2 as well as Phase 1).

Rail Division (Tn 4) ✓
File 350/Tn 3
" 442/Tn 3

Vado R. Royal

(1)H3/am

HEADQUARTERS ALLIED COMMISSION
ATO 124
TRANSPORTATION SUB-COMMISSION

21st June 1945

100D/3/Tn 1

SUBJECT : Duties of Transportation Officers.

TO : Rail Division.

1. Reference paragraph 2 of attached memorandum, please instruct your engineering branches to comply with the spirit of the last part of the paragraph. Railway engineers working away from Headquarters should in all cases contact the Senior Transportation Officer, or the Chief Transportation Officer if they are working in a region. Sufficient copies of the memorandum are inclosed for distribution to each officer concerned.

M.B. THOMAS, Colonel
Deputy Director.

1 Incl:

100D/2/Tn 1 dtd 20 June 1945

Copy to : Major Buckley.
Major Mole.
M. Richard ✓
Capt. Conway.
Capt. Greany.

2923

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel: 376

18T/ah

100 D/2/TK 1

SUBJECT: Duties of Transportation Officers

20 June 1945

TO : See Distribution

1. When Regional Commissioners are withdrawn from regions, it is the practice to appoint Senior Transportation Officers at various key points; in some cases there are other transportation officers under them. At present the list is as follows, the Senior Transportation Officer being shown first at each place:

Bergio -	Capt. D.W. Duddy	(2)
Naples -	Major V.R. Powers	(C)
	Major W.R. Martin	(B)
	Capt. T.E. Ramsey	(A)
Bari -	Major C.W.C. Taylor	(B)
Rome -	Capt. S.C. Hall	(A)
Ancona -	Capt. B.L. Bent	(B)
	Capt. W.S. Smith	(B)
	Lt. G.G. Del Merico	(A)
	Lt. L.F. Griffin	(B)
Florence -	Lt. Col. J.A.N. Giles	(B)
	Major W.F. Blair	(C)
Leghorn -	Capt. A.C. Ramsey	(A)
	Capt. W.L. McCullough	(A)

(Certain "Truck Pool" Officers on temporary duty in Italian Government Territory are omitted from this list).

2. Senior Transportation Officers are responsible for all movements and transportation work in their areas -- rail, road, ports, inland water transport, and warehousing, incidental to transportation work; they are especially responsible for coordinating movements and transportation work between the various branches; in the past there have been failures to effect this coordination. Railway engineering work will be dealt with generally by members of the Transportation Sub-Commission at Headquarters Allied Commission, but Senior Transportation Officers will keep in touch with such members as visit their areas; they will particularly keep themselves informed as to the opening dates for lines under reconstruction.

3. Generally speaking, the areas of Senior Transportation Officers correspond with the areas of the local Italian State Railways Comptenti; but there are certain exceptions, e.g., Leghorn, where special arrangements will be made.

4. All transportation officers will be on the staff of the local

1. When Regional Commissioners are withdrawn from regions, it is the practice to appoint Senior Transportation Officers at various key points; in some cases there are other transportation officers under them. At present the list is as follows, the Senior Transportation Officer being shown first at each place:

Reggio -	Capt. B.W. Beady	(E)
Naples -	Major V.R. Powers	(O)
	Major W.T. Martin	(E)
	Capt. T.E. Ramsey	(A)
Bari -	Major C.W.G. Taylor	(E)
Rome -	Capt. S.G. Hall	(A)
Ancona -	Capt. R.L. Bent	(E)
	Capt. W.S. Smith	(E)
	Lt. G.G. Del Merico	(A)
	Lt. L.L. Griffin	(E)
Florence -	Lt. Col. J.A.N. Giles	(E)
	Major G.E. Blair	(O)
Leghorn -	Capt. A.C. Ramsey	(A)
	Capt. W.L. McCullough	(A)

(Certain "Truck Pool" Officers on temporary duty in Italian Government Territory are omitted from this list).

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3. Generally speaking, the areas of Senior Transportation Officers correspond with the areas of the local Italian State Railways Comptenti; but there are certain exceptions, e.g., Leghorn, where special arrangements will be made.

4. All transportation officers will be on the staff of the local Commissioner where one is appointed, and it is essential that they should work closely with all other local IC officers. The transportation area does not always coincide with the area for which the local Commissioner is responsible, but in practice this should not give rise to difficulty.

-2-

5. Senior Transportation Officers will work in close collaboration with Army movements and transportation staffs.

6. It is desirable that as far as possible all transportation officers at one place should have their offices in the same building.

7. This Sub-Commission's letter 107/18/Tn 1 of 20 March 1945 is cancelled.

By command of Rear Admiral STONE:

M. B. Thomas

M. B. THOMAS, Colonel
Deputy Director

DISTRIBUTION:

All Divisions, Tn S/C
All Transportation Officers,
Italian Government Territory

Translation

Florence 14th June 1945

Subject: Reconditioning of line Florence-Arezzo.

To: Capo Compartimento, TSR. Florence

1. Reference is made to your Note 9662/II/4/1 dated 4 June 45.
2. Confirming what was said in our conversation of 9th June, we state that we shall do our very best to speed on the jobs on hand especially on the stretch Figline-Montevareni handling other masonry works besides those already begun.

Signed Impresa Costruzioni
Gr. UFF. Eugenio Parrini

Copy for information to:

Major Buckley and
Major Blair

File

2951

Tr station.

Florence 14 June 1945

Subject: Reconditioning of line Florence-Livorno.

To: Capo Compartimento ISR.Florence

1. Reference is made to your Note 9770/II/4/1 dated 7th June 1945.
2. In answer to your remarks, we can only confirm what we said in our conversation on 6th June about the great difficulties, which have prevented us to get on with our work as it would have been wished.
3. As you well know, the conditions of the bridges we have to rebuild are such that nearly for all of them it is necessary to lay new tracks on which trains will have to be operated, while works go on, and this, unluckily has not been done so far.
4. For other bridges, like those over the rivers Pesa, Ombrone and Bisenzio, we could not begin our share of the work until the other Firm entrusted with the removal of the damaged steel-spans had finished its job. Anyhow on the first days of this month we have started on the Pesa and Bisenzio while for some other works we are still awaiting to know the kind of bridging that will have to be put up.
5. Another difficulty is the lack of skilled workmen on the spot, so that we are going to take there masons and carpenters from other neighbouring places: but owing to shortness of transportation, only a few of them have arrived as yet.
6. We may be allowed to state that in spite of the great expenses we have begun working in 15 different places and that by increasing the number of workmen and starting work also on other places, we shall do our utmost efforts to get on as quickly as possible.

Signed Impresa Costruzioni
Gr.Uff. Eugenio Parrini

Copy for information to:

Major Buckley and
Major Blair.

2950

*Major Blair
(Rail)*

AG 600.1 BPENG (26 May 45) 1st Ind.

HEADQUARTERS, PENINSULAR BASE SECTION, APO 782., 3 June 1945

TO: Transportation Officer (Rail), Allied Military Government, Toscana Region.

1. The Bientina Canal is the source of supply for the Leghorn Water Treatment Plant at Stagno which supplies about one-half the potable water for Leghorn where water supply is critical.

2. In view of the critical water situation, permission cannot be granted to close the control gates on the Bientina Canal where it passes under the Arno River about one kilometer above the bridge construction mentioned in basic communication, even for a short period of time.

3. Permission to construct diversion dams at the bridge site is granted provided that the flow of water in the Bientina Canal is at no time reduced.

FOR THE COMMANDING GENERAL:



Paul T. Graves
PAUL T. GRAVES,
Lt. Col., Infantry
Actg Asst Adj Gen

2939

TRANSLATION

Firm PARDI

Empoli, 26 May 1945

TO: RAILWAY TRANSPORTATION

Piazza dell'Unità

FLORENCE

Project: No. 215

SUBJECT: Close the flood gate on the Bientina River.

This Firm is constructing the bridge of the Bientina's Emissary at Km. 65x389 of the Railline Florence-Empoli-Pisa.

In order to execute the excavation works to discover the old foundations that are submerged, it is necessary to temporarily close the flood-gate located one Km west of the above mentioned bridge.

We, therefore, ask permission to have these gates closed, during the period 1st to 4th June 1945.

Firm PARDI.

2988

IMPRESA PARDI

COSTRUZIONI EDILIZIE
STRADALI - IDRAULICHE

ROMA

VIA FIERLUIGI DA PALESTRINA, 55
TELEFONO N. 38-688

TRIESTE

VIA G. ZACCARIA, 8 - TELEF. 49-01

FIRENZE

VIA DEI BARDI N. 12

Empoli 26 Maggio 1945

RAILWAY TRANSPORTATION

Piazza dell'Unità

F I R E N Z E

Pr. N°215

OGGETTO: chiusura cateratta sul Bientina

Questa Impresa ha in costruzione il ponte sull'emissario del Bientina al Km. 65 x 309 della linea ferroviaria Firenze-Empoli-Pisa.

Per potere compiere le opere di scavo per la scopertura delle vecchie fondazioni sommerse sotto l'acqua occorre la chiusura temporanea delle cateratte situate a circa 1 km. a monte del ponte stesso.

Si prega pertanto voler dare disposizioni affinché dette cateratte vengano chiuse nel periodo dal 1 al 4 Giugno p.v.

IMPRESA PARDI



2937

HEADQUARTERS ALLIED COMMISSION
A P O 394
TRANSPORTATION SUB COMMISSION

Date: 7 June 45

Reference: EVIII/35/RL/R28

Subject : Bad cement

To : Tn O.C. Transportation Sub Comm
for Major Street.

1. Further to my letter Tn/AC/10 CE of 5 June para 9.
The wagon numbers are 481332 -20 tons off loaded
Cape Marte 2nd May and 102149 -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.

SPB/mm.

W. B. Blair May
S.P. BUCKLEY, Major RE
Tn/SC/AC/Rail.

Copy: Major Blair
Cape Compartimento
Ferrobeton. Firenze.

HEADQUARTERS ALLIED COMMISSION

A P O 394

TRANSPORTATION SUB COMMISSION

Reference: TH/AC/10 02

Date: 5 June 45

Subject : Reconstruction Line #265 I.S.R.
Arezzo - Florence.

To : O.C. Via 4C. 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 thousands of gallons, but that Methane Gas is available, it is not known if there are sufficient. Pressure reducing valves and feed apparatus available, to fit up the number of lorries cars etc. (see totals appendix A and appendix B monthly fuel consumption). Also where gas filling stations are in operation in this area.

A.S.C. 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 liters in each tank, which is inadequate to do the necessary work.

It is requested that H.C. Ross take up the question of the release to I.S.R. who will be responsible for this and issue of 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 the lines until supplies do become available.

4. The following vehicles were requisitioned by A.S.C. (Centuria Autotrasporti): CILIANO Targa 25539 FI HP 35 this since released. SPA Targa 29546 FI (HP 34) BVL/35/21/225 refers released has been asked for 16th

2935

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 latter 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 thousands gallons, but that Methane Gas is available, it is not known if there are sufficient. Pressure reducing valves and feed apparatus available, to fit up the number of lorries cars etc. (see totals appendix A and appendix monthly fuel consumption). Also where gas filling stations are in operation in this area.
A.S.R. 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 liters in each tank, which is inadequate to do the necessary work.
It is requested that H.C. Rome take up the question of the release to I.S.R. who will be responsible for this and issue of 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 the lines until supplies do become available.
4. The following vehicles were requisitioned by A.M.G. (Consorzio Autotrasporti): GILKING Targa 23339 FI HP 33 this since released. SPA Targa 23546 FI (HP 34) MW11/35/31/325 refers release has been asked for 16th 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 A.T. vehicles are worn out.

2935

- 2 -

5. SUPPLY OF MATERIALS. Oxygen and acetylene gas required to cut such sections of bridge and train tracks that are too heavy and too much entangled for the machinery that the C.R.R. who is helping us with this work. Until these sites can be cleared the contractors cannot commence the rebuilding of the bridges.
6. Reported (28th May 45) that no supplies of cement had arrived for I.S.R. Arezzo. GAO has been earmarked for this line for May.
7. Three large bridges over the Arno Km. 27+20, 3 steel spans 12.250 + 27 3 Arches Km. 28+21 2 steel spans. Two of these steel spans are still in the river but appear to be repairable: contractors let to the Terni Steel Works for recovery and reconditioning, unless they get busy on the 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 21.3 Arno River Bridge Montebelluna. 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 8th June. West abutments foundations commenced: East Abutment excavation 80% complete and R/forced concrete shoulder for Arch King complete. Tuted 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 - Gas wagon No. Has been traced from this number would you please locate the supplies and advise AG/In Rail Officer Florence. Italian Army (Colonel Mascheri Centre "Requisizioni Antiveicoli, Via Giovanni Revio 3, Florence) are venting to requisition one of Perrebeton lorries. SPA 34 Targa 84118 Roma (3-ton). Can this be obtained?

10

7. Three large bridges over the Arno Rm. 279-20, 3 steel spans 22.20 + 27 3 Arches Rm. 289-21 2 steel spans. Two of these steel spans are still in the river but appear to be repairable: contractors let to the Fernal Steel Works for recovery and reconditioning, unless they get busy on the recovery the river which is very low now will run before they can get them out. The reason for the delay in starting the contract was because of the difficulty in finding a firm now left with the necessary machinery.
8. Line 219 Arno River Bridge Formbeton. 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 Abutment Excavation 80% complete and R/forced concrete shoulder for Arch Ring complete. Toted 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.E.R. Engineers have been asked to submit a full report and to make sure that it is segregated - One wagon Ho. Has been traced from this number would you please locate the supplier and advise AG/Rn Ralls Officer Florence. Italian Army (Colonel Mascari Centro "Equipezioni Antevernali, Via Giovenetti 8, Florence) are wanting to requisition one of Formbeton lorries. SPA 28 Targa calls Rm (3-ton). Can this be stopped through A.C. Italian Army Mission Sub-Comm. A.C. Rome.
10. Herewith monthly Reports Line 219 and 23 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 Vth Army. The present firms are the permanent work.

2007

12. Since writing the fore going para 3. The Region
Tn Officers A.S.G. informs us that A.F.H.G. have
instruct that all vehicles as far as possible
are to be fitted to use Motom Gas in 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 Motom Gas installation, and
that when ready the charge over will take 24/23
hours only.
But meanwhile a P.O.L. allocation should be made
if possible to I.S.R.

228

S.P. MULLAY, Major R.A.
Tn/SC/AC/ Rail
(Engineering Branch.)

SPD/mo.

Distribution : O.C. Transport Florence.
Major Blair
Cape Quartermaster
Col. Lindberg, for Director.
Major Street-D.S.R.S.

HEADQUARTERS
ALLIED COMMISSION
TRANSPORTATION SUB COMMISSION
A P O 334

Reference/ AC/Tn/3 CE

Date: 4 Jun. 45

Subject : Line 219-River Arno Bridge.

To : O.C. Tn/AC/ Rails.
for attn. Major Street.

1. Steel Trestle supporting U.C.B. - Major Puddy's Depot (Capt. Seaton R.E.) says that the trestle steel was designed without the vertical marked Red Ring on plan with this.
2. To enable the arch to go in these will have to be removed, where marked Red you will remember that the U.C.B. was built too much on center.
3. Please obtain permission for this to be done from D.M.R.S.
4. Would you ask them to advise the maintenance Engineer M.R.S. Florence of the result as well as Tn A.C. Rails Officer Florence.

SPB/mm.

Major Blair

2 Jun 45

S.P. HUCKLEY, Major R.E.
Tn/SQ/AC/Rails.

2932

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION

Reference: RW111/35/RL/R2L

Date: 28 May 45

Subject : Reconstruction line
Florence - Pisa

To : Engineering Services
P.B.S. Leghorn.

1. Enclosed is letter from the firm PARDI who are employed on the reconstruction of the line Florence - Pisa.
2. In order to reconstruct the foundation of the piers on the bridge at 65.339 it is necessary for diversion dam to be constructed in the Cataract leading into the Biontine River.
3. Will you please grant your permission.

WFB/mr.

W. Blair, Mayor
W. BLAIR, Mayor
Tn/Officer (Rail)
Toscana Region, Am.

2901

SPB/em

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

25th May 1945

Tel : 843203
ur ref: Tn/AC/10 C.E.

TO : Major Blar

SUBJECT: Clearence wreck.

*to PROVINCIAL COMMISSIONER
Florence.*

Ref. Clearing train wreck from the bridge near MONTEVARCHI.
River DOGANA C.C. N° 10 Mechanical Equipment Coy Re. (Capt. Millar
R.E.) was out. But I left him a note to contact Mr Manucciani.
I.S.R. Arezzo and also a note asking this engineer to call and
see Capt. Millar about the work.

They have two D 8 at Vignone and one at Buccini working
for us now.

S.P. Buckley.

S.P. BUCKLEY, Major
for Lt. Col. O.H. LINDBERG.

Copy for Eng. Pelagatti
I.S.R. Rome

*Copy to
Cofe Comfari
Amanto - Firenze*

2920



MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO
COMPARTIMENTO DI FIRENZE

Tipo 5

N. 8931/11/4/1Firenze, 22nd May 1945 19OGGETTO: Clearance of River
"Doga" by MontevarchiTo: Major G.W. Blair, *See OC.*
Tr/Officer (Rail) *10 ME*
Toscana Region AGR. *OK*

1. A most important matter was submitted some time ago to Major Buckley about clearance of the River "Doga" by Montevarchi from the Debris of Steel-spans of the Rly. bridge.
2. Could you, please, tell us if and when Major Buckley will be here?

The *Compartmento*
(Eng. S. Rissone)*Rissone*

Will be here
23 May 45
W.B.

2929

Allied Force
MILITARY RAILWAY SERVICE
Headquarters 701st Railway Grand Division
Office of Commanding Officer

JEG:jro

APC 512
23 May 1945

Subject: Line Pisa-Genoa

To : Major W. F. Blair, Transportation (Rail), A.M.G.,
Toscana Region, Bldg.

1. Reference to letter 22 May from Capo Compartimento,
Florence, concerning above subject.

2. Any assistance that can be given the I.S.R. to complete
the projects outlined will be appreciated as the restoration
of the particular lines enumerated will provide through railway
service from Turin-Milan-Genoa to Rome and points south.

J. E. GUILFOYLE
Colonel, T.C.
Commanding

Passed to May Buckley

Rome, 6 ^{May} Marzo 1945

R/24

MINISTERO DEI TRASPORTI

SERVIZIO LAVORI

Alla Commissione Alleata

Maggiore Street

Major Buckley
S e d e

SUBJECT

Linea Arezzo-Firenze
Ripristino opere d'arte.

- Line 65 -

1. Comunico qui di seguito i nominativi delle Imprese a cui sono stati appaltati i sei lotti della Arezzo-Firenze:

- 1° lotto - Ripristino viadotti 11 luci di metri 7, Km.286+390 - 12 luci M.10 Km. 287+211 - ponte in ferro a 2 luci M. 40 Km.289+213 - ponte in muratura 1 luce m.20 Km.294+777 - ponte in muratura 2 luci m.20 più 2 da m.7 Km.294+131 - galleria Campicuccoli 6 ponticelli e sottopassaggi fra le stazioni di Rignano e Pontassieve. Ditta Pasquale Di Penta di Roma. Importo: L.57.608.900.=
- 2° lotto - Ripristino ponte in ferro a 3 luci m.35+75 Km.279+175 sull'Arno, ponte in muratura 3 luci m.25 Km.280+286 sull'Arno - Galleria Palazotto e S. Leo (deviazione di Incisa) Ditta Di Zitti e Vaglio di Roma. Importo: L.50.955.600.=
- 3° lotto - Ripristino viadotto 7 luci m. 10 Km.230+936 - N° 22 ponticelli e sottopassaggi fra Montevarchi e Rignano. Ditta Parrini Eugenio di Roma. Importo: L.59.064.000
- 4° lotto.- Ripristino viadotto a 9 luci m.10 Km.255 + 404 - 5 luci m.15 Km. 255+969 - 13 luci m.10 Km.257+146 - galleria della Croce - 4 ponticelli e sottopassaggi fra Bucine e Montevarchi. Ditta Gallisto Pontello di Firenze, Importo L.84.977.000
- 5° lotto.- Ripristino viadotto 10 luci m.10 Km.25+340 e gallerie Migliarina, Quercia, Veccioni, Ambra e S.Salvatore fra Laterina e Bucine. Ditta Ing.G. Catola, Thau di Roma, Importo L.139.519.000

2927

.../...

6° lotto - Ripristino viadotto 6 luci
m.10 Km. 231+727 - 11 luci m. 10
Km. 241 + 323 - 3 luci m.10 Km. 241+771
3 luci m. 10 Km. 242+656 - 3 luci m.10
Km. 247+392 - ripristino 12 ponticelli
e sottopassaggi fra Arezzo e Laterina.

Ditta Provera
Carassi di
Roma
Importo :
L. 102.705.300

IL CAPO DEL SERVIZIO

fto. Lo Cigno

RIPISTIRO LINEA AREZZO - FIRENZE

Da Pontassieve a Firenze

8 ponticelli	
1 ponte a 2 luci di m.10 sul torrente Sieci	
1 Ponte sul Mugnone . Firenze	L.15.000.000
1° Lotto dal Km.288 al Km.293 (presso Pontassieve)	
1° Viadotto 11 luci m.7 al Km.288+390	" 4.700.000
2° " 12 " 10 " 287+211	" 3.900.000
3° Ponte in ferro 2 luci m.40 circa al km.289+213	" 3.200.000
4° " " muratura 1 luce m.30 " " 291+797	" 2.700.000
5° " " " 3 luci m.20+2 m.2 " 294+131	" 9.800.000
6° Galleria di Campicuccioli	" 5.700.000
7° n.5 ponticelli e sottopassaggi	" 4.000.000
Importo 1° lotto	L.40.000.000

2° lotto dal Km 279 al Km 280+936 (deviazione incisa)

1° Ponte in ferro 3 luci m.25,75 al Km.273-175 (Arno)	
2° muratura 3 luci m.25 al Km 280+286 (Arno)	L.4.000.000
3° Galleria del Palazzotto	"11.000.000
4° " di S.Leo	"22.000.000
	" 3.000.000

Importo 2° Lotto

L.40.000.000

3° lotto dal km.261 al km.286 pr

2° n.22 ponticelli e sottopassaggi	L. 7.000.000
Importo 3° lotto	L.27.000.000

4° lotto dal km.255 al Km.261 (presso Monteverchi) 210 giorni

1° Viadotto 9 luci m.10 al Km.255+404	L.11.100.000
2° Viadotto 3 luci " 15 al " 255+959	" 5.500.000
3° Viadotto 13 " 10 " 257+156	" 14.600.000
4° Galleria della Croce	" 13.000.000
5° n. 4 ponticelli e sottopassaggi	" 4.000.000

Importo 4 lotto

L.48.000.000

3° Ponte in ferro 2 luci m.40 circa al km.280+213 " 3.200.000
 4° " " muratura 1 luce m.20 " " 291+777 " 2.700.000
 5° " " " 3 luci m.20+2 m.7 " 294+131 " 9.800.000
 6° Galleria di Campicuccioli " 3.700.000
 7° n.6 ponticelli e sottopassaggi " 4.000.000

Importo 1° lotto L.40.000.000

2° lotto dal Km 279 al Km 280+936 (deviazione incisa)

1° Ponte in ferro 3 luci m.25,75 al km;279-175 (Arno) L.4.000.000
 2° muratura 3 luci m.25 al Km 280+286 (Arno) "11.000.000
 3° Galleria del Palazzotto "22.000.000
 4° " di S.Leo " 3.000.000

Importo 2° lotto L.40.000.000

3° lotto dal km.261 al km.286 pr L. 7.000.000
 2° n.22 ponticelli e sottopassaggi L.27.000.000

Importo 3° lotto

L.34.000.000

4° lotto dal km.255 al Km.261 (presso Montevarchi) 210 giorni
 1° Viadotto 9 luci m.10 al Km.255+404 L.11.100.000
 2° Viadotto 5 luci " 15 al " 255+959 " 5.300.000
 3° Viadotto 13 " 10 " " 257+156 " 14.600.000
 4° Galleria della Croce " 13.000.000
 5° n. 4 ponticelli e sottopassaggi " 4.000.000

Importo 4 lotto L.48.000.000

9873

(2)

5 lotto dal Km. 250 al Km. 255 500 giorni

1° Viadotto 19 luci m. 10 al Km. 253+340 (Bucine)	L. 39.000.000
2 Galleria Migliorina	" 3.500.000
3° " della Quercia	" 8.000.000
4° " di Vecciali	" 10.500.000
5° " dell' Ambra	" 10.500.000
6° " di San Salvatore	" 4.200.000

Importo 5° lotto

L. 76.000.000

6 lotto dal Km. 238 al Km. 250 (presso Laterina) 210 giorni

1° Viadotto 3 luci m. 10 al Km. 231+727	L. 5.300.000
2° Viadottoll " m. 10 " " 241+623	" 19.000.000
3° " 3 luci " 10 " " 241+771	" 4.200.000
4° " 3 " m. 10 " " 242+656	" 3.600.000
5° " 3 " m. 10 " " 247+392	" 2.800.000
6° n. 12 ponticelli e sottopassaggi (escluso il ponticello sul torrente Mugnone al Km. 230+422)	" 17.200.000

Importo 6° lotto

L. 53.000.000

306.000.000

2925

HEADQUARTERS,
ALLIED MILITARY GOVERNMENT,
TOSCANA REGION.

R 24

30 Apr. '45.

KVIII/35/35/33.

SUBJECT: Railway - Livorno to Massa.

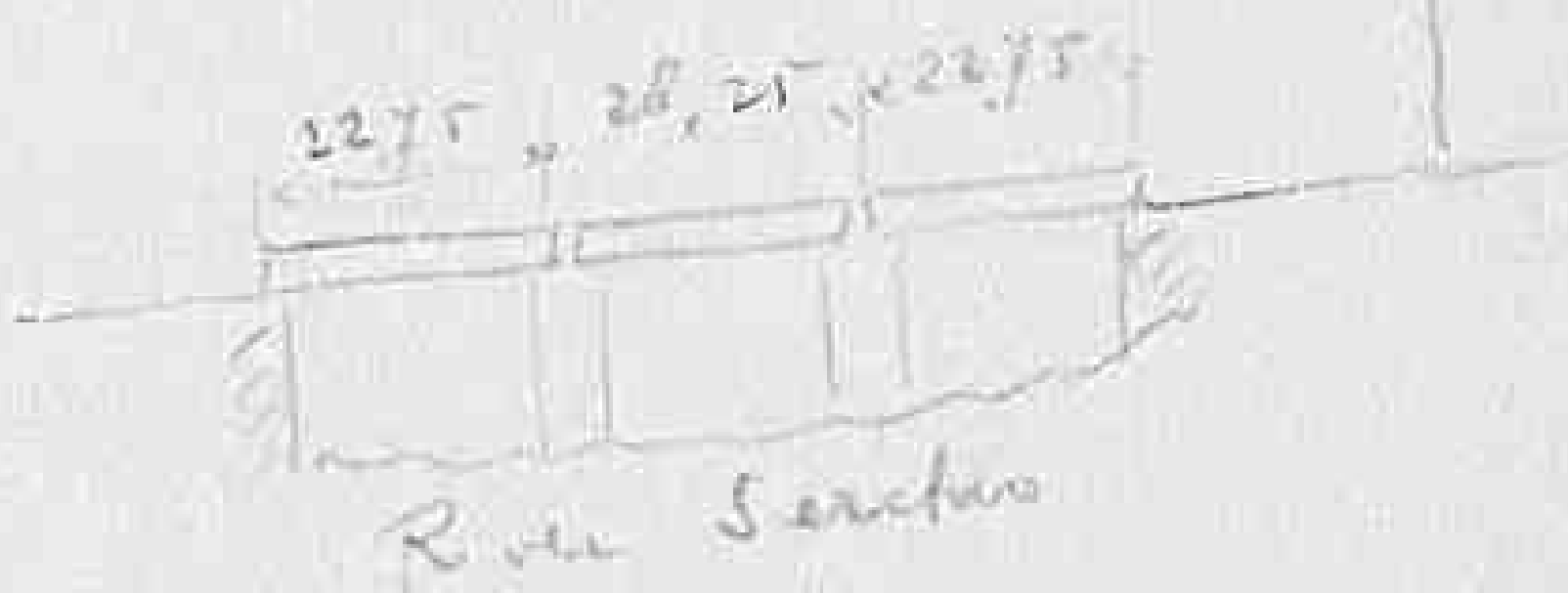
TO : Rail Officer.

1. Please give me a quick report on the possibility and probability of opening up the rail from Livorno to Massa and probably to La Spezia.

George B. Sowers
Major, AUS.,
Chief Transportation Officer.
Migliarino

GBS/LC.

*Maj Brazzell says
no word yet of this
line being opened.*



3 spans

22.75

28.25 METER 292 1/2

*Maj Street says no consideration has
been given this line.
Capo says it would take two months
at least to repair bridge at Migliarino
fold Maj Sowers who decided road haul
would have to be used.*

*WJB
02/200B*

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION

21 Apr. 45

Reference: RVIII/35/RL/R24

Subject: Use of Trucks.

To: Provincial Commissioner,
A.M.G. Arezzo Province.

1. The work of reconstructing the railway between Arezzo and Florence has been authorized and is under way.
2. Road transport, the property of the Railway, was requisitioned and it is impossible for them to get men and materials over the line where they are needed.
3. In some areas we are able to have allotted from A.M.G. pools a few trucks to assist in carrying out this work of reconstruction.
4. Is it possible to allot two trucks of 3 or 4 tons capacity from your pool and when required by the Italian State Railway?

W. F. Blair, Major

W. F. BLAIR, Major
Tn/Officer (Rail)
Toscana Region AMG.

WFB/mm.

2923

Florence 21st 11 1945 Anno

N. 7246/11/4

Ministero delle Comunicazioni

FERROVIE DELLO STATO

COMPARTIMENTO

DI

al N. del

To: Transportation Office A.R.G.
Arezzo

(1)

Oggetto

Request of trucks

Allegati N.

1. We beg to inform you, that for reconstruction works on line Arezzo-Florence, our Administration needs to have some trucks at disposal.
2. Here in Florence, the Transportation Office puts daily for our Rly. reconstruction works a certain number of trucks at disposal.
3. We ask you, please, to put also at Arezzo at disposal of our Administration at least 2 trucks, power 3 - 4 tons.
4. Please kindly report on this matter.

The Capo Compartimento
(Eng. J. Pissone)

[Signature]

Declaration

I confirm the above written and ask you kindly to grant the request of the Capo Compartimento of I.S.R.

The Liaison Officer I.R.S.
Capt. Cl. R. Johnson
Florence

Ord. 7883 - Off. Grafiche Combattenti - Bologna, 8-10-1944 XII - D. 80 19-27 - 2.400.000

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION

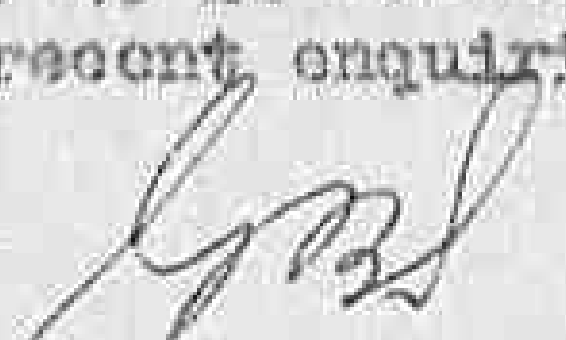
RVIII/35/35/32

19 Apr. '45.

SUBJECT: Napoli - Chiusi Railways.

TO : Provincial Commissioner, Province of Arezzo.
Provincial Commissioner, Province of Siena.

1. The attached copy of Transportation Sub-Commission letter AG/100/2208/Tn 4 dated 13 Apr. '45 is forwarded for information in connection with your recent enquiries.


GEORGE B. BOWERS,
Major, AUS.,
Chief Transportation Officer.

HLC/lr

Copy to: Rail Officer. ✓

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

Tel.: 843238

13 April 1945

Ref.: AC/100/220E/Tn.4

To : Chief Transportation Officer
Toscana Region.

SUBJECT: Empoli-Chiusi ISR line and Private Railways.

1. Reference is your letter RVIII/35/35/30 dated 7 April 45.
2. The question of the repair of the line from Chiusi to Empoli has been considered very carefully from time to time in light of its economic assistance 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 ISR lines, request for reconstruction comes either from MRS, where military priority of some kind is established, from AC 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 ISR where they desire to establish a case for reconstruction of a line for any purpose.
4. In this instance the original application came from ISR, (based mainly on the output of tiles at Siralunga) 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 an ISR line, financial authority is given by this Sub-Commission Based on contracts tendered to and accepted by ISR.

2920

6. The private railway mentioned in this correspondence, that between Siena and Monte Alito was inspected many months ago, and is so much damaged that this Commission 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

SUBJECT: Empoli-Chiusi ISR line and Private Railways.

1. Reference is your letter XVIII/35/30 dated 7 April 45.

2. The question of the repair of the line from Chiusi to Empoli has been considered very carefully from time to time in light of its economic assistance 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 ISR lines, request for reconstruction comes either from MRS, where military priority of some kind is established, from AC 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 ISR where they desire to establish a case for reconstruction of a line for any purpose.

4. In this instance the original application came from ISR, (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 an ISR line, financial authority is given by this Sub-Commission based on contracts tendered to and accepted by ISR.

2920

6. The private railway mentioned in this correspondence, that between Siena and Monte Attico was inspected many months ago, and is so much damaged that this Commission 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 Motorizzazione civile e dei trasporti in concessione, a separate branch of the Ministry of Communications concerned with private railways in concessions. There is a governmental representative in the Florence compartmento, and the Company should be referred to him:-

Ispettorato Compartimentale - Motorizzazione Civile e Trasporti
in concessione - FIRENZE-

7./.....

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.

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:

/s/ XXXX
/t/ HERRITT H. TAYLOR
Director.

Copy to: Major Blair
Rail En Offr. Florence
Movements (Rails)
Major Richardson (Planning Div.)
Major Street
Major Long.

2919

PGB/ef

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

for file

12 April 1945

Tel : 843203
Our ref : Tn/AC/10/C.E.

TO : Major London,
2 R.O.G.

SUBJECT : Movement Plant for
Railway Reconstruction.

1. May the following be spotted at San Paolo Rome,
April 16th) No 4 Flats
to 18th) No 2 high sided,

to be loaded compressor (6 Tons), Decauville
Track and wagons 15 tons. Excavator (20 Tons).
for despatch to Arezzo.

2. May permission be given for
PAVONI AMADIO, Railway Card No 106986
D'AROMA SANTE, Identity Card No 11.673.137
DI STEFANO ROMUALDO, Identity Card No 11.789.639,
to travel with these cars please.

JB

S.P. BUCKLEY, Major, R.E.
for O.H. LINDBERG, Lt. Col.
Tn-Sub. Commission (Rails)

0558

MEMO V MABA 196 QVR 1
FROM 329 TSD 171700B
TO A L C O M FLORENCE FOR BLAIR
INFO 330 TSD
CR 42 BT

9/593 . RESTD . FOR DET 990 FOR T MAINT COV . INDENT CV /990/23 OF
MAR 21 . INFORMED BY TN INC PER THEIR ~~981~~ 981TN2 OF MAR 30 THAT 330
TSD HOLD LAMPS ELEC SCREW TYPE 125 V 100 W . IF SUITABLE PLEASE
ARRANGE TRANSFER
BT 171700B
SENT JCL AR
RD 196 1650 WJD AR

*Original forwarded
to 331 In Store Leghorn
18 Apr 45 webB*

0 5 5 9

TRANSPORTATION DEPARTMENT A.C.,
(RAIL DIVISION)
c/o Transportation Movement
O.M.F.

Tel.: BA 3238
Ref.: 20/100/2002/20.4
13 April 1945

TO : Chief Transportation Officer
Tientsin Station.

FROM : Szechwan-Chinese Rail line and Private Railways.

1. Reference in your letter WHIL/35/35/30 7 April 1945.
2. The question of the repair of the line from Chung to Hsueh has been considered very carefully from the 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 IIR lines, request for reconstruction comes either from MRB, where military priority of some kind is established, from AO where it is felt that a priority of reconstruction 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 steel at Hsinlung) 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 on IIR line, financial authority is given by the Sub-Commission based on contracts tendered to and accepted by IIR.
6. The private railway mentioned in this correspondence, that between Siana and Kanta which was inaugurated many months ago, and is so much damaged that this Commission was not prepared to sponsor any repair work, 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 Inspectorate General de la Motorisation civile e del trasporto in concessione, a separate branch of the Ministry of Communications concerned with private railways in concession. There is a Governmental

1. Reference is per letter RW114/35/30 7 April 1945.
2. The question of the repair of the line from Chind to Napoli has been considered very carefully from time to time in light of its economic significance to the country, but in view of other more pressing problems, it has not yet been found possible to obtain attention 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 IGH lines, requests for reconstruction come either from IGH, where military priority of some kind is established, from IGH where it is felt that a priority of reconstruction is necessary to assist in development of the economic life of the country, and from the IGH where they desire to establish a case for reconstruction of a line for any purpose.
4. In this instance the original application came from IGH, (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 masonry that more urgent works were completely decided 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 on IGH lines, financial authority is given by this Sub-Committee based on estimates tendered to and accepted by IGH.
6. The private railway mentioned in this correspondence, that between Siena and Monte Antice was inspected many months ago, and in so much damaged that this Commission 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 consequence from the Government. The appropriate Governmental body is the Istituto Generale delle Motorizzazioni Civili e dei Trasporti in concessione, a separate branch of the Ministry of Communications concerned with private railways in concession. There is a Governmental representative in the Florence corporation, and the Company should be referred to him.

2047

Istituto Generale Motorizzazioni Civili 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.

8. On the other hand, materials in short supply and controlled materials cannot be used without permission from this Subcommittee, and the Company should therefore ensure that the Governmental representative is fully informed as to material needed. There 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 STUBBS

C. J. L. L. L.
for: MARSHALL E. TAYLOR,
Director.

Copy to: Major Blair,
Rail En Officer, Florence
Department (Hills)
Major Richardson (Planning Div.)
Major Street
Major Long.

2910

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION

Reference: BVIII/35/RL/R24

Date: 9 Apr. 45

Subject : Reconstruction railway Chiusi-Supoli.

To : Tn. Sub-Comm. A.C.
Rail Section
Care Tn Increment C.M.F.

1. Attached is file from Chief Tn Officer Toscana Region BVIII/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.

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

Florence 2nd April 1945

193 Anno



Ministero delle Comunicazioni

FERROVIE DELLO STATO

COMPARTIMENTO

di

N. 5882/11/4/3

at N. del

R24

(1)

Oggetto

Line Chiusi-Florence

stretch Florence C.M.

Pontassieve

Allegati N.

To: Col. Ratter

General Direction E.M.S.

Rome

1. According to what you told me, I am going to give you particulars about the steel-spans we need in order to recondition as quickly as possible a track on the stretch Florence C.M.-Pontassieve.

a) For the double span bridge on the river Zambra at Km 301 + 823

One steel-span	mtr. 10 (free)
"	" 8.50 "
thickness of pier	" 2.10

b) For the Bridge on the river Sieci (Km.299+122)

two steel-span	mtr. 12 (free)
thickness of pier	" 2.30

c) For the subway road Aretina at (Km.296 + 910) (see drawing enclosed.)

2. I should be much obliged to you, if you would let me know whether I can rely upon having the above mentioned spans.

The Capo Compartimento
(Eng. S. Bissoni)

Copy to: Col. Guilfoyle
Major Patterson
Major Buckley
Major Blair.

2914

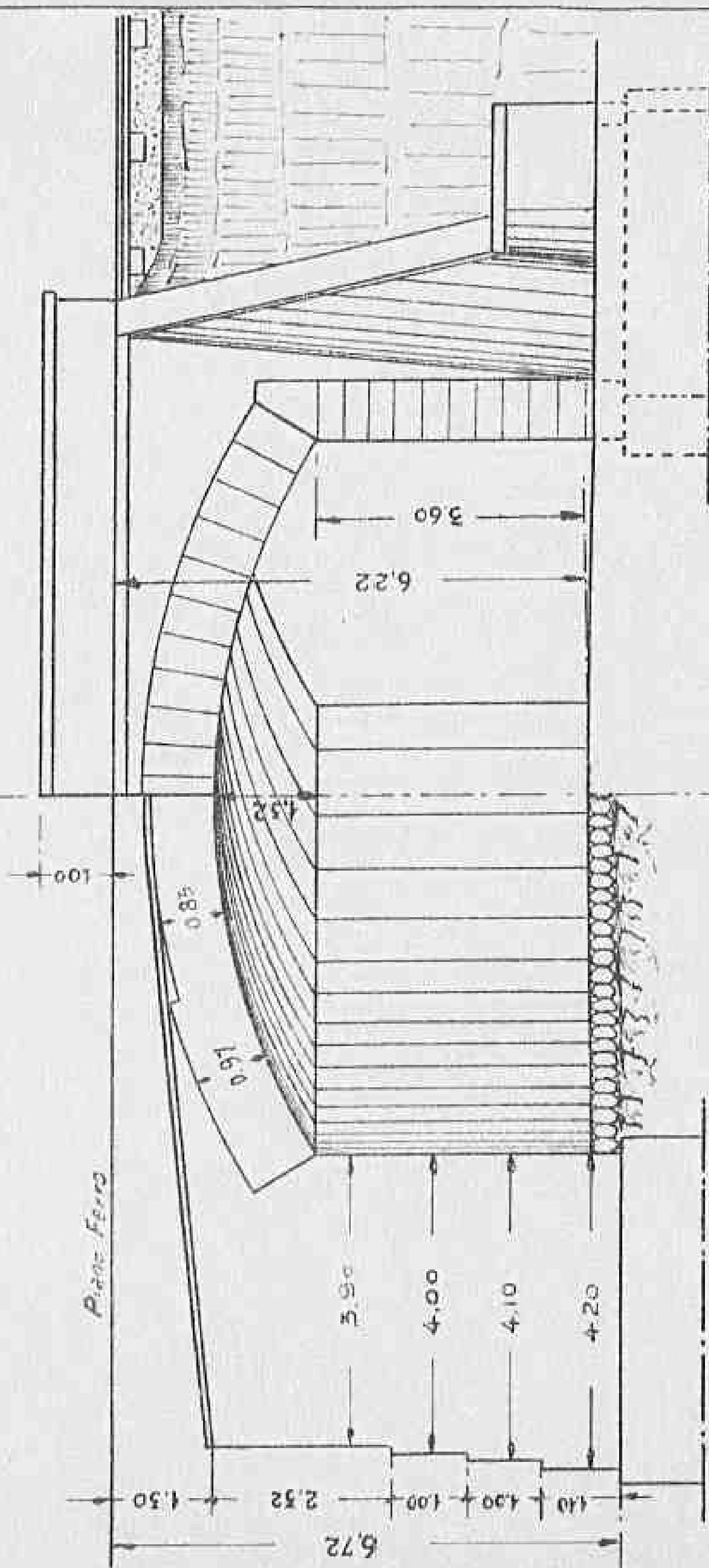
7.1933. Tip. Carlo Accame, Torino - Ord. 2313, 29-4-1933. Anno XI - D 60, 19 x 27.

SOTTOVIA SULLA STRADA STATALE ARETINA

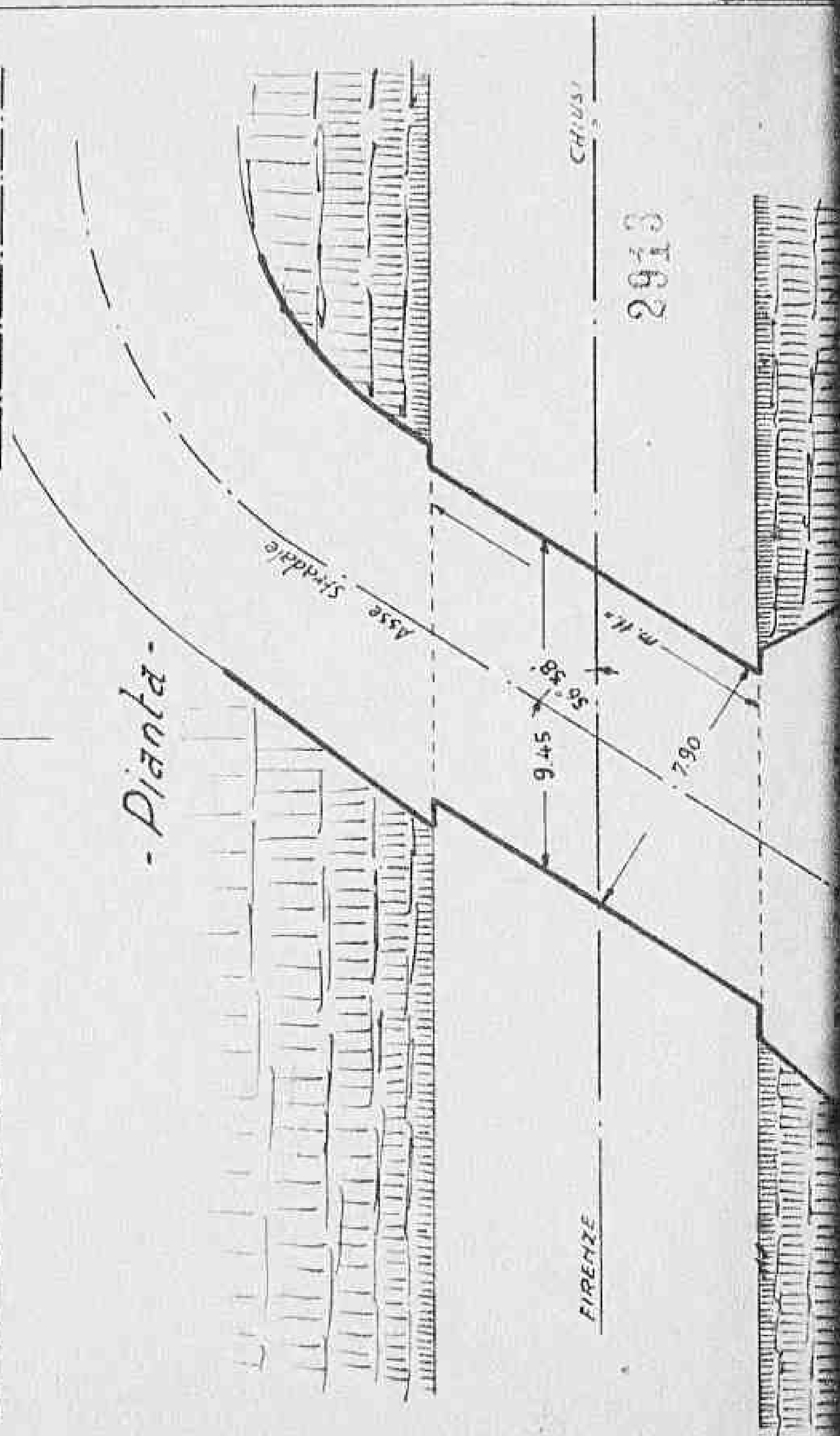
AL Km. 296+510,80

- 1/2 Sezione -

1/2 Prospetto



- Pianta -

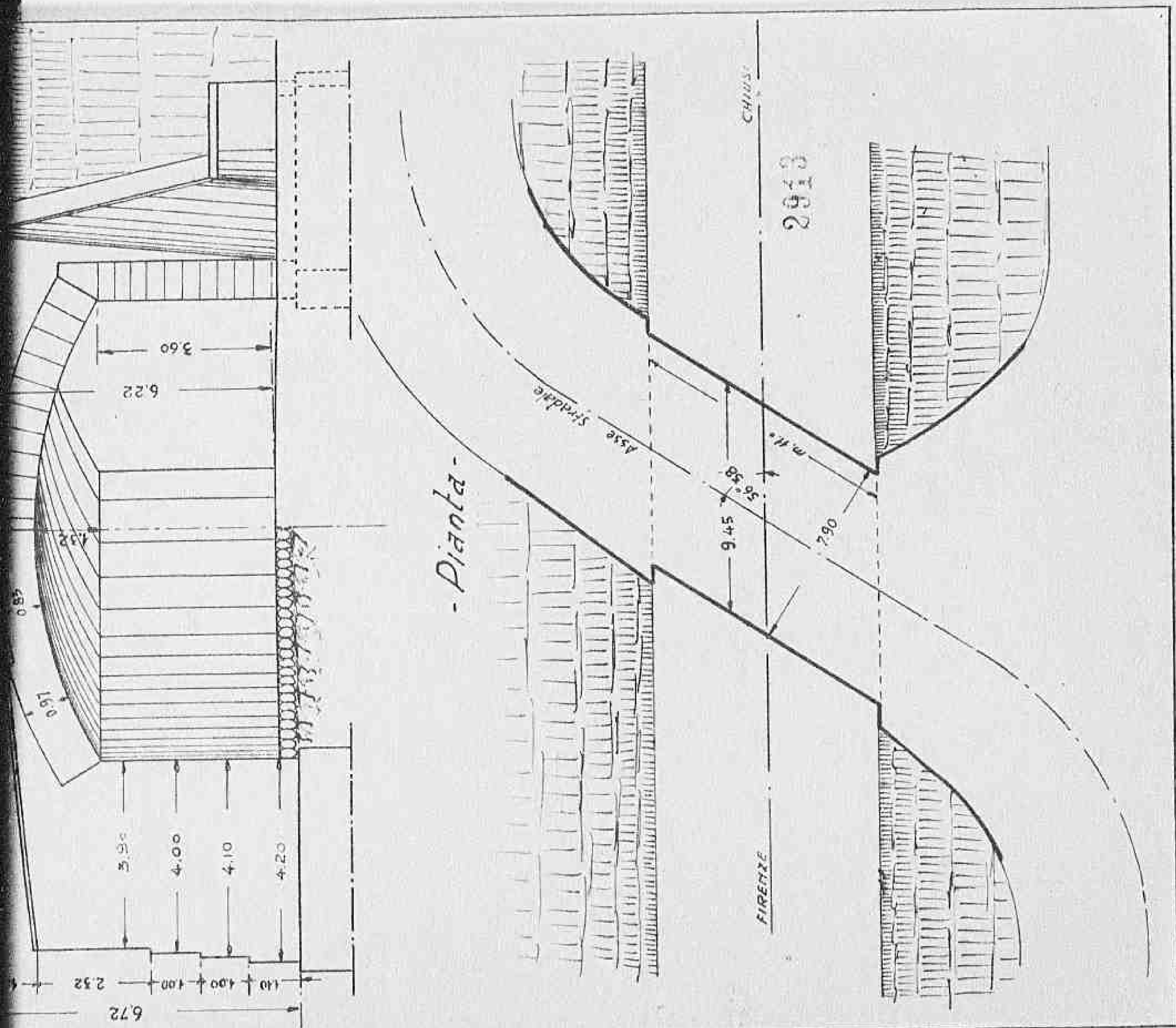


2913

FIRENZE

0565

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



HEAD QUARTERS ALLIED COMMISSION
A. F. O. 394
TRANSPORTATION SUB COMMISSION

7/10/45

R24

Reference: En/AC/3. CE.

Date: 27 Mar. 45

Subject : River wall Km. 20 Lin 219.

To : Capo Compartimento, Florence.

1. Contractor Fattini, on River Retaining wall, north of the Arno Bridge is not making good progress.
2. He has had ^{Army} ~~exp~~ transport, and now ^{Army} ~~exp~~ explosives has been arranged for him to use in the near by quarry.
3. Unless he speeds up, progress the river will rise with disastrous results of a probable "washout".
4. Unless he can do better another contractor should be put on this work..

S. J. HUGELBY,
Major, R.F.
For Lt. Col. Lindberg, R.F.
En/SC/AC/Rails.

SPB/ann.

HEAD, ALLIED COMMISSION
A F G 394
TRANSPORTATION SUB COMMISSION

Reference: Tn/AC/10 GH
RVIII/35/AL/P24

Date: 22 Mar. 45

Subject : Rolling stock in M in Drainage Canal.

To : Capo Compartimento,
I.S.R., Florence.

1. Main Drain Arezzo-Indicator is partly blocked at the end near Arezzo, by Rolling Stock that were dumped there by the Germans.
2. As there is grave danger of flood which will cause local damage and damage to the Railroad, would you arrange that a contractor be put to work at once to remove these.
3. I will endeavour to arrange for help, if possible, in the way of plant from the nearest Military authority.

1. Il principale canale di scolo Arezzo-Indicatore è in parte bloccato alla fine, vicino ad Arezzo, da materiale rotabile abbandonato là dai Tedeschi.

2. Dato che c'è grave pericolo di inondazione che causerebbe danni locali e danni alla ferrovia, vi pregherei voler provvedere che un imprenditore prenda l'incarico di rimuovere questo materiale.

3. Io cercherò di chiedere per aiuto, se possibile, alle più vicine autorità militari per attrezzi o impianti.

LB

S. F. BUCKLEY,
Major, R.F.
for Lt. Col. H. O. Lindberg, R.F.
Tn/98/ AC

SFB/mm

Copy: Lt. Col. Lee (2)
Rome File
Florence File. ✓

2911

SEB/nv

R-24

TRANSPORTATI N SUBCOMMISSION, A.C.

(RAIL SECTION)

C/o Transportation Increment
C.M.F.

TO : Sig. Ing. Matti I.S.M. P I S A

SUBJECT : Steel span Fium River

REFERENCE : AC/Tn/9/32/CE

1. Reference our meeting at the above mentioned Bridge the span should leave consigned to you VADA Station.

2. With this Drawings Tn/SP/139/138/137 Connection Details Bracing Details Master Tables.

3. The Bracings will follow later and should reach you on 14th March you can have the span over the river, without waiting for these drawings. These to be returned to me C/o Capo Comarimento, Florence. Please.

1. Riferendoci al nostro incontro al summenzionato ponte, le luci vi dovrebbero essere consegnate il 5 Marzo, alla stazione di Vado.

Allegate a questa sono i Disegni Tn/SP/139-138-137 Dettagli sui collegamenti Dettagli sulle diagonali Schemi principali.

Questi collegamenti seguiranno più tardi e vi raggiungeranno il 14 Marzo. Potrete mettere le luci sul fiume senza attendere questi collegamenti. Questi ultimi mi dovranno essere restituiti presso il Capo Comarimento di Firenze, per favore.

S.P. BUCKLEY
Maj. R.E.

2910

1. Referendoci al nostro incontro al summitato ponte, la luci vi dovrebbe esser consegnato il 5 Marzo. alla stazione di Vadiq.

1. Reference our meeting at the above mentioned Bridge the span should leave consigned to you VAD. Station.

2. With this Drawings Tn/SD/138/137 Connection Details Bracing Details Master Tables.

3. The Bracings will follow later and should reach you on 14th March you can have the span over the river, without waiting for these. drawings These to be returned to me C/o Capo Comar- timento, Florence. Please.

3. Questi collegamenti seguiranno più tardi e vi saranno consegnati il 14 Marzo. Potrete avere le luci sul fiume senza attendere questi collegamenti. Questi ultimi mi dovranno essere restituiti presso il Capo Comarimento di Firenze, per favore.

[Handwritten signature]

2940

S.P. BUCKLEY
Maj. R.E.

for C.H. LINDBERG
Lt. Colonel
Tn.S.C., A.C.

Florence File

[Handwritten notes:]
NB
Actually 12 to 13
Refined 12 13
S. C. L.

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION

Reference: "VIII/35/11/R24"

Date: 16 Mar. 45

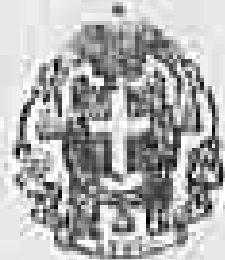
Subject : Release of glass.

To : Industry and Commerce Divn.
H. . Toscana Region.

1. The Railway is continually requesting that we make available to them a certain quantity of glass.
2. Their immediate requirements are for 20,000 square metres of glass for their workshops and buildings.
3. Are you in position to release any glass to them at present ?

PETER G. N. TSON,
Major, T.C.
Rail Officer
for Regl. Tptn. Officer.

PM/mm.



DEI TRASPORTI
MINI TERO DELLE COMUNICAZIONI
 FERROVIE DELLO STATO
 COMPARTIMENTO DI Florence

Tipo 5

N. 4626/5/4/3

Florence 15th March 1945

al N. _____ del _____

OGGETTO: GlassTo: P.G. Matson,
Major T.C. Florence

1. Referring to your note of 12th March 45.
2. We beg to notify you that we need several tens of thousand m2 of Glass.
3. To start work a first supply of about 20.000 m2 could do for the moment.

The Capo Compartimento
 (Eng. S. Rissone)

[Signature]

[Handwritten notes and stamps]
 29/3/45

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION

Reference: "RVIII/35/IL/R24"

Date: 15 Mar. 45

Subject: Rebuilding of line
Chiusi-Sinalunga.

To : P.O. Province of Siena.

1. Reference statement attached to your letter RO/10/247 dated 4 March 45.
2. For the present plans for opening the line Sinalunga-Chiusi have not been approved.
3. The importance of this project is realised and rehabilitation of line is looked upon favourably by AMG/AC. Therefore considerations will be given this matter as soon as facilities for the work are available.

FM/AM

Info Army Command

PM
PERCY G. MATSON,
Major, T.O.
Rail Officer
for Regl. Tptn. Officer.

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION

RVIII/35/35/25

14 Mar. '45

SUBJECT: Chiusi- Sinalunga Railway.

TO : Rail Section. ✓

1. Please forward your comments on the attached copies of correspondence received from Provincial Commissioner, Province of Siena.

George B. Sowers
GEORGE B. SOWERS, *MC*
Major, AUS.,
Chief Transportation Officer

HLC/lr

To: P.C.: Province of Siena
Subject: Rebuilding of line
Chiusi- Sinalunga.

1. Reference statement attached to your letter
RO/10/247 dated 4 March 45.

2. For the present plans for opening
the line Sinalunga- Chiusi have not
been approved.

3. The importance of this project ^{29 is}
realized and its ~~total~~ rehabilitation of line
is looked upon favorably by AMG/ATM
Consideration will be given this matter as
soon as ~~other~~ facilities for the work are
made available.

Plan for
ROO

C O P Y

ALLIED MILITARY GOVERNMENT
PROVINCE OF SIENA

Subject; Railways

Ref: RO/10/247

TO : H.Q. TOSCANA REGION

Date 4 March 45

With reference to attached and translation
I do not know what the priority of this work is .

/S/ ? ? ? ? ?
/T/ E.H.J. NICOLLS, Lt.Col.,
Provincial Commissioner

C O P Y
CONFEDERAZIONE GENERALE ITALIANA DEL LAVORO
CAMERA CONFEDERALE DEL LAVORO DI SIENA E PROVINCIA
SINDACATO ITALIANO FERROVIERI

+..+..+

1 March 45

Subject:
STATEMENT

ALLIED MILITARY GOVERNMENT - SIENA
PREFECT SIENA
COMMITTEE OF NATIONAL LIBERATION-SIENA
CHAMBER OF LABOUR SIENA
ENTE FOR THE RECONSTRUCTION SIENA

Through our agency to the General Railway Direction in Rome, on the 28th of September 44, we received assurance that the works, authorized by AC, would start very soon.

Since that time, the restoring of the line CHIUSI-SINALUNGA was authorized with a normal lease competition. Afterwards AC Commission thought it convenient not to start the work until the plan for the complete restoring of the line CHIUSI-EMPOLI was not completed.

Projects were made and the proposal was sent to Rome where, it seems, it has been and will be hanged up a long time.

It is clear that the first step in the industrial and agricultural reconstruction of our Province and neighbouring Provinces, is the restoring and functioning of railways. The abandonment of our line, which is of importance for large agricultural and industrial areas, will mean slackening in the reconstruction with evident economic troubles.

All the personnel of any rank and qualification is working with emulation for the accomplishing of all the repairs they can do with the limited means at their disposal. We have formed squads of volunteers which shall be more numerous in future, adherents to "GRIVOFER" organized by the Italian Railway-men Syndicate; these will be able to go where necessary and will help in the reconstruction of bridges and tunnels.

The work done, up to date, is the following: all the stations along the line CHIUSI-EMPOLI and the line itself have been restored so that trains can now be admitted, but it is quite clear that to rebuild the bridges and restore the tunnels it is necessary to have machinery and financial means which the Railway-men of Siena do not have. We request therefore all the authorities to recommend our case and have Rome authorize the restoring of our line.

We have noticed that the line AREZZO-FIRENZE is going to be restored before our line notwithstanding the expense for the latter is higher.

The estimates are the following:

about 140 millions for our line
" 700 " for the other one.

2994

If all the authorities assisted us we could be supported by Enti and manufactures of the Province as the restoring of our lines is of great advantage to them.

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The estimates are the following:

2994

about 140 millions for our line
" 700 " for the other one.

If all the authorities assisted us we could be supported by Enti and manufactures of the Province as the restoring of our lines is of great advantage to them.

If the line is restored the area will have a connection with Rome and Florence being the restoration of the line PISA-FIRENZE in effect.

We, altogether with our adherents, will put all our will to accomplish with our unwearied work, the reconstruction; in the interest of our Province and poor country.

p. LA COMMISSIONE SINDACALE
Il Segretario

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION

Date: 15 Mar. 45

Reference: "RVIII/35/R1/R24"

Subject : Mine clearance.

To : P.S. Province of Arezzo;

1. Reference your letter dated 8 March, file AR/HQ/135/S-1.
2. Private contractors have been authorized by the I.R.S. with approval of the Allied Commission to proceed with the repairs to the rail line Arezzo-Florence.
3. The subject of mine clearance is very important so that the work may proceed without delay.

PETER. ²³ MATSON,
Major, T.O.
Rail Officer
for Regl. Tptn. Officer.

PM/ML

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
OFFICE OF THE PROVINCIAL COMMISSIONER, AREZZO

SECRET

File: AR/HQ/135/S-1
Subject: Mine Clearance.
To: Liaison Officer-M.R.S.- Florence.

Date 8 March 1945

Reference your indorsements of 26 Feb.45 and 5 Mar.45 to
3278/11/4.

1. No information has been received in this office that there
is any project to rebuild the Arezzo-Florence railway. The
line Rome-Arezzo is of course under control of MRS.

2. Before the question of mine clearance can be dealt with
it is necessary to know whether the Army is about to commence
work to extend the present RH northwards or whether the matter
is a private enquiry from the owners.

In either case, it would appear to be advantageous to the
party concerned if AMG was given some information on the
subject, as we have had considerable correspondence regarding
the desirability of reopening the line as a means of curing
the unemployment in the Val d'Arno and of rehabilitating the
valuable industries there. Otherwise much if the available
labour may be dispensed on public works and other schemes,
with which we are endeavouring to cover the Security aspect
of the matter as affecting the L of C to 5th Army.

J. W. Quin Smith 2902
J.W. QUIN SMITH
Lt. Colonel
Provincial Commissioner

2nd Indorsement

CRJ/sp
5 March 1945

Subject: Mine Clearance.

AF, Military Railway Grand Division, Office of Deputy Director,
Office of Liaison Officer-M.R.S., Florence. APO 512.

TO: Allied Military Government, Arezzo Province.

1. The attached forwarded to you for action.

C. R. Johnson
Capt TC
Liaison Officer-M.R.S.
Florence

Ref. 26 Feb 45
3278/II/4

2901

C O P Y

PAD/618

Subject: Mines

Liaison Officer M.R.S.

1. Reference your G.R.J./S.P. dated 26 Feb. 45.
2. The mined stretches of railway tracks are in the Province of Arezzo.
3. Applications for clearance should be made to A.M.G. Arezzo Province.

CMT 28 February 45
ABF/Signed Capt.S.O. P.A.D.
Florence Command

26-45

1st Indorsement

CRJ/sp
26 Feb 1945

Subject: Mine Clearance.

AF, Military Railway Grand Division, Office of Deputy Director,
Office of Liaison Officer-M.R.S., Florence. AFO 512.

TO: Capt. A. B. Pegg, S. O. 3. - P. A.D., Florence Command.

1. The attached letter N. 3278/II/4 forwarded to you
for action.

G. R. Johnson
1st Lt TC
Liaison Officer-M.R.S.
Florence

2899

C O P Y

MINISTERO DELLE COMUNICAZIONI

Ferrovie dello Stato

Compartimento di Florence

N°3276/II/4

25th February 1945

Subject: Mine clearance

1. It is reported to me that there are still some German mines to be removed from the rly line Florence-Arezzo, in the under mentioned places:

a) From Km.256+700 to Km.257+670, between the stations of Bucine and Monteverchi

b) From Km.261+650 to Km.263+100 between the stations of Monteverchi and S.Giovanni Valdarno.

2. We had asked the Italian U.F.P.A. here in Florence to remove them, but they answer us that those places are not under their supervision and that at Arezzo, for the time being, there is no Italian Unit able to do it.

3. Could you kindly, think about this important matter, on which the reconstruction works of the rly line depend?

2893

Signed The Capo Compartimento I.S.R.

SPB/nv

TRANSPORTATION SUB COMMISSION
(Rail section)
C/o Transportation Increment
C.N.F.

12 th March 1945

TO : Il Capo Servizio I.S.R.

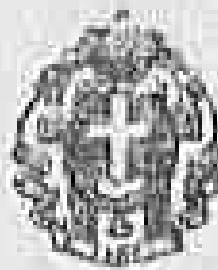
1. Would you lend me a
section Profile for
the following:
Arezzo= Florence
Chiusi= Florence
Colle Salvetti= Pisa
Volterra= Cecina

1. Potrebbe prestarmi un profilo
di sezione per le seguenti
linee:
Arezzo =Firenze
Chiusi =Firenze
Colle Salvetti= Pisa
Volterra= Cecina

S.P. BUCKLEY
Major R.E.

2897

0584



MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
COMPARTIMENTO DI FLORENCE

Tipo 5

294

N. 4310/II/4/I

di N. del

Florence II. March 19 45

Oggetto: Hours of work

To: Major R. S. Buckley, R. S. Florence
To: Major Patterson, c/o 715th Rly

File

1. I have been informed by the men, who are repairing the steel span for the under-passage at Signa, that last Sunday, 4. March, they worked until 3.30 p.m. and had to leave off at that time for lack of carbyde.

2. They have also confirmed that they are going to work every day, Sundays included, until the work is finished.

The Capo Compartimento ISR.
(Sag. Severo Bissone)

Alvino

No. 785021



Letter to His Excellency -
Napoli - 1850

 ω N

2294

TO: F.C. Buckley, Major U.S.
FIDELITY

To: Major Patterson
715th Bn.

Allegati N.

The ~~Key~~ Compartments (Exp. 3. 1964)

Prague

2896

HEADQUARTERS ALLIED COMMISSION
APO 498
TRANSPORTATION SUB COMMISSION

Finnee Tell

Reference: "EWILL/35/RL/R24"

Date: 9 Mar. 45

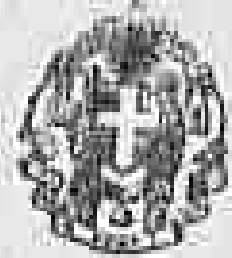
Subject : Hours of work I.S.R.
& contractors men.

To : Cabo Compartimento,
Mireno.

1. Major Patterson complains that your men, work on the repair of the steel span over the highway, west of Sigma Station did NOT work last Sunday, therefore it will be necessary for them to work on Sunday next, 11th March 45.
2. The retaining wall, (River Arno) about Km. 20, is not being pushed fast enough by Contractor Parrini, unless he is quicker with the lower levels of the retaining wall, the River Arno will wash out the bank next flood. This is important.
3. Span over Route 66. The I.S.R. men are working there, will you impress on your Engineer that it should be completed within two weeks.
4. It is requested also that your I.S.R. maintenance men "pack up" the Track when jointed up.
5. Please urge these.

2895

RB
R.F. BUCKLEY,
Major, E.E.
for Lt. Col. R.O. Lindberg,
A.C. T/n Rails.



MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO

COMPARTIMENTO DI FIRENZE

Tip. 5
R24

A. 17/1/2/2

al N. _____ del _____

Florence 2. March 19 45.

Oggetto: Firma: "S.A.S.S.A."

TO E. S. Puchley, Major R. S.
Florence

1. The Firm: "S.A.S.S.A." has been entrusted, by this Administration, with the masonry works on the stretch Prato-Montecatini (Line Arezzo-Florence).
2. To start working this contractor needs, first of all, a statement issued by you, saying that they are to be allowed to use and move their own equipment: vehicles, machinery, tools and materials, and that the same must not be requisitioned by anyone.
3. They also want a release for the bricks they require, and that can be had at the plant: "Bagliardi", S. Giov. Valdarno, which is the nearest to the place where they are going to work.

Il Capo Compartimento IBS.
Ing. Saverio Tissera
Adriano 2801

D. 700-21000000 P. S. - Roma - 3-10-45-8-8-8

224

COPY

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION

8 Mar. '45

RVIII/35/7/2/24

SUBJECT : Tyre for sale to Civilian Contractors.

TO : Rail Section.

1. Reference your recent request. One new Army tyre, size 900 x 20 has been allotted for sale to the Ministero dei Trasporti, Ferrovie dello Stato, Compartimento di Firenze, for use on FIAT 62-105.

2. The tyre, Serial No. 216305 E (Firestone) will be forwarded immediately on receipt of the sum of lire 7500 and the Targa No. of the vehicle in which it is to be used.

(Signed) George B. Sowers.
Major, AUS.,
Chief Tptn. Officer.

To Capo Compartimento:

If you will send the money and an Engineer to sign for this type tyre also to collect the authority for its use on your vehicle, to the above office on the 13th March they will give you a release to collect it from the S.I.T.A. Garage.

(Signed) S.P. Buckley.
Major R.E.

Al Capo Compartimento

Per ottenere l'autorizzazione a prelevare gomme allcate presso il garage S.I.T.A. e il permesso di usarle sul vostro veicolo potete inviare un vostro ingegnere con il denaro necessario all'acquisto di gomme copertoni, all'Ufficio Trasporti, Piazza dei Giudici, piano 2°, Major Sowers, il 13 p.m.

Firmato :

S.P. Buckley
Major, R.E.

(Original to the Capo Comp.)

2893

HEADQUARTERS ALLIED COMMISSION
APO 498
TRANSPORTATION SUB COMMISSION

File

Date: 9 Mar. 45

Reference: "IVIII/35/EL/R24"

Subject : Hours of work I.S.R.
& contractors men.

To : Capo Compartimento,
Firenze.

1. Major Patterson complains that your men, work ^{ing} on the repair of the steel span over the highway, west of Siena station, did NOT work last Sunday, therefore it will be necessary for them to work on Sunday next, 11th March.
2. The retaining wall, (river Arno) about Km. 20, is not being pushed fast enough by Contractor Pardini, unless he is quicker with the lower levels of the retaining wall, the river Arno will wash out the bank next flood. This is important.
3. Span over Route 66. The I.S.R. men are working there, will you impress on your Engineer that it should be completed within two weeks.
4. It is requested also that your I.S.R. maintenance men "pack up" the Track when jointed up.
5. Please urge these.

2 PB

C.F. BUNKLEY,
Major, R.E.
for Lt. Col. E.O. Lindberg,
A.S. T/o Rails.

2892

ALLIED COMMISSION HEAD QUARTERS
APO 494
TRANSPORTATION SUB-COMMISSION

Reference: "RVIII/35/RL/R24"

Date: 3 Mar. 45

Subject : Cement and Stone for Vicarello-
Pisa.

To : Major Patterson C.E.

1. T/n Stores No. 331 have no advice of this work, which is stated to be Military Priority one, and it will not issue.
2. Contractor Pardi has men, trucks fuel etc. already to commence.
3. Under the circumstances can you manage to obtain or supply a quantity say 70 tons (total reqd. 170) that he may commence work, please. *new*
4. Stone for this line, could you arrange with Army who are working the quarry at San Giuliano, about 6 Km. from Pisa for contractor Pardi to have a daily supply, (to be paid for) of 15 cubic meter per day. Total quantity required approx: 2000 cub. metres.

50 cubic metres

SPB/mx

L.T. BOWLEY,
Major, E.E.,
For Lt. Col. R.O. Lindberg, RS
A.C. T/n Rails.

Copy: Capo Compartimento
Impresa Pardi
Capt. Johnson
Files. ✓

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION

RVIII/35/35/22.

1 Mar. '45.

SUBJECT: Railway, Sinalunga - Arezzo.

TOW : Rail Section.

1. The attached copy of letter AR/HQ/135 dated 23 Feb. '45 from Provincial Commissioner, Province of Arezzo, is forwarded for information and such action as may be necessary.

HLC/FO.

George B. Sowers
GEORGE B. SOWERS, *Maj.*
Major, AUS.,
Chief Transportation Officer

2890

C O P Y

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
Office of the Provincial Commissioner, Arezzo

File: AR/HQ/135.

SUBJECT: Railway Sinalunga = Arezzo

Date 23 February '45

TO : HQ., Toscana Region.

A. This morning the Prefect and a Senior member of the above firm saw me with the O.C. N° 2 Rly. Mob. wksp.

The latter has order from the Directorate of Military Railroad Services at Rome to remove machinery from wksp of the above Rly which is situated close to the main I.S.R. line and RH; it is connected by 50 yards of track. As the Officer has orders to start work at once the matter was represented by telephone to Director Tn S/C. H.Q. A.C. He was requested to put up the following points:

1. Reactivation of this Rly is considered an essential item in reforming main industries here as the Rly taps the main source of building material in the district. Several meetings have been held under aegis of Prov. Govt. which resulted in company agreeing to form a Cooperative Society. Group of employees went to Rome last week and state they obtained permission of Italian Govt. for the scheme.
2. Removal of machinery will mean that, like ISR main wksp at Arezzo, they will never see property again and wksp are essential as nucleus for all rebuilding.
3. The machines are wanted by the Army to rebuild light repair shop on the main line at Chiusi. If essential, Army is requested to consider making such a shop in the present location. A disadvantage may be that it is at one end of a long line, in fact it is only 45 km from Arezzo. Advantages are:

- a) Machines are in situ.
- b) Most important-skilled personnel are here it is well known that there is a great shortage at Chiusi.

B. AFHQ Order N° 25 of 25 October 1944 prohibits all removals of Rly stock except by order of Director General of Rly. Tn. (addressed Inspect. Gen. at Florence, signed Brig. Waghorn, 10 Ja-
O.C. N° 2 Mob. wksp has not produced a formal requisition.

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C. The above notes on the position are forwarded for information and necessary action.

(S) G.W. QUIN=SMITH
(T) G.W. QUIN=SMITH
Lt. Colonel

Provincial Commissioner

Copy to: Director Tn. S/C. HQ. A. C.

QS/em

8368 CEM/elo

INTER-OFFICE MEMORANDUM

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

To: 478704

331/7/En 3

SUBJECT: Solvay Plant - Resignano

TO: Industry Sub-Commission



25 February 1945

1. Reference your AC/5605/IND dated 25 Nov. '44.
2. Certain spars necessary for the erection of the new Vada bridge are still in course of construction by IMB. The urgency for completion of this bridge is fully realized and IMB have given instructions to speed up the work.
3. It is expected that the bridge will be completed and the line open in the course of the next three weeks.

W. H. Taylor

for W. H. TAYLOR
Director, Transportation Sub-Commission

Copies to: Regional Commissioner - Toscana Region
Rail Division

2883

161 : 478704

331/7/Tm 3

SUBJECT : Solway Plant - Resignation

TO : Industry Sub-Commission



25 February 1945

1. Reference your AG/5605/IND dated 25 Nov. '44.
2. Certain spares necessary for the erection of the new Vada bridges are still in course of construction by IM23. The urgency for completion of this bridge is fully realized and IM23 have given instructions to speed up the work.
3. It is expected that the bridge will be completed and the line open in the course of the next three weeks.

W. H. Taylor

for
HERBERT H. TAYLOR
Director, Transportation Sub-Commission

Copies to : Regional Commissioner - Toscana Region
Rail Division

-1 WAR Recd

2888

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOGGIANA REGION

Reference: "BVIII/35/RL/R24"

Date: 23 Feb 45

Subject : Release of glass for It.
State Rlys-Florence Divn.

To : Z. & S.O.
Florence Province A.M.G.

1. There is urgent need of glass (of any kind)
for railway workshops and buildings in Flo-
rence Division of the State Railways.
2. Will you please say if you are in a position
to release any glass?

BWB

B.W. BOBBY,
Capt. C.L.(1)
Rail officer
For Regl. Tptn. Officer.

BB/mn

2887

C O P Y

Impresa Ing. Antonio Di Penta
Roma, Via del Babuino 51-Tel. 65.971

Florence file

Roma, 22/2/1945

to ALLIED COMMISSION.

The contractor "Ing. A. Di Penta" is engaged by the Italian State Railways on the reconstruction of the railroad bridges and tunnel of the Arezzo-Florence line between the Kms. 286 and 295.

The work is done under the direction and supervision of the Allied Commission.

Alla COMMISSIONE ALLIATA

L'Impresa "Ing. A. di Penta" esegue i lavori di ricostruzione delle opere d'arte della linea Arezzo-Firenze comprese fra il Km. 286 e il Km. 295, per conto delle Ferrovie dello Stato sotto la direzione della Commissione Alleata.

Section

Line No. 65

PONTA SIEVE - RIGNANO (Florence Province.)

Il Cap. del Servizio
Lavori e Costruzioni

*Make out passes
with envelope
in City
along the line of IRL -
Florence - Rome
road and passes to the
2886*



MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO

Tipo 5

COMPARTIMENTO DI FLORENCE

N. 2886/I/4/1

Florence 19th Feb. 1945 A.

al N. _____ del _____

OGGETTO: GLASS

To: Capt. E. W. Boddy, Toscana Region A.M.G. (Rail, Transportation Div.)
To: Clifford R. Johnson, 1st Lt MC, Liaison Officer A.M.G.

Florence

1. As we are getting on pretty fast with the reconstruction works of our rly workshops and buildings, it is most urgent and important to have a certain allowance of glass of any kind.
2. Will you, please, help us to get a release for it, at the Economics and Supply Office?

The Capo Compartimento
(Eng. Severo Rissone)

A. Rissone

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION

19 Feb. '45.

RVIII/35/7/2/74.

SUBJECT: Tyres for Italian State Railways.

TO : Rail Officer. ✓

1. Reference your RVIII/35/RL/R.24 dated 16 Feb. '45.
2. It is regretted that there are no 6 x 18 tyres or tubes available from A.C. sources.

George B. Sowers
GEORGE B. SOWERS,
Major, RUS.,
Chief Transportation Officer.

HLC/FO.

2884

AHS/ef

HEADQUARTERS ALLIED COMMISSION
APC 394
TRANSPORTATION SUB COMMISSION
(Railway Division)

Tel : 843239
Our reference: AC/Tn/8/79/C.E.

15th February 1945

TO : Capt. Boddy
Rail Officer

1. No request has been received for the repair of line 227 Cecina - Volterra.
2. The section Chiusi-Sinalunga of line 220 has not yet been authorized for repair.

A.H. Street
A.H. STREET,
Major,
Tn-Sub.Comm.A.C.

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION

Date: 16 Feb. 45

Reference: "RVIII/35/RL/R24"

Subject : Tyres for Ital.St.Rlys.

To : Maj. Sowers
Regl. Tptn. Officer.

1. Reference attached letter (1722/VI/4 of 1 Feb) from Capo Compartimento, Florence Divn. I.S.R. please note E.R.S. have since been able to supply tyres, and for the present, no notice need be taken of this letter except that there is urgent need of 2 6 x 18 truck tyres.
2. Can you obtain these, please?

B.W. Boley

B.W. BOLEY,
Capt. G.L. (1)
Rail officer

BB/nm

2002

C O P Y

AHS/em

HEADQUARTERS ALLIED COMMISSION

APC 394

TRANSPORTATION SUB-COMMISSION
(Rail Division)

Tel : 843239

Our reference: AC/Tn/8/77/C.E.

TO : Allied Forces
Local Resources
(Italian) Board
R.A.A.C.

13th February 1945

1. It has been reported that the ENTE NAZIONALE METANO, Via Nomentana 92, Rome (a Fascist Organization) possesses between 3000 and 4000 cylinders for methane gas.

2. These cylinders were formerly used for methane gas compresses to 200 metric atmospheres.

3. These cylinders are understood to be hidden in various places in Rome (chiefly garages).

4. The Italian State Railways have numerous important works in hand for which both oxygen and acetylene gas are required but to obtain a supply of gas it is necessary that they produce cylinders.

5. Included in the above works is the rehabilitation of the Pisa-Empoli-Florence railway, a work of the highest Military Priority.

6. May these cylinders be inspected and if suitable an immediate allocation made as follows :

To Italian State Railways :

600 Oxygen
300 Acetylene

To M.R.S. British Tn. : 900

S.M. Flor

20,000 M³ Daily

10 M³ ce = 2,000 Cylinders

to work on this capacity

requires 10 Cyl^s = 20,000 Cyl^s.

1. It has been reported that the ENTE NAZIONALE METANO, Via Nomentana 92, Rome (a Fascist Organization) possesses between 3000 and 4000 cylinders for methane gas.
2. These cylinders were formerly used for methane gas compressed to 200 metric atmospheres.
3. These cylinders are understood to be hidden in various places in Rome (chiefly garages).
4. The Italian State Railways have numerous important works in hand for which both oxygen and acetylene gas are required but to obtain a supply of gas it is necessary that they produce cylinders.
5. Included in the above works is the rehabilitation of the Pisa-Empoli-Florence railway, a work of the highest Military Priority.
6. May these cylinders be inspected and if suitable an immediate allocation made as follows:

To Italian State Railways:

600 Oxygen
300 Acetylene

To M.R.S. British Tn.: 999

600 Oxygen
300 Acetylene.

requires 210 Cyls. = 20,000 Cyls.

Ragione Casali.

86444, Rome Office

869223 Private address

Super Piana Yendi

Fiat Via Manzoni, Leno

Station Santa Bibiana.

MERRITT H. TAYLOR,
Director, Transportation Sub-Commission

TRASSIERIOLA. Piana Fune.

Viale Paroli.

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION

Reference : "RVIII/35/RL/E24"

Date: 10 Feb. 45

Subject : Chiusi-Sinalunga Section
of Line 220.

To : H.Q. A.G.
(for Tptn S.O. Maj. Street)

1. I understand repairs to above are approved.
Can you give me any idea as to possible date of completion?
2. A considerable amount of transportation of bricks, tiles, etc. is required and the opening of this line would greatly facilitate movement of these materials which are very urgently required throughout the Region.

BWB

B.W. BODDY,
Capt. G.L.(I)
Rail Officer
for Regl. Tptn. Officer.

BB/mm

HEAD QUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION

Reference : "RVIII/35/RD/R24"

Date: 10 Feb. 45

Subject : Rail line 229-Volterra,-
Cecina.

To : H.Q. A.G.
(for Tptn.S.C. Maj.Street).

1. Will you please say what prospect, if any, there is of repair of above line in the near future.
2. Salt produced at Saline on this line is urgently needed throughout Florence Province and has to be road-hauled at present.
3. It would greatly relieve road-haulage position if even a small amount could be rail-hauled.

BWB

BB/mm

B.W. BODDY,
Capt, G.L.(1)
Rail Officer
for Regl.Tptn.Officer.

2879

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANI REGION

Reference: "RV111/32/RL/R24

Date: 7 Feb. 45

MEMO -

To : Maj. Sowers
Region Tptn. Officer.

RAILWAY WORKSHOPS - AREZZO

reference attached, repairs to and reopening of (a) Private Railways and (b) Sections of Italian State Railways in which military are not interested are matters for decision by Tptn. S.C. A.C.

If, as seems to be the case from translation (attached) of the Society's statement, they are in a position to repair railway wagons Tptn S.C. A.C. should be advised. They may be able to give them some work.

BWB

B.W. BULLY,
Capt. C.L.(1)
Rail Officer

BB/SM

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TUSCANA REGION

MEMO

Date: 6 Feb. 45

To : C.O. A.G. (Mails) Thru Major Street A.S.

Subject : Line 2/219

Florence. 1401/22/1322/25
Mail Officer A.M.G.
Capt. Boddy.

1. Arrived 30th Jan. - Meeting Mr. 30, 31st Jan. Col. Mattar
M.J., Major Williams and myself general discussion, decided that
M.H.S. would build Arno Bridge at a level and line so that Ferrober
could work on the other track and under the M.H.S. span.

2. 31st Jan. contacted Cape Compartimento (Sig. Missoni)
Divi. Engr (Sig. Polo) Deputy Divi. Engr. (Sig. Giornovelli), Cape reports
(Sig. Missoni).

3. Details of small structures obtained and coloured to
show necessary repairs. Noting NOT correct on profile, add 2 + 528
to the Km shown then they are approximate. New profile Km 0 - 10
obtained Km 0.5, no others available as destroyed by Germans.

The following contracts placed. 3rd Cutting Mails Boschi,
Grosseto, 1/0 Morandini (Sig. Engr) Advance of mail/rail men who will
relay). - provided that 24 oxygen and 12 acetylene cylinders are
supplied can then progress one km per working day.

4. Ditta Vannucci, Via Benini N° 8, Florence to rebuild
masonry - rebuild 0 + 45 (Via di Pesciolino) - 10 + 13 (Via della
Nave, Via di Brozzi) - 14 + 75 (Via della Nave).
Their contract is for masonry work only.

5. Ditta Poggi, Via Martelli N° 5, Florence to rebuild 2877
12 + 650 (Bisenzio) - 14 + 03 (Umbro) - 27 + 73 (Fiesi) - their
contract is to remove steel spans from the river, repair and
reerect (no copy of contract received have asked for one.) (See General)

6. Arno Bridge Sig. Ferrari local representative Ferro-
ber Arno Via Sasseti N° 1 Florence and Sig. Huber General Manager.
also Sig. Mauba contacted 4/2/45, men commenced clearing site for
their work 2/2/45. I asked Ferrober for list of their requirements
copy attached with note of action taken.

Mail To: Officer A.M.C.
Capt. Boddy.

1. Arrived 30th Jan. Meeting at 20, flat Jan. Col. Matter
H.S. Major Williams and myself general discussion, decided that
H.S. would build Arno bridge at a level and line so that Ferroton
could work on the other track and under the H.S. span.

2. 31st Jan. contacted Camp Compartiments (Sig. Kiasone)
Divi. 3er (Sig. Polo) Deputy Divi. 3er. (Sig. Pionovelli), Camp reports
(Sig. Ausconi).

3. Details of small structures obtained and coloured to
show necessary repairs. NOTKMS NOT correct on profile, add 2 +
to the Km shown then they are approximate. New profile Km 0 - 10
obtained Km 0.5, no others available as destroyed by Germans.

The following contracts placed. 3rd Outing rails Bosch
Grosseto, I/O Morandini, 3rd Outing rails Bosch
relay). provided that 24 oxygen and 12 acetylene cylinders are
supplied can then progress one km per working day.

4. Motta Vannucci, Via Pardini Km 3, Florence to rebuild
masonry. rebuild 3 + 45 (Via di Pesciolino) - 10 + 13. (Via della
Nave, Via di Brozzi) - 14 + 75 (Via della Nave).

Their contract is for masonry work only.

5. Motta Poggi, via Martelli N. 5, Florence to rebuild 2877
13 + 650 (Bisenzio) - 13 + 650 (Ombrose) - 27 + 75 (Pesa) - their
contract is to remove steel spans from the river, repair and
reerect (no copy of contract received have asked for one.) (See General)

6. Arno Bridge Sig. Ferreri local representative Ferro-
beaton Via Cassetti N. 1 Florence and Sig. Huber, General Manager.
also Sig. Maule contacted 4 2/45, men commenced clearing site for
their work 2 2/45. I asked Ferrobeaton for list of their requirements
copy attached with note of action taken.

7. Contracts (C) let to Ing. Pardi some, rebuilding small
structures Km 27 + 70 to Km 55 + 130, see my notes on section profile -
not sign of this firm, permits O.F. sent Rome 1 2/45.

8. Contract (A) let to Ing. Pardini some rebuilding small
structures Km 17 + 137 + 70 Km no sign of this firm 6 2/45, permits
O.F. sent Rome 1 2/45. Signal sent Rome 42/45 to urge their attendance,
while I am here, copy attached.

04/04/07

c. 0.72/

203, THIS SLAVE
MAY BE (Labeled as "Labeled")

404

404

404

404

404

404

404

10. Visited P.B.S. Livorno, saw copies of his reply to General
 ref Cement arranged 600 Tons for Feb. 45, they will endeavour to in-
 crease this, when the detailed requirements have been worked out.
 Suggest that Rail head, from Livorno be at Km. 70 + 67.8. Prediano,
 where it might be possible to erect a Store ~~house~~ as depot, for line
 21, and advance as soon as the track is ready, thus saving ~~W.T.~~ ^{W.T.}

11. Walked line, 4/2/45 with R.C.T. and Major Williams, Arno
 to Empoli 2/2/45, Km 6 to Bisenzio Bridge. Contracts not yet let,
 Bridge Site Pontedera Km 60 + 500. not yet inspected. suggest a se-
 p rate contractor should be brought in for these.

General

Florence Ponte A Pratino to Km. 6 + 600 approximate ready
 except for a span over route 66, and are supplying this, since can
 also be put into Alfredi station, only one span required, and have
 promised to provide this.
 Telephone system R.C.T. has arranged for R. Signals Coy.
 to replace this.

Poggi, para 4, suggested that as this firm also does
 masonry work that it would be quicker if they were also told to do
 the masonry abutment as well, Ferrini has this now, but has not
 commenced-Poggi has - working in place could be given to Ferrini on
 the two bridges not yet let.

Transport will be a problem, as also are types - oxygen
 and acetylene will be very necessary.

Bridge list and remarks attached.

6/2/45 meeting on Arno Bridge site cancelled, as there
 is a chance that the Serravalle Tunnel will go through.

9000

SPH/mm

S.P. Buckley
 Major P.E.

~~Has Hamilton~~ ~~seen to the 5th US~~

Capt Stevens

Unit Py 1 - Power

wanted Romanian

to come Right Crossing.

SS say they have

arranged 75 Kev from Pat.

Rly putting up temporary
overhead line.

File R24

2875

Brick works5/2/45 WVA

Imprati - Fornaci Chierugi

S. Romano -

Castel Fiorentino - Balli

in

Briganti

GRANAIOLO -

Impruneta -

Fornacette (Cascina) Piaggio

Arbia (Siena)

S. Giovanni Valdarno - Bagarati

Fucecchio - Vitolo

Pisa

Ponsacco - Lombardi

File R24

Old Brickyard near Livorno

Reg'd by R N. Hox

~~WVA~~
2876

Permit Maintained - Florence

Made Lupa & Signs -

Two pipe line on Rail Track
at Pine Ridge River Side -

Look for ~~Crane~~ - Oil.

~~Explosive~~

Office

Ferris Lake

Via Sassetto No 1

Making Cement Stone Office

& Living Quarters -

① HP

Phone Rome Street to obtain
from Ferris Lake the Reg. Nos
of their Automobiles -

COPY

ITALIAN STATE RAILWAYS

FLORENCE

1st February 1945

MEMORANDUM

Subject: Transportation and Material needed.

TO :

acknowledging, first of all that Lt. C.M. Johnson, Liaison Office of M.B.S. here in Florence, has been, for months, trying, as hard as possible, to help us, I am going to make a list of the principal difficulties we find in this Rly Compartment, for the development of a better and more efficient work of reconstruction and the things we need most.

1. The Trucks and automobiles we have are not sufficient to send Supervisors on the works along the lines or to look for materials: we ought at least to have some tyres and tubes to keep the few cars we have steadily going.

2. The local Transportation Office of AMG allows us daily some trucks for the conveyance of men and materials on the work places, but this allowance should be the double of what is now, and we ought to have good strong trucks, and not old ones, which too often break down and cannot be sent further than 30 Kms from here.

3. We badly need, in all our Rly Establishments, a steady allowance of electric power, also in the day time: our request ought to have every priority.

4. To get on with the work of rail-cutting, of repairs on the beams of bridges, to recover Rly materials, we should have a steady allowance of larger quantities of resin, oxyphen and acetylene.

5. We need a large amount of titles and undertiles to cover up the workshops in which locomotives, wagons, motors and switches are made or repaired.

6. For some of the workshops and sheds we require thick glasses for roofing and thin ones for window-panes, in order to protect machines and workmen from cold and rain, and get better work done by them.

7. We need a better assignation of timber in planks and beams, in order to get buildings and Rly wagons and coaches repaired.

8. We should have a larger amount of shoes, work clothes and water-proofs for the personnel, who works along the lines and in the yards.

9. We badly need an allowance of tyres and tubes for bicycles,

9070

[illegible]

- 100-100000
 Lt. J. C. O. do t.
 The Capo Compartimento
 Rev. S. Bissos (Signed)

RECEIVED

St Johns de la
Mrs O de la
watts present
at Feb 4th

FROM Major BUCKLEY U4
TO Major STREET A.C. T/N RAILS c/o H.Q. M.R.S. (Th.inc.)

S/896 (.) Restricted (.) Line 219 contact Engineers
PARDI and PARRINI (.) Contractors - Permits v.K% now in
ROME (.) Report to Capo Compartimento - urgent

T.H.I.

2872

0 6 1 7