ACC AC 57/10/TN4 10000/148/2075 PRIVATE RAILWAYS - GENERAL

JUL - SEPT. 1944

[illegible] FERRATE [illegible] - [illegible] MOUNTAINEERING - MOUNTE AMPICO

OCT - SEPT. 1944

ACP/ro

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tels : 473701

9 September 1944.

ACC Tn/57/10/7

SUBJECT : Siena - Monte Antico Railway.

TO : Regional Commissioner, HQ. Region VIII, ACC

1. Reference is to your RVIII/35/35/1 of 5 August 1944 and my reply of 15 idem.

2. Transportation Sub-Commission Engineer has carefully examined the railway in question, and submitted his report.

3. It is found that the line is purely of local interest, and of very limited carrying capacity there are 17 bridges and 3 tunnels suffering damage, 10 stations with damage, some very badly.

4. Of rolling stock, the 4 locomotives are out of action, and at the best, only two could possibly put into service after demilitarization. All the passenger coaches (10) and 20 of the 33 freight cars have been sabotaged by the usual German method of a charge in the axle box.

5. The coal burning nature of the line and its lack of National importance at the present time, coupled with the considerable repair work needed, does not make the proposition one which can be entertained at the moment.

If however, there are really justifiable reasons to be submitted for its opening, including a justification at the present moment for all the repair work needed, the matter will be further considered.

Sd. D.E. Vaughan

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

Copy To : D.C.M.E.S.
Maj. A.H. Street.
Tn. ACC (Italian Railways).
File (2)

6119

57/10/6

TRANSPORTATION SUBCOMMISSION A.C.C.
ENGINEERING DIVISION NORTH.

TO DIRECTOR
TRANSPORTATION SUBCOMMISSION
A.C.C. MAIN HEADQUARTERS.

SUBJECT: Private Railways -
Siena - Buonconvento-Monte Antico.

1. In reply to your letter ACC TN/57/10/5 of August 10th.

2. I herewith attach particulars of the above railway and also a report on the damge suffered due to the hostilities.

3. Unless the Regional Commission has very strong grounds for the rehabilitation of the railway it is not considered that any work should be done at present, for the following reasons:

1. Scarcity of materials
2. Railway is of purely local interest
3. Coal burning railway and scarcity of coal
4. Lack of rolling stock and heavy repairs required to put road in order.

A. H. Street

A. H. STREET Major
A.C.C. TRANSPORTATION SUBCOMMISION
Civil Engineer
Northern Division

Siena - Buonalvento-Monte Antico.

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A. H. Street

A. H. STREET Major
A.C.C. TRANSPORTATION SUBCOMMISION
Civil Engineer
Northern Division

4118

PARTICULARS OF PRIVATE RAILWAY
SIENA BUONCONVENTO - MONTE ANTICO

OWNER COMPANY
Società Italiana Imprese Ferroviarie e lavori pubblici.

Address: - Via Malavolti 12 - Siena

Route Siena + Buonconvento - Monte Antico

Length of line : 54 kilometres

Gauge : 1.445 metres (Standard Gauge)

Traction : Steam

Rolling Stock :

Locomotives	5
Coaches I and II	5
Coaches III	3
Baggage vans	3
Wagons open	25
Box type	12

Coal consumption : monthly 87 tons

Monthly receipts for 1940 :

Passenger	19.455
Goods	64.505
Total Lire	83.960

Monthly expenditure Lire 171.908

Working % 205

Goods carried monthly 3.695 tons
Passengers carried monthly 5.192

Route Siena - Buonconvento

Length of line : 54 kilometres

Gauge : I.445 metres (Standard Gauge)

Traction : Steam

Rolling Stock :

Locomotives	5
Coaches I and II	5
Coaches III	3
Baggage vans	3
Wagons open	25
Box type	I2

Coal consumption : monthly 87 tons

Monthly receipts for I940 :

Passenger	I9.455
Goods	64.505
Total Lire	83.960

Monthly expenditure Lire I7I.908

Working % 205

Goods carried monthly 3.695 tons
Passengers carried monthly 5.I92

REPORT OF DAMAGE TO PRIVATE RAILWAY
SIENA - MONTE ANTICO

Length of line:

Slightly damaged	5 + 355
Destroyed	II + 492
Undamaged	36 + 394
Removed	+ 720
	53 + 961

Bridges:

1. Bridge over Ombrone at Monte Antico km I + 36I
   Three arches of 3I.60 metres
   Two arches at Monte Antico end destroyed

2. Bridge over Torrente Bagnolo km 5+833
   Two concrete arches span 6 metres
   Central pier and two arches destroyed

3. Bridge over Ombrone I5+59I
   Two concrete arches span 3I.60 metres
   One arch at Monte Antico end destroyed and the top part of abutment at Siena end.

4. Bridge over Fosso a' Neve km I6+450
   Arch bridge of 6.00 metre span
   Arch destroyed Abutments damaged

5. Bridge over Torrente Crevole km I8+082
   Four armoured concrete spans of 7.50 metres each
   Bridge totally collapsed

6. Bridge over Ombrone km 24+335
   Metal span of 30 metres
   Span fallen into river and abutment damaged

7. Bridge over Fosso Tavolete km 25+00I
   Concrete arch 7.50 metres span
   Arch destroyed and abutments damaged

8. Bridge over Ombrone km 27+646
   Metal span 22.00 metres
   Span in river abutments damaged

9. Bridge over Torrente Arbia km 28+479
   Metal span 26.00 metres
   Span in river and abutments damaged

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Span in river abutments damaged

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Metal span 26.00 metres
Span in river and abutments damaged

IO. Bridge over Torrente Suvia km 32+4IO
Metal span I2.I5 metres
Span in river abutments damaged

II. Bridge over Torrente Rilucco km 46+843
Skew concrete arch span 7.00 metres
Arch destroyed abutment and wing walls damaged

4116

..//..

I2. Viaduct over railway to Siena km 48+226
3 concrete arches two of 4.00 and one of 6 metres span
Totally destroyed except Siena abutment

I3. Bridge over State Highway km 49+487
Concrete arch 7.00 span
Arch destroyed and abutments and wing walls damaged

I4. Bridge over Highway and Fosso Bortolino km 49+962
One concrete arch over highway of 4.00 span and one concrete arch over Fosso of 2.50 metres span
Arch abutments almost completely destroyed, wing walls damaged.

I5. Bridge over Fosso di Fenno Nero km 5I+I58
Concrete arch 6.00 metres span -
Totally destroyed

I6. Bridge over Busacto Highway km 52+989
Two arches 3.50 span
Arches destroyed abutments damaged

I7. Viaduct over State Railway km 53+590
Concrete arch 8.00 span
Arch destroyed abutments badly damaged

TUNNELS

I. Tini tunnel km I3+525 to I3+669
Lenght I54 metres
Entrance at Monte Antico end damaged by aerial bombardment
Entrance roofining damaged for a distance of I0 metres

2. Quinciano Tunnel km 36+430 to 36+703
Length 273 metres
Mined for its whole length
The entrance and lining badly damaged for 2.50 metres. Walls and earth overlay collapsed for further I0.00 metres
The damage to the central part could not be ascertained due to unexploded mines.

3. Osteriaccia Tunnel km 50+242 to 50+302
Lenght 60.00
Totally destroyed.

STATIONS AND HALTS.

I. Piandolle Vagine Halt km 5+494
Station building slightly damaged

Arch and abutments almost completely destroyed, wing walls damaged.

I5. Bridge over Fosso di Fargo Moro km 5I+I58
Concrete arch 6.00 metres span -
Totally destroyed

I6. Bridge over Bussetto Highway km 52+989
Two arches 3.50 span
Arches destroyed abutments damaged

I7. Viaduct over State Railway km 53+580
Concrete arch 8.00 span
Arch destroyed abutments badly damaged

TUNNELS

I. Tini tunnel km I3+575 to I3+689
Lenght I54 metres
Entrance at Monte Antico and damaged by aerial bombardment
Entrance reoflining damaged for a distance of I0 metres

2. Quinciano Tunnel km 36+430 to 36+703
Length 273 metres
Lined for its whole length
The entrance and lining badly damaged for 8.50 metres. Walls and earth overlay collapsed for further I0.00 metres
The damage to the central part could not be ascertained due to unexploded mines.

3. Osteriaccia Tunnel km 50+242 to 50+302
Lenght 60.00
Totally destroyed.

STATIONS AND HALTS.

I. Piandolle Vigire Halt km 5+494
Station buildings slightly damaged
Tracks and switches intact.

4115

2. Salcota Station km I0+937
Buildings damaged
Tracks and crossings intact

..//..

3. Murlo Station km 18+313
Buildings damaged and the four switches giving entrance to the sidings destroyed.

4. Torre Bibbiano Halt km 21+596
Slight damge to buildings
Sidings and switches untouched

5. Buonconvento Station km 27+068
All Station buildings destroyed
Carriage shed destroyed
Locomotive shed destroyed
Water tank destroyed
6 ton crane, Turntable and 40 ton weighing machine very badly damaged
All nine sidings totally destroyed

6. Ponte Arbia Halt km 31+108
All buildings have suffered fairly heavy damage

7. Lucignano d'Arbia Halt km 37+049
All buildings more or less damaged

8. Monteroni d'Arbia Station km 39+621
All buildings damaged
All switches destroyed

9. Isola Tressa Halt km 43+616
Slight damage to all buildings
Points and sidings totally destroyed

10. Siena Station km 54+323
Station buildings and Goodshed badly damaged
Running shed roof damaged
Permanent way Gang Houses
Total number 33.

Badly damaged	6
Slightly damaged	19
Untouched	8

Rolling Stock :

Locomotives
Total 4.

1114

Two locomotives 85103 and 85104 had the side valves broken by explosive and were then taken out on to the bridge at km 26+647 with the result that when the bridge was destroyed the locomotives [illegible] the bottom of the river.

All Station buildings destroyed
Carriage shed destroyed
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All mine sidings totally destroyed

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Running shed roof damaged
Permanent way Gang Houses
Total number 33.

Badly damaged	6
Slightly damaged	19
Untouched	8

Rolling Stock :

Locomotives
Total 4.

1114

Two locomotives 85103 and 85104 had the side valves broken by explosive and were then taken out on to the bridge at km 26+647 with the result that when the bridge was destroyed the locomotives went to the bottom of the river.

Locomotive 85101, which was in shops undergoing repair, has had the motion and cylinders destroyed by explosives.

Locomotive 85702 was in the Osteriaccia tunnel attached to a train when the tunnel was destroyed.

../..

Thus the four locomotives which were all the railway had, can be considered totally destroyed. It might be possible by canibalization to repair two.

Carriages.
Total coaches IC
Nine very badly damaged
One slightly damaged
The damage has been caused by means of explosive charges placed in the axle boxes and between the springs and the frames
The interior of the Ist and 2nd class coaches has been ripped out.

Baggage Vans.
Total 3
All the vans have been damaged in similar manner to the coaches.

Wagons
Total 53
All the wagons with the exception of thirteen have been badly damaged in a similar manner to the coaches.

Resumé of Rolling Stock:

	Good Condition	Badly damaged
Locomotives	=	4
Coaches III class	I	5
Coaches I and II class	=	4
Baggage vans	=	3
Low sided wagons	6	4
High sided wagons	5	7
Box vans	2	IC

S.H. Steel Lt Col
Deputy D.T. & M.

4113

ACF/lr

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference: ACC Tn/57/10/5
Date : 15 August 1944

TO : Minister of Communications
(Private Railway)

SUBJECT : Railway Siena-Buonconvento-Monte Antico.

1. The attached is a copy of a letter received from the Direction of the Ferrovia Siena-Buonconvento-Monte Antico, from which you will see financial aid is sought.

2. Our Regional Engineer, Major A.H. Street, will be available to investigate this line with your representative if you so desire, in order to arrive at an estimate of the work needed to put the line in repair.

3. Such an action should not be taken as a guarantee that materials will be forthcoming for the repair of the line, and the question of priority of use will be a guiding factor.

4. As to the complaints in the last paragraphs, I am referring it to the proper authority.

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

Copy : Major A.H. Street
c/o DGMRS
Regional Commissioner Region VIII

Do not refer to Major Street as a "Regional" Engineer – he will be claimed by the Region. Major Street is the Tn Sub Com Engineer Northern Section LSR.

RW 17/8 '44

/re

SOCIETA' ITALIANA IMPRESE FERROVIARIE E LAVORI PUBBLICI
FERROVIA SIENA - BUONCONVENTO - MONTE ANTICO

DIREZIONE DELL'ESERCIZIO FERROVIARIO
SIENA - Via Malavolti N° 12 - Tel. 20-647 Translation

TO THE ALLIED MILITARY GOVERNMENT

I

The railway Siena-Buonconvento-Monte Antico, though it is only of local interest, is 55 Km. long and standard gage track. It has been permanently used since the1927 until the 23rd of April 44, when it stopped according to the necessities of the time.

First, the air bombardments, and then the destructions made by the Germans, obliged the Society to suspend any activity and it will take a very long time, to repare the damages.

This society could equally pay the whole personal (about 140 persons) for the months of May and June, finishing so all its reserves and having an help of the Comune of Siena, but from the 1st July, every agent of any grade have been without pay and without work, waiting for decisions. The railway Company lived from State subvention and with the benefices of traffic, but now, nor the first, nor the second are still existing. Besides, if the whole personal has to be sent away, the Society would need the money to pay them, and this should be furnished by the State, and as a complement to the Italian Railways will be repared.

Meanwhile, it would be necessary to call back some workers to begin the most urgent reparations at the Railway line and at the rolling stack, but it is not possible because there is no money.

Thus the Society has the duty to make what is possible to sollicit some decisionsto remedy to this painful situation:of the personal, and to prohibit larger damages to be done to the implatations of and material of the railway. The sum necessary to pay the employers and workers, for a month, is about 120.000 Lire, but turns of work could be effected for about the half of the personal, and so the sum would be 60.000 Lire.

II

We are obliged too, to signal that some allied soldiers are often taking away materials without a requisition order (raw material and building material) along the railroad and in the stations

So happened in the station of Buonconvento and in the little reversing station of Siena Madonnina Rossa, where allied soldiers charged in their cars all the traverses which worethere. Two of these trucks wore the targets Nr 35-L53112171 and 35- L 5314882. Other cars charged coal and various material and the soldier broke down the door of the dormitory warehouse taking away plates of lead, re-

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4111

THE DIRECTOR
Ing. ARNALDO PAOLOCCI.

ACP/lr

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference: ACC Tn/57/10/4
Date : 15 August 44

TO : Regional Commissioner
HQ ACC
Region VIII

SUBJECT : Siena-Monte Antico Railway.

1. Reference is to your letter RVIII/35/35/1 of 5 AUG.

2. Policy as to the attitude to be adopted in respect of Private Railways has been defined in circular issued by Executive Commissioner.

3. Reports on these railways are welcomed, but in all requests for opening, the applicant should be referred to the Ministry of Communications, which maintains a special Department to deal with private Railways. The ISR is directly responsible to the Director General Military Railway Services for the operation of lines, except these tracks which the DGMRS decides are of no essential use for his purpose.

4. It is presumed that Public Safety Division will have taken action to prevent the unauthorised removal of railway property mentioned in the last page of applicant's letter, and set out below for your information.

"We are obliged too, to signal that some allied soldiers are often taking away materials without a requisition order (raw material and building material) along the railroad and in the Stations.

So happened in the station of Buonconvento and in the little reversing station of Siena Madonnina Rosse, where allied soldiers charged in their cars all the traverses which were there. Two of these trucks were the targets Nr. 35-L5312171 and 35-L 5314882. Other cars charged coal and various material and the soldiers broke down the door of the dormitory warehouse taking away plates of load, rechange pieces of the accumulator batteries and all the doors and windows with other wooden material. We beg, if possible, for some English advice to prohibit these facts, and these transports of material without a justification."

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

Copy : Public Safety

TNSC 8816.

HEADQUARTERS,
ALLIED MILITARY GOVERNMENT,
REGION VIII.

RVIII/35/35/1 5 Aug.'44.

SUBJECT: Siena - Monte Antico Railway.

TO : The Director, Transportation Sub-Commission,
Headquarters, Allied Control Commission.

1. The attached letter from Provincial Commissioner, Siena Province, reference RO/12/16 dated 3 Aug.'44, forwarding letter from the above mentioned Railway Company, for such action as you may consider necessary.

2. It would be appreciated if you would give a definition of the policy to be followed in dealing with future similar cases.

For the Regional Commissioner:

Blanchard Ofenbeck
1st Lt FA

per J. HOWARD SALTER,
Major, R.A.,
Adjutant.

JH/LC

ALLIED MILITARY GOVERNMENT
PROVINCE of SIENA

Ref: RO/12/16 Date 3 August 1944.

Subject: Railway Siena-Monte Antico.

To: Transportation Officer, Region VIII

Forwarded to you.
I don't know whether you consider this railway of sufficient importance for immediate action.

E.H.J. Nicolls Lt. Col.
Provincial Commissioner

Rec'd 14/8/44.
File. 35/35.

5/8

SOCIETÀ ITALIANA IMPRESE FERROVIARIE E LAVORI PUBBLICI

FERROVIA SIENA - BUONCONVENTO - MONTE ANTICO

DIREZIONE DELL'ESERCIZIO FERROVIARIO
SIENA - Via Malavolti n. 12 - Tel. 20 647

Prot. N.

Translation

TO THE ALLIED MILITARY GOVERNMENT.

I

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This society could equally pay the whole personal (about 140persons) for the months of May and June, finishing so all its reserves and having an help pf the Comune of Siena, but from the 1st July, every agent of any grade have been without pay and without work, waiting for decisions. The railway Company lived from a State subvention and with the benefices of the traffic, but now, nor the first, nor the second are still existing. Besides, if the whole personal has to be sent away, the Society would need the money to pay them, and this should be furnished by the State; but we hope that the Railway, owing to its importance in the region, and as a complement to the Italian Railways will be repared.

Meanwhile, it would be necessary to call back some workers to begin the most urgent reparations at the Railway line and at the rolling stack, but it is not possible because there is no money.

Thus the Society has the duty to make what is possible to sollicit some decisionsto remedy to this painful situation of the persoanl, and to prohibit larger damages to be doneto the implatations pf- and materialof the railway. The sum necessary to pay the employers and workers, for a month, is about 120.000 Lire, but turns of work could be effected for a about the half of the personal, and so the sum would be 60.000 Lire.

4108

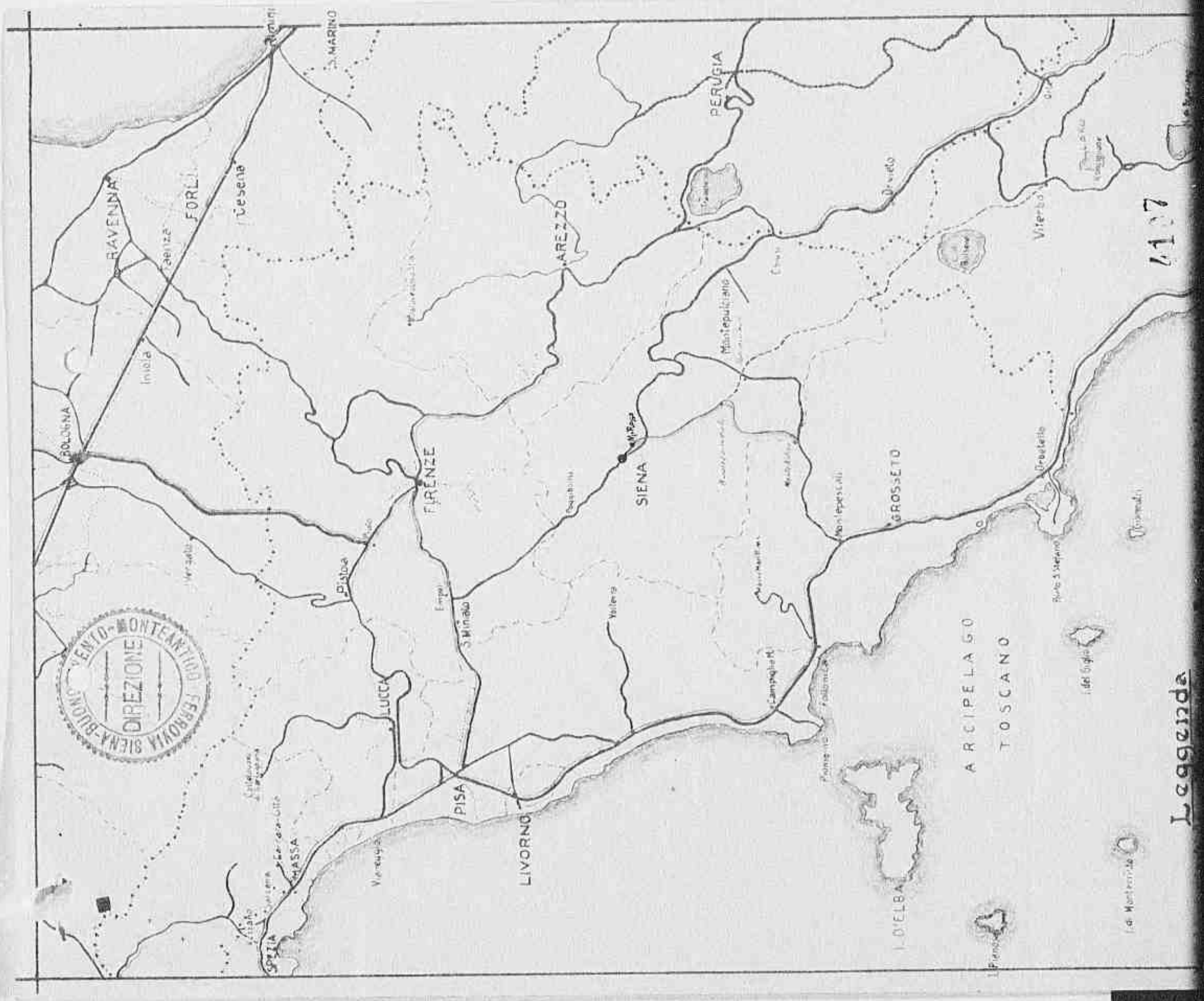
Sede Sociale: Roma - Via Pietro Cavallini, 22

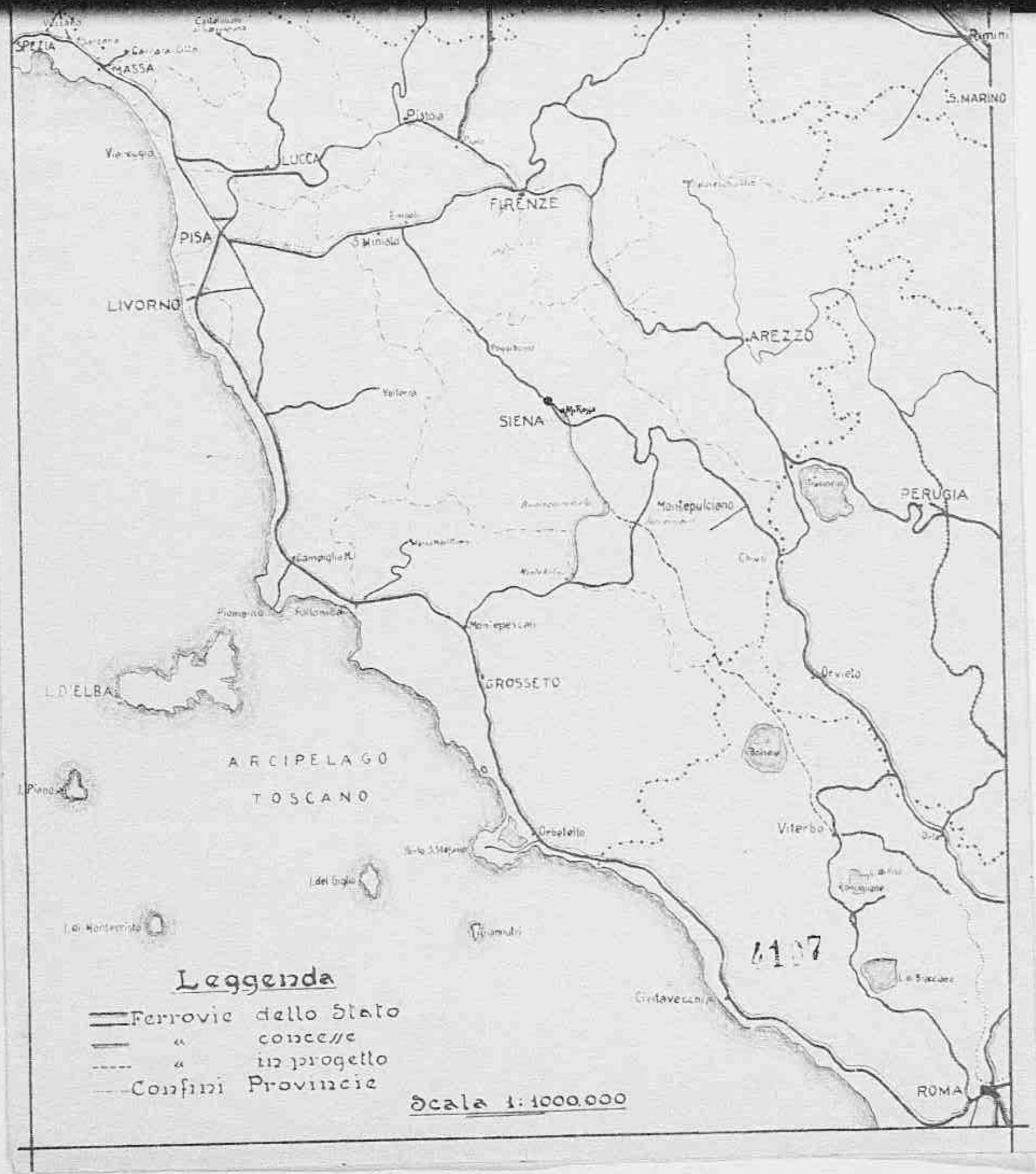
We are obliged too, to signal that some allied soldiers are often taking away materials without a requisition order (raw material and building materail) along the railroad and in the stations.

So happened in the ~~[illegible]~~ station of Buonconvento and in the little reversing station of Siena Madonnina Rossa, where allied soldiers charged in their cars all the traverses which were there. Two of these trucks wore the targets Nr 35-L5312171 and 35-L 5314882. Other cars charged coal and various material and the soldiers broke down the door of the dormitory warehouse, taking away plates of load, rechange pieces of the accumulator batteries and all the doors and windows with other wooden material. We beg, if possible, for some English advice to prohibit these facts, and these transports af material without a justification.

The Director.

IL DIRETTORE
(Ing. Clemente Baldocci)





Tel : 47847

ACP/dt

57/10/2

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Ref : ACC Tn/44/32

Date : 28 July 44

TO : Società Romana per le ferrovie del Nord

SUBJECT : Privately Owned Railways.

1. Reference is your letter of 9 July 44.

2. All correspondence in respect of Privately Owndd Railways is dealt with through the Minister of Communications.

3. I must point out however, that your suggestion that traffic must be increased to ensure your original revenue is entirely out of place, for on such an agreement if only one passenger travelled, he would have to bear the entire cost of running your railway.

3. I have referred your letter to the Minister of Communications, who will deal with the matter and submit a considered statement to me in due course.

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

Copy to : Minister of Communications.

57/10/1

COMPANY : Società Italiana Imprese Ferroviarie e Lavori Pubblici

OFFICE : Siena

SECTION : Siena - Buonconvento - Monte Antico.

LENGTH OF LINE : 53.991 Kms.

GAUGE : 1.445 (standard)

MAX. GRADE OVER : 15

MIN. RADIUS OF CURVE : 300 mtrs.

WEIGHT OF RAIL Kgm. per metres 27

NUMBER OF STATIONS : 16

COMMUNICATIONS : Telephone and telegraph

MAX. SPEED : 55 Km./h.

TRACTION : steam

FUEL CONSUMPTION : coal 1.066 Tons

NUMBER OF TRAINS : Passenger and mixed 80 Goods 200 Tons

PASSENGERS CARRIED : 62.307

GOODS CARRIED : 44.340 Tons

PASSENGER KILOMETRES : 1.557.675

GOODS TON KILOMETRES : 1.219.738

ROLLING STOCK:

Locomotives 4

Coaches : ewls 40 Dogts —

Wagons : open 22 box 15

Railcars electric : = =

These figures refer to year 1940

15

MIN. RADIUS OF CURVE : 300 mtrs.

WEIGHT OF RAIL kgs. per metres 27

NUMBER OF STATIONS : 16

OF COMMUNICATIONS : Telephone and telegraph

MAX. SPEED : 55 Km./h.

TRACTION : steam

FUEL CONSUMPTION : coal 1.066 Tons

WEIGHT OF TRAIN : Passenger and mixed 80 Goods 200 Tons

PASSENGERS CARRIED : 62.307

GOODS CARRIED : 44.340 Tons

PASSENGER KILOMETRES : 1.557.675

GOODS TON KILOMETRES : 1.219.756

ROLLING STOCK:

Locomotives 4

Coaches : axle 40 Bogie —

Wagons : open 22 box 15

Railcars electric : = =

These figures refer to year 1930

4195