

ACC

AG 108/5/7204

10000/148/2192

REPAIR 51

OCT. 1944-

4 10000/148/2192

REPAIR SHOPS SAC FM AREZZO

OCT. 1944 - MAY 1945

108/5/10
Arezzo, March 9: 1945

To the attention of Major Baister

From: S. A. Costruzioni Ferroviarie e Meccaniche (S.A.C.F.E.M.)

Subject: Situation with regard to S.A.C.F.E.M. Factory, Arezzo.

1. At present the situation is as follows: There is a factory control, consisting of a Sergeant, a Corporal, and a Private, belonging to the 156 Transportation Stores R.E., with office and lodging accommodations in the Managing Staff's building.

2. This group, called T.M. Stores Dump Arezzo, has a civilian staff of about thirty Italians, three of which are clerks, and sees to the loading or unloading of materials for the Allied Forces and supervises the withdrawal of materials on the part of our firm.

3. Furthermore, soldiers of the 154 Railway Operating Coy "D" Detachment, and Allied Station and Travelling Military Police, besides some South-Africa Corps telegraph-operators, are accommodated in the Managing Staff's premises.

4. Only four rooms, three of which rather small, were left at the disposal of our firm for its offices.

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C O P Y

ALLIED FORCE LOCAL RESOURCES SECTION.

AFIN

LRG/234/727

SUBJECT: SACFIN Torino,
Arezzo.

TO : M.R.S., GMP.

Postal Address:
AFIN, Rome area
Allied Command,
C.M.F.
Tel: ROME 60,29.

2 May 1945.

Reference your TE-A 2/8 d/28 Apr. 45.

1. Ref Release Orders Nos. 2201/3, 2217, 2262/3, 2271/3, dated 12 Apr. 45 and 2328 dated 15 Apr. 45 releasing materials to TN Inc GMP located at S.A.C.F.E.M. Works, Arezzo.
2. Your request has been noted and instructions given that the controlled items enumerated on the a/m Release Orders will not again be placed on the list of availabilities at future Eng. Int. Com. Meetings.
3. Release Orders as above are herewith attached with period of validity date deleted.

(Signed) G.M. Graham, Major, DAQMG,

for Chiefs of Section,
A.F.L.R.S.

GMS/dt

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102/5/8

S.A.Costruzioni Ferroviarie e Meccaniche
(S.A.C.F.E.M.)

- PRO MEMORIA -

The manufactures in Arezzo of the S.A.C.F.E.M. were at the end for the year 1943 and during 1944 the object of repeated war actions. The damages were serious but not irreparable.

The whole building of the managing Staff; the technical bureau, the large department near the manager's building, the adjoining buildings, a large part of the warehouse, the sawing and timber machines department, the rails connecting the factory with the railway station of Arezzo, the rails of the wagons park inside the factory, etc ..., are almost undamaged.

As soon as the emergency period was over, our Firm, animated by strong will and quite certain that it was acting to serve the cause of national interests and to help the Allied war efforts, did its best in order to rebuild the essential parts of its plants, to repair the machines that had been recovered, to dig out and put in order the raw materials, the warehouse materials, etc..

Such work has been handicapped by two circumstances:

- (1) When Arezzo was liberated, the factory was occupied by an Allied Command that used the courtyards as parking places and temporary depots of the materials arriving from the station by means of the connecting tracks;
 - (2) The above mentioned Allied Command ordered our local managers to forward to various destinations the machines that had not been damaged or those that our Firm had repaired in order to hasten the beginning of useful work.
- Moreover, the raw materials and stock that it had been possible to recover, were also forwarded to various destinations. The lists of the engines and materials that have been carried away are herewith enclosed (Lists A and B).

Evidently, had the engines and materials that were carried away been available for the factory, this would have enabled our Firm to resume more promptly the work for which the greatest part of the said material was appointed.

We bring into notice that these facts are keeping back and greatly impeding the forwarding of a 70 meters long metal bridge, for the railway line Pescara-Roma. For this work we are solicited by the Servizio Lavori Ferrovie dello Stato.

3340

Our firm has informed the State Railways Administration about the real situation, as they are planning to make our factory start, as soon as possible, repair works for their rolling stock, which is indispensable for resuming transports, both in the interest of

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At this point we bring into notice that our factories at Arezzo have been carrying on for 30 years the construction and repair works of the railway rolling stock and special metal constructions; giving work to 800-1000 workers and supplying passenger wagons, trucks, tanks for fluids, refrigerating wagons, etc....

With regard to metal constructions, our Firm has laid iron railway and road bridges of every kind and tonnage on the rivers Po, Adige, Arno, Tevere and other minor rivers all over Italy; it has supplied iron beams for military bridges to the Military Engineers Corps and nailed up or electrically soldered tanks of any type and capacity up to a maximum of 10,000 cubic meters.

Everyone can see that factories are to-day an important element in the interest of national and war objects.

The factories cover 40,000 sq.m. of the 220,000 sq.m. that belong to our Firm. The factories were expressly built for the afore said work and have all the required characteristics for such production.

Our problem would be practically solved, and the results of our work would be seen in a short time, if, as it has been already partly done, Allied materials and motor-vehicles traffic were than a mile, lead to the large esplanade of the station of Pesciola, on the Arezzo-Sinalunga line which is at present not used.

We are informed that the Governor of Arezzo, who took interest in this matter, was given generic assurances that the units which are now occupying our factory will soon be removed.

We wish that such a measure may be carried into effect as soon as possible, otherwise all the efforts of our Firm will be useless.

3329

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(A)

LIST OF DEDUCTED MACHINES AND TOOLS

Nº. 4	Cylinder boring machines for 30 m/m and 50 m/m holes	
" 2	Band saws for timber with 900 m/m fly wheel	
" 1	" " " 800 " " "	
" 2	" " " 1000 " " "	
" 1	" " " 1200 " " "	
" 1	Grinding wheel for planing wood	
" 1	Electrical compressor for "Breda" brake proof	
" 1	Shears punching-machine	
" 1	Double punching-machine	
" 1	Trestle for boring-machines, with an electrical boring machine and a second trestle without boring machines.	
" 1	Shaping machine	
" 1	Revolver lathe	
" 1	500 Kg. scale	
" 2	Hand barrows for normal gauge	
" 25	Electric welding machines	
" 66	I,5 HP to 12 HP electric motors	
" 44	Pneumatic hammers	
" 14	Pneumatic rollers (mill-stones)	
" 11	Electric or pneumatic drilling machines	
" 1	"Nebiolo" slide lathe with electric motor	
" 1	"Artemide" shaping machine with	
" 1	Radial drilling machine	
" 2	"Bebiolo" lathe (to be repaired)	
" 1	"Pensotti" shaping machine with electric motor	

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LIST OF THE AMOUNTS OF THE MOST IMPORTANT DEDUCTED MATERIALS

Sectional iron	Kg.	232.380
Iron sheet and flat bar iron.....	"	129.228
Iron pipes.....	"	7.498
Square-iron (billets).....	"	8.030
Steel for tools	"	200
Rapid steel	"	21
Casting bronze	"	350
Lead pipes	"	470
Iron bolts	"	31.400
Iron nails	"	20.700
Iron screw nuts	"	1.230
Iron collars	"	1.770
Iron crank pins	"	720
Grank pins in iron sheet	"	2.320
Zinked undulated sheet iron	"	290
Iron wood=screws	"	1.510
Wire=tacks	"	810
Covered wire cable (lead covered)	"	3.030
Covered copper wire	"	2.075
Aluminium wire cable (lead covered)	"	2.950
Copper sheets	"	235
Red lead	"	12.469
Mastic for glass	"	450
Mill stones	N.	304
Packing=cloth	M.	363
Gauze cloth	"	1.455
Electrodes	Nº.	892.550
Glasses and crystal glasses	sq.m.	625
Pegamoid	"	129
Oak timber	C.M.	603
Elm	"	45
Fir	"	46
Pitch=pine timber	"	10
Larch and pine timber	"	12
Marsh ply=wood	sq.m.	125
Fire wood	Kg.	59.000

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(B)

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION

108/5/7

RVIII/35/35/20.

16 Feb. '45.

SUBJECT: Repair facilities at Arezzo.

TO : Transportation Sub-Commission (Rail), H.Q., Allied Commission. ✓

1. The attached copies of correspondence are forwarded for information and such action as may be desired.

GBS/FO.

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

Copy to : Public Works Division.

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C O P Y

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
OFFICE OF THE PROVINCIAL COMMISSIONER, AREZZO

File: AR/HQ/135

Subject: Railway Workshops of Arezzo.

Date 31 January 1945.

To: HQ., Toscana Region.

Ref. your RVIII/35/168 of 13 Jan.45.

The attached letter is forwarded for consideration by the technical depts. involved.

The works are at present in charge of a small det of "Transportation Stores", depending on their HQ. at Rome Allied Area Command. The machinery required by the Railway Directorate seems mostly to have been sent away by them to Foligno, Rome etc., but there is a stores shop containing metal and small parts of all kinds for construction work.

The letter shows what work they could do and might materially assist in the rehabilitation of the small provincial railways about which I have recently addressed your office.

It seems certain that the existence of a limited degree of railway construction here must help the Allied War effort.

/S/ C.W. QUIN SMITH
/T/ C.W. QUIN SMITH
Lt. Colonel
Provincial Commissioner

GWQS/ld

1116

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

C O P Y
TRANSLATION

Works previously executed were the following:

CONSTRUCTION and REPAIRS of mobile materials for Rail-and-tramways.

STEEL WORK (iron bridges, sheds, poles, water-pipes, steel-tanks, etc.)

MECHANICAL WORK (electric and hand-heaving machines for every weight, mechanical works etc.)

Herewith a general plan of the Workshop, informing you also, that the Wk/shop is connected with the Arezzo Station by a railway.

The firm can commence its activity with the repairs of wagons for the Italian State Rlys. To begin this work, the Wk/shop has still some of the necessary machines and also some materials. First, it will be able to deliver 30 cars per month, and then with the increase of possibilities of work, production will raise an amount of at least 250 wagons per month.

For the a/m work, we need the following materials :

TIMBER : (fir-tree and larch-tree in beams or logs)-which can be supplied by the production of Tuscany region.

RAW BOLTS AND NAILS TO BE FIXED AT FIRE - They can be supplied by the Steel/Wk/shops of Terni and those ones of Volentine.

IRON SCREWS FOR WOOD - they can be supplied by the firm ILVA of S.Giovanni Valdarno.

DISSOLVED OXYGEN AND ACETYLENE OR CALCIUM CARBIDE - they can be supplied by firms of Tuscany or Umbria regions.

PAINTINGS - they can be supplied by Stores of Italian State Rlys.

SHEETS, & STEEL PIPES - The firm has still in his factory a considerable amount of sheets, & steel pipes and also a certain amount of spare-pieces in casted-steel to be used for reconstruction of wagons in repair. 335

We inform you that both materials and machinery existing in the Wk/shop are frozen by the Allied Forces. It is therefore necessary the release of what is needed for the a/m works. We inform you also that the rooms used as offices are occupied, almost completely, by allied troops. It is therefore necessary, that some other rooms be given to this firm. Endly has to be permitted to the firm to use 2 of the 4 railways of the "vehicles park" which are connected by a railway with the station of the State Rlys.

For the repairs of some buildings to be supplied for works, we need the following materials :

"Marsigliesi" tiles - about 35.000, which can be supplied by Arezzo and Siena provinces.

Calcium Carbide 100) both can be supplied by Arezzo Province where

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"Marsigliani" tiles - about 35.000, which can be supplied by Arezzo and Siena provinces.

Agglomerated cement - Q.li 100) both can be supplied by Arezzo Province where Hydraulics-lime - Q.li 15) exist some Cement factories.

The firm will be able to deliver the repaired-wagons after a month of the arrival of all the requested materials.

The firm would be able to do also steel-carpentry works (bridges etc.)

For these works we should need some machines :

About the necessary materials (sheets, bolts, nails etc.) we have some of these in our Wk/shop and concerning the supply of them, the firm ILVA of S. Giovanni Valdarno or the Steel-Wk/shops of Terni, could easily furnish them.

Our W/shop will be able to begin the steel-carpentry work a month after the arrival of the requested machines.

108/5/6

SLB/av

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

24 February 45

Tel. 845403
Ref. 10/108/5

TO : HQ. A.M.G. Toscana Region
For attention Transportation Officer

SUBJECT : Repair facilities at Arezzo.

1. Reference your RVIII/35/35/20 dated 16 February 45 and copies of correspondence attached thereto.
2. It is assumed that the repair shop referred to is that of S.A.C.F.E.M. at Arezzo.
3. This work-shop will be re-started on wagon repairs for the Italian State Railways under the direction of Military Railway Service.

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By Command of Real Admiral Stone.

S.L. Baister Major
S.L. BAISTER Major

For MERRITT H. TAYLOR
Director Tn. Sub-Commission

S.A. Costruzioni Ferroviarie e Meccaniche
(SACFEM)

Sede in Firenze - Stabilimento in Arezzo

CAPITALE L. 12.000.000 INT. VERSATO



Prot. II° RACCOMANDATA

da citare nella risposta

Autografo Firenze, 1° febr. 1945
Via Strozzi, 4

ALLA COMMISSIONE ALLEATA
Sottocommissione Lavori Pubblici

R O M A

RIPRESA ATTIVITA' INDUSTRIALE

Ci permettiamo accludere un nostro pro-memoria illustrativo delle attuali condizioni in cui si trovano le nostre Officine di Arezzo, con preghiera di prenderlo cortesemente in esame, trattandosi di argomenti che direttamente o indirettamente interesseranno codesta Commissione.

Ringraziamenti e distinti ossequi.

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S.A. COSTR. FERROVIARIE E MECCANICHE
Sede in Firenze Stabilimento in Arezzo
Il Presidente

Marinelli

1 pro-memoria con copia
in lingua inglese.-

- M E M O R I A -

Le officine di Arezzo della S.A. Costruzioni ferroviarie e meccaniche furono sottoposte a ripetute azioni belliche al termine dell'anno 1943 e durante il 1944.

I danni subiti furono gravi ma non irreparabili.

Tutto il fabbricato della direzione, dell'Ufficio tecnico, il grande reparto affiancato alla direzione, i fabbricati annessi, buona parte del magazzino, il reparto segneria e macchine e legno, il binario di raccordo tra l'officina e la stazione ferroviaria di Arezzo, i binari del parco veicoli nell'interno dello stabilimento, quelli di scorrimento dei carrelli trasbordatori per veicoli ferroviari, etc/ sono rimasti pressochè illesi.

Trascorso il pericolo dell'emergenza la Ditta, animata da ferma volontà ricostruttiva e convinta di fare opera utile nell'interesse nazionale e di aiuto allo sforzo bellico degli Alleati, si è adoperata al massimo per ricostruire le parti essenziali degli impianti, riparare i macchinari dissepolti dalle macerie; dissepellire e riordinare le materie prime, i materiali di magazzino etc/.

Quest'opera è stata ostacolata e compromessa da due circostanze:

- 1°) avvenuta la liberazione di Arezzo l'officina è stata occupata da un Comando locale Alleato che ha esibiti i piazzali dello stabilimento a parco di automezzi, a scarico di materiali provenienti dalla stazione a mezzo del raccordo ferroviario e al deposito temporaneo dei materiali stessi;
- 2°) lo stesso Comando Alleato ha disposto che la nostra direzione locale spendesse a destinazioni diverse le macchine rimaste illese e quelle che la Ditta aveva via via riparate con lo scopo di affrettare la ripresa del lavoro produttivo dell'officina.

Furono inoltre prelevati e spediti a varie destinazioni materie prime e materiali giacenti in magazzino o dissepolti dalle rovine. Alleghiamo un elenco delle macchine e dei materiali prelevati (allegati A e B).

E' evidente che la presenza in officina delle macchine e dei materiali esportati avrebbe consentito alla Ditta una ben più rapida ripresa del lavoro.

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Tutto il fabbricato della Direzione, dell'Ufficio Tecnico, il grande reparto affiancato alla direzione, i fabbricati annessi, buona parte del magazzino, il reparto segneria e macchine a legno, il binario di raccordo tra l'officina e la stazione ferroviaria di Arezzo, i binari del parco veicoli nell'interno dello stabilimento, quelli di scorrimento dei carrelli trasbordatori per veicoli ferroviari, etc/ sono rimasti pressochè illesi.

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E' evidente che la presenza in officina delle macchine e dei materiali asportati avrebbe consentito alla Ditta una ben più rapida ripresa del lavoro a cui la maggior parte dei materiali stessi era destinata.

Si osserva incidentalmente che questo stato di fatto ostacolato ed ostacola notevolmente le operazioni di spedizione, attualmente in corso, di un

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- 2 -

ponte metallico di 70 metri destinato al fiume pescara per il ripristino della linea ferroviaria pescara-rome, lavoro per il quale riceviamo continue pressioni da parte del servizio lavori delle ferrovie dello stato.

La ditta ha fatto presente lo stato di fatto all'amministrazione delle F.S., che si era interessata della cosa, essendo nel programma della stessa che le nostre officine iniziino al più presto il lavoro produttivo con la riparazione del materiale rotabile ferroviario, indispensabile per la ripresa dei trasporti sia nell'interesse militare, sia nell'interesse della ricostruzione nazionale.

E' opportuno dire a questo punto che le nostre officine di Arezzo esercitano l'industria della costruzione e riparazione del materiale mobile ferroviario e delle costruzioni metalliche specializzate, da oltre trent'anni, occupando costantemente da 800 a 1000 operai e fornendo carrozze viaggiatori, carri per trasporto derrate, carri serbatoio per trasporto liquidi, carri frigoriferi, carri di grossa portata per trasporto artiglierie, etc/. E nel campo delle costruzioni metalliche: ponti in ferro ferroviari e stradali di ogni tipo e portata varati dalla ditta sul Po, sull'Adige, sull'Arno, sul Tevere e su altri fiumi minori in ogni parte d'Italia, travature per ponti militari e alla direzione del Genio Militare, serbatoi chiodati o saldati elettrici di ogni tipo e capacità fino a quella massima di 10.000 mc. ciascuno.

Non è chi non veda che il complesso produttivo delle nostre officine costituisca oggi un elemento di immediata importanza nell'interesse bellico e nazionale.

L'officina sorge sulla proprietà della ditta nella capienza di oltre 220/mila metri quadrati, dei quali oltre 40/mila sono coperti dal nostro impianto industriale. L'officina fu costruita espressamente per i lavori suddetti ed ha tutte le caratteristiche occorrenti a questo genere di produzione.

Il nostro problema ricostruttivo sarebbe praticamente risolto e si vedrebbero in breve i risultati del nostro lavoro se, come sembra e come già si sta in parte provvedendo, il traffico dei materiali e degli automezzi degli

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pressioni da parte del servizio lavori delle Ferrovie dello Stato.

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- 3 -

Ci risulta che il governatore di Arezzo, che si è interessato al ri-
guardo, abbia ricevuto assicurazioni generiche su un prossimo sgombero del-
le nostre officine da parte degli elementi occupanti.

Si auspica che questo provvedimento venga reso esecutivo al più presto,
in mancanza di che ogni sforzo ricostruttivo della ditta resterebbe necessa-
riamente vano.

0330

2 allegati."

DISTINTA DELLE MACCHINE E REATTI D'OPERA PRELEVATI

- N. 4 trapani a colonna per fori da m/m 30 e m/m 50
" 2 seghe a nastro per legnami con volano di m/m 900
" 1 idem con volano da m/m 800
" 2 idem " " 1000
" 2 idem " " 1200
" 1 molatrice per coltelli da piello a legno
" 1 elettro-compressore per prove freno Preda
" 1 trancia punzonatrice tipo Pels
" 1 punzonatrice doppia
" 1 cavalletto scorrevole per alesatori, completo, corredato di un alesatore
con motore e carrello di scorrimento e di un secondo carrello senza
alesatore e n. 6 cavalletti a rullo per trapani.
" 1 frasa verticale
" 1 tornio a revolver
" 1 bascula fino a KG. 500
" 2 carrelli a mano per binario a scartamento normale
" 25 saldatrici elettriche
" 66 motori elettrici da 1,5 HP a 12 HP
" 44 martelli pneumatici
" 14 mole ad aria compressa
" 11 trapani portatili fra elettrici e ad aria compressa
" 1 tornio parallelo Nebiolo, completo di motore elettrico
" 1 frasa Artemide completa di divasore e motore elettrico
" 1 trapano radiale
" 2 torni Nebiolo da riparare.
" 1 stoccatrice pensotti completa di motore elettrico

3329

(B)

S. A. Confini Ferrovie e Meccaniche
(S. A. C. S. M. S.)

RIASSUNTO DEI QUANTITATIVI DEI PIU' IMPORTANTI MATERIALI PRELEVATI

Ferro in profilati	Kg.	232.380
Lamiere e largoplati	"	129.228
Tubi di ferro	"	7.498
Billetta A-4	"	8.030
Acciaio da utensili	"	200
Acciaio rapido	"	21
Bronzo in getti	"	350
Tubi di piombo	"	470
Bulloni di ferro	"	31.400
Chiodi di ferro	"	20.700
Dadi di ferro	"	1.230
Rondelle di ferro	"	1.770
Coppiglie di ferro	"	720
Coppiglie di lamierino	"	2.320
Lamiere ondulate zincate	"	290
Viti ferro a legno	"	1.510
punte Italia	"	810
Filo rame coperto	"	3.030
Cavo rame coperto sottopiombo	"	2.075
Cavo alluminio sottopiombo	"	2.950
Corde di acciaio	"	520
Lamiere di rame	"	235
Minio di piombo	"	12.460
Mastice per vetri	"	450
Mole a smeriglio	N°	304
Tela gineea	ml.	363
Tela canapetta rada	"	1.455
Elettrodi	N°	892.550
Vetri e cristalli	mq.	625
Pegamoide	"	129
Legname rovere	mc.	603
" olmo	"	45
" abete	"	46
" pitch-pine	"	10
" larice e pino	"	12
Compensato di betulla	mq.	125
Legna da ardere	Kg.	59.000

298

ACP/1c

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

Tel: 843207
Our Reference : AC/108/5/Tn

7 December 44.

TO : DCCAO
HQ. AAI

SUBJECT : Railway Workshops at Arezzo.

1. Reference is to your letter DCCAO/14/2.11 of 17 Nov.44.
2. Attached hereto are two copies of a letter received from Military Railway Services. This clearly sets out the position, and you will know that authority is vested in the Director, Military Railway Services, to take such action as he thinks for meeting his needs in ensuring the military needs are fulfilled.

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

3327

108/5/4
Military Railway Service,
C.M.F.
Tel: Wirebox 45.

Tn.A.2/8.

2 Dec. 44.

Subject: S.A.C.F.E.M. Works, Arezzo.

To: Director,
Transportation Sub-Commission,
H.Q. A.C.

1. Reference your AG/108/5/Tn dated 26 Nov. 44 and enclosed papers; a small detachment of M.R.S. Stores personnel was placed in the above Works last July to safeguard machinery and materials required for restoring the railways. Approval of Q. H.Q. A.A.I. was obtained to the Works being regarded for the time being as a reserved Transportation area since they had in the past been employed principally in the construction and repair of railway rolling stock and bridges.
2. After a detailed examination it was realised that rehabilitation of these Works, to be of any use for military purposes, was out of the question except as a long term project. We therefore proceeded to remove certain machinery and materials which were extremely urgently required for use elsewhere. For example, machinery from the Arezzo Works has been set up in workshops of the I.S.R. and also in the workshops of contractors employed in fabricating bridges for repairs to damaged lines. A complete record is being kept of all machinery and stores removed from these Works and on completion of inventories the acquisition will be regularised by formal requisition.
3. It is appreciated that the removal of machinery may have an adverse effect on the future rehabilitation of the Works and local employment but the removal was governed by military necessity which could not be subordinated to the ultimate revival of local industry at Arezzo or an equitable distribution of employment between I.S.R. employees and those of private industry.
4. So far as the M.R.S. is concerned the removal of machinery has almost been completed but it is possible that machinery will be required by other services. If there were any prospect of the Works becoming re-engaged in the near future on work of military or essential civil importance there would no doubt be a strong case for not further depleting the Works of machinery and materials, but so far as we are aware the damage which the Works sustained both by aerial bombing and demolitions was on such a scale as to render this impracticable. 3326
5. It will be necessary for the M.R.S. to continue for an indefinite period their control on the disposal of the rolling stock, spare parts and railway bridges in the Works.

W. Edward

Tn.A. 2/8.

2 Dec 44.

To: - Director,
Transportation Sub-Commission,
H.Q., A.C.

1. Reference your AC/108/5/Tn dated 26 Nov. 44 and enclosed papers, a small detachment of M.R.S. Stores personnel was placed in the above Works last July to safeguard machinery and materials required for restoring the railways. Approval of Q., H.Q. A.A.I. was obtained to the Works being regarded for the time being as a reserved transportation area since they had in the past been employed principally in the construction and repair of railway rolling stock and bridges.

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3326

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R.E. COWARD, Lt. Col.,
for Brigadier,
Director, Military Railway Service.

C O P Y

Subject : Railway Workshops at
Arezzo

Civil Affairs Sec.
HQ Allied Armies in
TEL: FILPOT 57

To : Transportation S/C.

DCCAO/14/2.11
17 Nov. 44

Reference conversation (Richardson-Thompson) it is requested that you approach the MRS on the subject of the attached letter, as, although no unit is mentioned, it is believed that it must be on the orders of the MRS that the machinery is being removed from the railway workshops at Arezzo.

J. BRUCE THOMPSON
Lt. Colonel, R.A.
for DCCAO

Copies to:

Toscana Region)

PC Arezzo)

Industry Sub-Commission)

Ref RVIII/35/98 dated 8 Nov 44

.3325

C O P YHEADQUARTERS REGION VIII
Allied Military Government

File Ref: RVIII/35/98

Date: 8 nov. 44

SUBJECT: Railway Workshops at AREZZO

TO : D.C.C.A.O. HQ.AAI.

1. Attached herewith AR/HQ/135 dated 25 Oct.44 from the P.C.AREZZO to this H.Q.

2. From this letter you will understand the urgency for measures to be taken to prevent unnecessary unemployment and distress occurring in AREZZO by allowing the Railway workshops to be stripped of its machinery essential for its functioning in the future.

3. It would be appreciated if you would take the necessary action in this matter and could this HQ please be notified of the steps taken to settle this question.

Sgd: ROBT. G. KIRKWOOD
Colonel, F.A., U.S. Army
Regional Commissioner

DMF/en

Copies to: P.C. AREZZO - Ref. AR/HQ/135 dated 25 Oct. 44.
Ind. & Commerce Div - With copy of AR/HQ/135 dated
25 Oct. 44 and translation enclosure from SACFM.

3324

COPY

HEADQUARTERS
Allied Military Government
Office of the Provincial Commissioner
Arezzo.

File: AR/HQ/L35

25 October 1944

Subject: S.A. Costruzioni Ferroviarie
e Meccaniche

TO: HQ., Region VIII

I have received a visit from the Sindaco and the Senior Engineer of the Railway Workshops at Arezzo. The Soc. Anonima Costruzioni Ferroviarie e Meccaniche (S.A.C.F.M.) is a private company running the workshops. They worked both for State Railways and on private contract in construction and repair of rolling stock; construction, and building of bridges. In November last 600 men were employed who are local men and have their families here. Today about 25 are working for the company and 165 are working for the Army in the workshops. The latter work is partly putting the factory in order and partly removal of the company's property i.e. steel, wood, and machinery for elsewhere. It is understood that the machinery has mostly been sent to Rome but it is now going to Foligno. Most of the men not employed in the workshops are working elsewhere in the Area. 3323
for the Allies.

The Deputation requests that some brake put on the removal of essential machinery from the workshops as without in the main industry of the town will be hard put to restart after the Army has passed on: thus grave unemployment will ensue. As this appears to be a matter of high-level policy it is considered that it best be represented through the appropriate branch of the ACC. I need not add that we in the local administration are intensely interested in avoiding further difficulties in this distressed and much damaged area and must therefore emphasize the long view. The fact that machinery is reported to be disappearing daily would appear to make the case urgent. If, as is probable there is little likelihood of an early return of the equipment once the State Railroads have got hold of it, it seems logical that the transfer of a proportion of skilled tradesmen from this area should be attempted.

Subject: S.A. Costruzioni Ferroviarie
e Meccaniche

TO: HQ., Region VIII

I have received a visit from the Sindaco and the Senior Engineer of the Railway Workshops at Arezzo. The Soc. Anonima Costruzioni Ferroviarie e Meccaniche (S.A.C.F.M.) is a private company running the workshops. They worked both for State Railways and on private contract in construction and repair of rolling stock; construction, and building of bridges. In November last 600 men were employed who are local men and have their families here. Today about 25 are working for the company and 165 are working for the Army in the workshops. The latter work is partly putting the factory in order and partly removal of the company's property i.e. steel, wood, and machinery for elsewhere. It is understood that the machinery has mostly been sent to Rome but it is now going to Foligno. Most of the men not employed in the workshops are working elsewhere in the Area. 3323

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You will note that the letter has been addressed to the local Committee of Liberation. As this Committee is no longer in charge of the affairs of the Commune it might be a good thing to inform the Company concerned and remind them that unofficial correspondence is not yet permitted between Florence and Arezzo. The Deputation were also so informed.

Sgd: G.W. Quin-Smith
Lt.Col.

Provincial Commissioner

Enclosure; letter.

C O P Y

FROM S.A. COSTRUZIONI FERROVIARIE E MECCANICHE

Firenze; 19/10/44

RACCOMANDA

On.le Comitato Provinciale di Liberazione Nazionale

A R E Z Z O

e per conoscenza:

A S.E. il Prefetto della Provincia di
A R E Z Z O

Accusiamo ricevuta della note in data del 4 corrente pervenute il 17 corrente.

Fino da quando le officine di Arezzo di questa Società furono diistrate le direttive di questa Ditta si orientarono verso la necessità della ricostruzione.

Ne è prova sufficiente il fatto che la Ditta ha mantenuto una parte del suo personale incontrando oneri non lievi, non compensati da un lavoro produttivo. Il riattamento del binario di raccordo, la sistemazione dei binari interni e la ricostruzione del carrello trasbordatore, organi tutti basilari per la possibilità di accesso di veicoli ferroviari allo Stabilimento, sono altre prova evidente della volontà di ripresa.

I prelevamenti di macchine e di materiali, dannosi per la officina e per la sua ripresa, sono stati predisposti ed eseguiti da Enti Militari per necessità belliche e ognuno è convinto delle gravi difficoltà incontrate ed incontrande per farli cessare e per contenerli.

3322

Nel frattempo, si è peraltro; maturata una circostanza che affretterà la ripresa del lavoro. Il Comando Alleato ha reso noto alle Ferrovie dello Stato la determinazione che le Officine di Arezzo riprendano il lavoro della riparazione del materiale mobile. Il Servizio Materiale e Trazione delle FF.SS. sta predisponendo gli atti conseguenziali ed a tal uopo si è resa necessaria una visita a Firenze del nostro Direttore delle Officine Dott.Ing. Leopoldo Rogai, che dovrà conferire al più presto col Capo del Servizio stesso.

Lo stesso ns/ Dirigente riferirà pertanto al suo ritorno a codesto Comitato sul risultato della visita e lo terrà poi informato sugli ulteriori sviluppi.

Con ossequio.

D'incarico del Presidente
Il Segretario del Consiglio

ACF/RI

108/5/3

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

26 November 1944

Tel: 478701
Our Ref: AC/108/5/Tn

SUBJECT: Railway workshops at Arezzo
TO : Director, Military Railway Service

1. The enclosed papers are sent you for any action which may assist you in helping to revive local industry in Arezzo.

2. It is presumed the machinery is being removed in order to ensure that fully equipped workshops can be built up from cannibalised machinery, but the present process would appear to react in favour of I.S.R. employees as against those in private industry.

AD
for D.S. ADAMS
Colonel, C.E.
Director, T 3321 Comm.

Enclosures:
(Papers)

HEADQUARTERS REGION VIII
ALLIED MILITARY GOVERNMENT

108/412

1A

File Ref: RVIII/35/98

Date: 8 Nov 44.

SUBJECT: Railway Workshops at AREZZO.

TO : D.C.C.A.O. HQ. AAI. ✓

1. Attached herewith AR/HQ/135 dated 25 Oct 44 from the P.C. AREZZO to this HQ.

2. From this letter you will understand the urgency for measures to be taken to prevent unnecessary unemployment and distress occurring in AREZZO by allowing the Railway workshops to be stripped of its machinery essential for its functioning in the future.

3. It would be appreciated if you would take the necessary action in this matter and could this HQ please be notified of the steps taken to settle this question.



ROBT. G. KIRKWOOD,
Colonel, P.A., U.S. Army,
Regional Commissioner.

DMF/an.

Copies to:- P.C. AREZZO - Ref. AR/HQ/135 dated 25 Oct 44.
Ind. & Commerce Div - With copy of AR/HQ/135 dated 25 Oct 44 and
translation enclosure from S.A.C.F.M.

3320



108/5/1

Subject:- Railw. Workshops at
Arezzo

Civil Affairs Section,
HQ Allied Armies in Italy
TEL: FILPOT 57

To:- Transportation Sub-Comm.

DCCAG/14/2.11
17 Nov 44

Reference conversation (Richardson - Thompson) it is requested that you approach the MRC on the subject of the attached letter, as, although no unit is mentioned, it is believed that it must be on the orders of the MRC that the machinery is being removed from the railway workshops at Arezzo.

J. Bruce Thompson
J. BRUCE THOMPSON,
Lt. Colonel, R. A.
for DCCAG

Copies to:

Toscana Region

PC Arezzo

Industry Sub-Commission

} Ref RVIII/55/98 dated 8 Nov 44

3349

HEADQUARTERS

ALLIED MILITARY GOVERNMENT

OFFICE OF THE PROVINCIAL COMMISSIONER, AREZZO

File: AR/HQ/135

Subject: S.A. Costruzioni Ferroviarie
e Meccaniche.

Date 25 October 1944

To: HQ., Region VIII

I have received a visit from the Sindaco and the Senior Engineer of the Railway Workshops at Arezzo. The Società Anonima Costruzioni Ferroviarie e Meccaniche (S.A.C.F.M.) is a private company running the workshops. They worked both for State Railways and on private contract in construction and repair of rolling stock, construction, and building of bridges. In November last 600 men were employed who are all local men and have their families here. Today about 25 are working for the company and 165 are working for the Army in the workshops. The latter work is partly putting the factory in order and partly removal of the company's property i.e. steel, wood, and machinery for use elsewhere. It is understood that the machinery has mostly been sent to Rome but it is now going to Foligno. Most of the men not employed in the workshops are working elsewhere in the area for the Allies.

3318

The Deputation requests that some brake be put on the removal of essential machinery from the workshops as without it the main industry of the town will be hard put to restart after the Army has passed on: thus grave unemployment will ensue. As this appears to be a matter of high-level policy it is considered that it best be represented through the appropriate branch of the ACC. I need not add that we in the local administration are intensely interested in avoiding further difficulties in this distressed and much damaged area and must therefore emphasize the long view. The fact that machinery is reported to be disappearing daily would appear to make the case urgent. If, as is probable there is little likelihood of an early return of the equipment once the State Railroads have got hold of it, it seems logical that the transfer of a proportion of skilled tradesmen from this area should be attempted.

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- 2 -

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G. W. Quin-Smith

G. W. QUIN-SMITH
Lt. Colonel
Provincial Commissioner

Enclosure:
Letter.

331.

EROM S.A. COSTRUZIONI FERROVIARIE E MECCANICHE

RACCOMANDATA

----- Firenze, 19/10/1944

On.le COMITATO PROVINCIALE DI RIBELLAZIONE NAZIONALE

A R E Z Z O

e per conoscenza:

A P.R. IL PREFETTO DELLA PROVINCIA DI

A R E Z Z O

accusiamo ricevimento della nota in data del 4 corrente, pervenutaci il 17 corrente.

Fino da quando le officine di Arezzo di questa Società furono disastrose le direttive di questa Ditta si orientarono verso la necessità della ricostruzione.

Ne è prova sufficiente il fatto che la Ditta ha mantenuto una parte del suo personale incontrando oneri non lievi, non compensati da un lavoro produttivo. Il riattamento del binario di raccordo, la sistemazione dei binari interni e la ricostruzione del carrello trasbordatore, organi tutti basilari per la possibilità di accesso ai veicoli ferroviari al ²³⁴³abilimento, sono altra prova evidente della volontà di ripresa.

I prelievi di macchine e di materiali, dovendosi per la officina e per la sua ripresa, sono stati predisposti ed eseguiti da Enti Militari per necessità belliche e ognuno è convinto delle gravi difficoltà incontrate ed incontrande per farli cessare o per contenerli.

Nel frattempo si è, peraltro, maturata una circostanza che affretterà la ripresa del lavoro. Il Comando Allente ha reso noto alle ferrovie dello Stato la determinazione che le officine di Arezzo riprendano il lavoro della riparazione del materiale mobile. Il Servizio Materiale e Trazione delle FF.SS. sta predisponendo gli atti conseguenziali ed a tal uopo si è resa necessaria una visita a Firenze del nostro Direttore delle Officine Dott. Ing. Leopoldo Mogai, che dovrà conferire al più presto col

Firenze, 19/10/1944

20 Il Comitato Prov. Liberaz. Nazionale - Arezzo

Capo del Servizio stesso.

Lo stesso nostro Dirigente riferirà pertanto al suo ritorno a codesto Comitato sul risultato della visita e lo terrà poi informato sugli ulteriori sviluppi.

Con ossequio.

D'incarico del Presidente

Il Segretario del Consiglio

3315

1142