

Miscellaneous Vol I

10000/148/1473
' Aug 44

EJM/id

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub Commission
APO 394

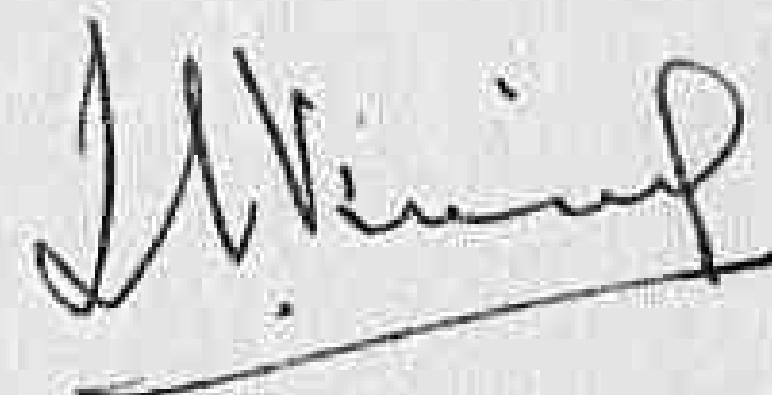
ACC/Tn./146A/15
Tel. 843023

4 October 1944

TO Ing. Lo Cigno,
 Servizio Lavori,
 Ministero delle Comunicazioni.

SUBJECT Supply of bricks

- 1) It is requested to know your estimated require-
ments of bricks a) For immediate use
 b) For use during the next six months.
- 2) The estimate should be submitted showing the
requirements of each division separately.



L.E. VINING, Lt. Col.,
Tn. Suc Comm.,
Rails.

2023

May 1964 152/14

C O P Y

List of the materials needed by the Toronto Department, for repair of 2 loco. class 480 & 740

110-040	Boiler tubes, smooth, steel, without copper sleeve m/m 5000x6 fx2, 5/35 UNI 1293	"	100
110-047	" m/m 5150x51x2, 5/25 UNI 1293	"	50
110-136	" with copper sleeve, m/m 5100x51x x2, 5/35 UNI 1293	"	50
110-137	" with copper sleeve, m/m 5250x51x x2, 5/35 UNI 1293	"	70
149-194	Shoes, bronze for cross-head, loco class 480	"	2
149-213	" for single-piece, loco class 740	"	2
149-215	" for cross-head with inside plate loco class 740	"	2
166-089	Bearing bronze, back end, driving rods, loco class 480	"	1
166-084	" front-end	"	2
166-085	" " middle coupling rod loco class 480	"	1
166-086	" Back-end front intermediate and rear-intermediate coupling rod, loco class 480	"	1
166-087	" Back-end and rear-intermediate coupling rod, loco class 480	"	2
166-175	" driving rod loco class 740	"	1
166-177	" front-end coupling rod loco cl. 740	"	1
166-176	" driving rod, loco class 740	"	4
166-178	" back-end, middle coupling rod, loco class 740	"	1
166-179	" front-end, middle and rear coupling rod, loco class 740	"	2
173-023	Cylinder unmachined cast-iron m/m 506x584, expanding rings of pistons, loco class 740	"	2
173-029	" m/m 538x717, expanding rings, pistons locomotives class 480	"	2
173-046	" cast iron, m/m 256x283 expanding rings loco class 740	"	2

143-213	"	For single-piece, loco class 740	"	2
143-215	"	For cross-head with inside plate loco class 740	"	2
166-089	Bearing bronze, back end, driving rods, loco class 480	"	1	
166-084	"	front-end	"	2
166-085	"	" middle coupling rod loco class 480	"	1
166-086	"	Back-end front intermediate and rear-intermediate coupling rod, loco class 480	"	4
166-087	"	Back-end and rear-intermediate coupling rod, loco class 480	"	2
166-175	"	driving rod loco class 740	"	1
166-177	"	front-end coupling rod loco cl. 740	"	1
166-176	"	driving rod, loco class 740	"	4
166-178	"	back-end, middle coupling rod, loco class 740	"	1
166-179	"	front-end, middle and rear coupling rod, loco class 740	"	2
173-023	Cylinder unmachined cast-iron m/m 508x584, expanding rings of pistons, loco class 740	"	2	
173-029	"	m/m 638x717, expanding rings, pistons locomotives class 480	"	2
173-046	"	cast iron, m/m 256x283 expanding rings loco class 740	"	2022
173-048	"	cast iron, m/m 303-338 expanding rings loco class 480	"	1
208-001	Rod, securing with cotter, central pin, suspension compensating beam loco cl. 480-740	"	2	
208-120	Pin upon above rod	"	2	

208-163	Pin upon above rod	M.	2
223-017	Bearing; axle-box, coupling rear axle loco cl.480 driving axle, middle and rear coupled loco cl. 740, I	"	1
223-018	" axle-box, rear coupled axle loco cl.480, middle and rear coupled driving axle loco cl.480, I	"	1
223-020	" axle-box middle coupled axle loco cl.480 I	"	1
223-021	" as above II	"	1
223-042	" axle-box driving axle loco 480 and 740 I	"	1
223-043	" As above II	"	1
223-044	" axle-box front coupled axle, loco cl.480 I	"	1
223-045	" As above II	"	1
223-047	" axle-box driving axle loco cl.480 I	"	1
223-048	" As above, II	"	1
223-062	" axle-box, front coupled axle, loco cl.740 I	"	1
223-063	" as above II	"	1
224-012	Spring link, between axle-box and suspension spring, position 3-5-5, loco cl.740, I	"	2
224-013	" as above, position 2	"	1
224-038	" " 2, loco cl.740	"	1
224-039	" " 3-4-5	"	2
224-150	" " 4, loco cl.480	"	1
225-023	Laminated spring, 900-80, suspension loco cl.740	"	5
225-097	" " FRB-299, as above	"	5
225-108	" " FR SR-328 "	"	6
236-388	Spring link suspension, position 1-2, loco cl.480-740	"	4
236-369	" as above, position 3 and 12, loco cl.480	"	4
236-390	" " 6-7-8-9-10-11, cl.480	"	6
236-975	" " 5-6-7-8-9-10-, cl.740	"	6

223-042	"	axle-box driving axle loco 400 and 740 I	"	1
223-043	"	As above II	"	1
223-044	"	axle-box front coupled axle, loco cl.480 I	"	1
223-045	"	As above II	"	1
223-047	"	axle-box driving axle loco cl.480 I	"	1
223-048	"	As above, II	"	1
223-062	"	axle-box, front coupled axle, loco cl.740 I	"	1
223-063	"	as above II	"	1
224-012	Spring link, between axle-box and suspension spring, position 3-5-8, loco cl.740, I	"	"	2
224-013	"	as above, position 2	"	1
224-038	"	" 2, loco cl.740	"	1
224-039	"	" 3-4-5	"	2
224-150	"	" 4, loco cl.483	"	1
225-023	Laminated spring, 000-80, suspension loco cl.740	"	"	5
225-097	"	" FRB-298, as above	"	6
225-103	"	" FR BR-328	"	6
236-388	Spring link suspension, position 1-2, loco cl.480-740	"	"	4
236-389	"	as above, position 5 and 12, loco cl.480	"	4
236-390	"	" 6-7-8-9-10-11, cl.480	"	6
236-975	"	" 5-6-7-8-9-10-, cl.740	"	6

2021

ALLIED MILITARY GOVERNMENT
GOVERNO MILITARE ALLEATO
MOVEMENT OF CIVILIANS
MOVIMENTO DI CIVILI

Nº 120922

Name (Nome) SIG. ALBERICO GENTIL.
Address (Indirizzo) 19 VIA MERCALLI. ROME
Identity Card No. (Carta Identità N.) PASSPORT NO 992493

HAS PERMISSION TO:

È AUTORIZZATO A:

- (a) TRAVEL FROM (i) Rome TO PERUGIA
Viaggiare da
 - (b) AND RETURN
e ritorno
 - (c) TRAVEL WITHIN AN AREA OF PERUGIA KMS. FROM da
Viaggiare entro la provincia di
 - (d) TRAVEL WITHIN THE PROVINCE OF PERUGIA (NOT ABOVE
Viaggiare entro la provincia di
 - (e) CROSS THE ARMY CONTROL LINE A LINE PERUGIA-NOCERA
Attraversare la linea di controllo dell'esercito
 - (f) BE OUT OF DOORS DURING THE HOURS OF EIGHTH ARMY
Essere fuori di casa durante le ore di
- FOR THE PURPOSE OF (English) INSPECT RAILWAY

Per il proposito di (Italiano) ISPETTORE FF.SS

TRANSPORT EMPLOYED (ii) CIV. VEH. -
Mezzo di trasporto (ii)

THIS PASS EXPIRES ON 15 SEPTEMBER 1944

AND MUST BE RETURNED TO OFFICE OF ISSUE UPON EXPIRATION.
Questa autorizzazione è valida fino a
o deve essere ritornata all'ufficio di emissione alla scadenza.

SIGNATURE OF HOLDER
Firma del ricevente.

X

ISSUED AT (EMESSO A) HQ AMG EIGHTH ARMY

ON (IL) 23 AUGUST 1944

BY (DA) Jesse B Mayforth. Capt. AUS
Firma e Grado dell'Ufficiale che rilascia l'autorizzazione

Jesse B. Mayforth. Capt. AUS
Name and Rank of Issuing Officer (Block Letters)

Name e Grado dell'Ufficiale che rilascia l'autorizzazione (lettere maiuscole)



* Strike out whichever is not applicable.
Da cancellarsi se non applicabile.

- (i) Unless indicated, the most practicable direct route will be taken.
A meno che sia altrimenti indicato, la più diretta via praticabile sarà presa.
- (ii) This pass shall not be taken as authorising the holder to travel by the transport indicated.
Whenever goods are transported this will be shown on the pass.
Questo permesso non deve essere interpretato come autorizzante il ricevente a viaggiare
col mezzo di trasporto indicato. Ogni qualvolta della merce viene trasportata, ciò sarà
indicated sull'autorizzazione.

2020

Tel.: 472701

RND/LR

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference: AOC Tn/42/50
Date : 21 August 1944

TO : Regional Commissioner
Region IV
(attn. T.C.V. Division)

SUBJECT : Reopening Railway Rieti-Antrudoco.

1. Reference is your letter SA/TCV/1500/250 dated 7 August 44 covering letter from Provincial Commissioner, Rieti, with regard to the operation of the railway between Rieti and Antrudoco.

2. It must be pointed out that any decision as to the resumption of train services over any section of the Italian State Railways rests entirely with the Director General Military Railway Services, and various factors are taken into consideration.

3. If there is no military necessity for the operation of the line, then this Sub-Commission would be required to furnish all relevant factors in support of the request for reopening, primarily to substantiate that the service would meet the vital needs of the community.

4. The correct procedure in the case of the Rieti-Antrudoco line would have been for the matter to have been submitted by the Italian State Railways through the Ministry of Communications to this Sub-Commission for appropriate action with the Military Authorities.

5. Any existing damage to bridges or tunnels would then have been officially inspected before any repairs could be sanctioned and material supplied.

6. Although the initiative of those concerned in the work which has been performed is appreciated, it is apparent that the repairs to and reopening of the line in question have been carried out without authority.

7. No mention is made by the Provincial Commissioner as to what locomotive power or rolling stock is available, or what

2019

SUBJECT: Reopening Railway Rieti-Antròdaco.

1. Reference is your letter SA/TCU/1500/200 dated 7 August 44 covering letter from Provincial Commissioner, Rieti, with regard to the operation of the railway between Rieti and Antròdaco.

2. It must be pointed out that any decision as to the resumption of train services over any section of the Italian State Railways rests entirely with the Director General Military Railway Services, and various factors are taken into consideration.

3. If there is no military necessity for the operation of the line, then this Sub-Commission would be required to furnish all relevant factors in support of the request for reopening, primarily to substantiate that the service would meet the vital needs of the community.

4. The correct procedure in the case of the Rieti-Antròdaco line would have been for the matter to have been submitted by the Italian State Railways through the Ministry of Communications to this Sub-Commission for appropriate action with the Military Authorities.

5. Any existing damage to bridges or tunnels would then have been officially inspected before any repairs could be sanctioned and material supplied.

2019

6. Although the initiative of those concerned in the work which has been performed is appreciated, it is apparent that the repairs to and reopening of the line in question have been carried out without authority.

7. No mention is made by the Provincial Commissioner as to what locomotive power or rolling stock is available, or what is the source of the coal supply, nor is it stated where the material was obtained for the repairs.

8. The use of fuel for railway consumption is controlled by the Director General Military Railway Services referred to in para 2 above, and the release of any stocks can only be sanctioned by him.

9. Please therefore let me have as much information as possible on the following points:

- 2 -

- (a) What repair work has been carried out
- (b) What material was used for same
- (c) What locomotives and rolling stocks are available
- (d) The source of coal supply and what stocks are available
- (e) What essential commodities are required to be conveyed and the approximate weekly tonnage to be lifted.

10. In the meantime, immediate instructions must be given for the service to be discontinued, pending official sanction, and for the coal supply to be frozen.

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

Copy to:

Major Richardson, (Rail Section)
Major E.J. Mole, Tn. Sub-Comm. Engineer (South)
Director General Military Railway Services
Economic Section

2048

EWD/mb

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tel: 478701

Our ref: ACC Tn/42/52
Date : 21 AUG. 44

57/13/3

TO : Regional Commissioner, Region IV.

SUBJECT: Transportation Rail (Line Terni-Aquasparta-Todi)

1. Reference is your letter R/5066 dated 15 August 44.

2. Please see my letter of today's date in reply to your letter 5 A/TCU/1500/250 of 7 August 1944 with regard to the opening of the line from Rieti to Antico.

3. As the Terni-Todi is privately owned, the instructions contained in Executive Commissioner's Circular (ACC Tn 44) dated 1 AUG. 44 will be observed.

4. In this case the responsible Italian Railway Official at Terni should communicate with his Headquarters in Rome, who will proceed with the matter through the appropriate channels.

5. It is assumed from your letter that certain repairs are in the course of being carried out. If this is so, attention is called to the reference to repairs on my letter referred to in para. 2 above.

6. Pending official sanction, no further action should be taken locally with regard to this section of the Railway.

7. In the meantime please state whether there are in existence in this area any stocks of coal or material

2017

0 8 1 1

TO : Regional Commissioner, Region IV.

SUBJECT: Transportation Rail (Line Terni-Aquasparta-Todi)

1. Reference is your letter R/5066 dated 15 August 44.

2. Please see my letter of today's date in reply to your letter 5 A/TCU/1500/250 of 7 August 1944 with regard to the opening of the line from Rieti to Antico.

3. As the Terni-Todi is privately owned, the instructions contained in Executive Commissioner's Circular (ACC Tn 44) dated 1 Aug. 44 will be observed.

4. In this case the responsible Italian Railway Official at Terni should communicate with his Headquarters in Rome, who will proceed with the matter through the appropriate channels.

5. It is assumed from your letter that certain repairs are in the course of being carried out. If this is so, attention is called to the reference to repairs on my letter referred to in parag. 2 above.

6. Pending official sanction, no further action should be taken locally with regard to this section of the Railway. 2017

7. In the meantime please state whether there are in existence in this area any stocks of coal or material for repairs. If so, what quantities of each are available.

Sd. D.S. Adams
D.S. ADAMS
Colonel C.E.
Tn. Sub-Comm.

Copy to:

DMERS.

Maj. E. J. Mole, Tn. Sub-Comm. Engineer (South) ✓

Maj. Richardson (Rail Section)



C. P. E. 89718

INGG. NERVI & BARTOLI

ANONIMA PER COSTRUZIONI - CAPITALE L. 3.000.000

ROMA

LUNGOTEVERE MARZIO, 3 - TELEF. 561.261 - 561.263

Monday 11.8.1944

OFFICINE - MAGAZZINO - LABORATORIO SPERIMENTALE
VIA DELLA MASCIANA N. 114 - TELEFONO 580.557

ROMA, 11.8.1944
INDIRIZZO TELEGRAFICO: NERVIBARTOLI

MILITARY RAILWAY SERVICE (Ferrovie dello Stato)

ROME

The undersigned society "Engineers "NERVI and BARTOLI" is glad to put itself at the disposition of your Honorable Command for any works on may required and in any locality.

Social Capital: L. 3.000.000,=

Category of inscription in the National book of builders for Public works: Unlimited import.

Specialisation: Buildings in reinforced concrete; tanks for naphta, petrol, and benzine; bridges.

Locals and establishments

- a) Technical and administrative offices in Rome
- b) Building - yards in Lazio, Puglie, Sicilia
- c) Under the date of the 8th September besides the buildings-yards of southerner Italy the Society had important buildings-yards in Orbetello, Castelviscardo (Orvieto) and Torre del Lago Puccini (Viareggio) for the building of hangars and several works in the air-fields.

These building-garda had machinery to prepare the concrete, elevators, rails and cars Decauville, Diesel tractors Decauville,

INGG. NERVI & BARTOLI
ROMA

Foglio N. 2 in continuazione della lettera
del

air-compressor of 32 HP, perforating hammers, timber for reinforced concrete, pumps, ecc. ecc.

Having refused to work for the Germans, we do not know exactly how much of this material has remained on the spot and in what conditions.

We beg to ask the permission of can send to Orbetello and to Castel Viscardo (Orvieto) one our Camion Fiat 634 N. 78999 - Libretto di circolazione n. 6279 - Permesso di circolazione N. 60439 - Driver - VITI LIBERO - Carta identità n.29-Villa Latina 16.6.37,

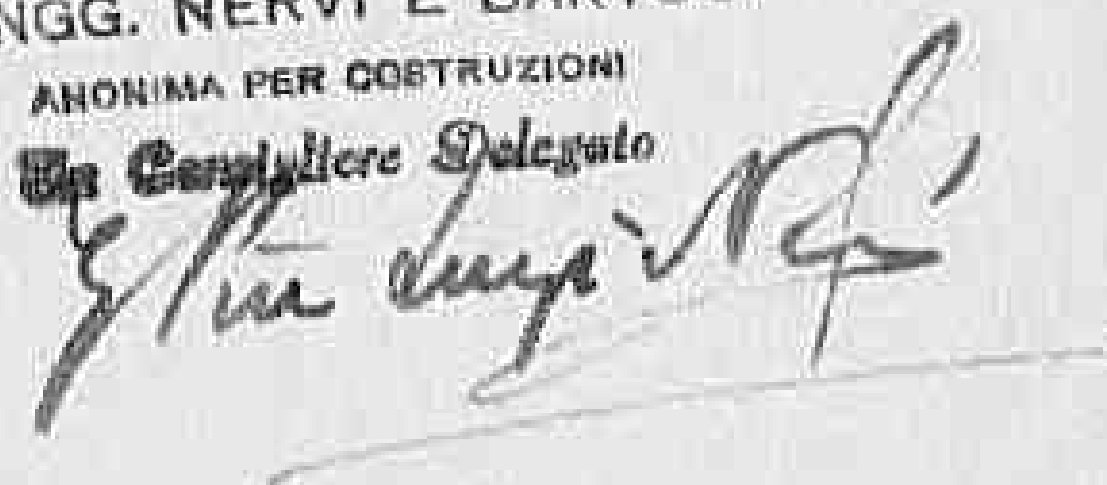
With our engineer ENRICO RINALDI of Giulio (Personal document: Patente autoveicoli n. 1881 - Rome 10.5.1929) to inspect and to recover our material.

In these last years the Society has executed an average of about L. 30.000.000,= of works for public and private firms, and especially for industrial administrations, Royal Aircraft and Royal Navy.

All the works have been executed on projects and studies of our own Technical Office.

The Society did never work for the organization Todt.

P. INGG. NERVI E BARTOLI
ANONIMA PER COSTRUZIONI
Il Consigliere Delegato



HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394.

Date : 2nd July, 1944.

RECEIPT FOR C-1 TYRES
(It is understood that no responsibility is accepted by
Transportation Sub-Commission, Allied Control Commission
for the condition of these tyres).

Received from Transportation Sub-Commission, Allied
Control Commission, the following C-1 Tyres ~~with~~/without
Tubes :-

<u>SIZE</u>	<u>QUANTITY</u>	<u>PRICE</u>
600x16.	5 only.	

Signed: E. G. N. de.
Rank : Major.
Department
or Unit Vn S. C.

INDUSTRY Y/C

59113

Subject:- Utilisation of Local Industrial Facilities.

HQ ALLIED ARMIES IN ITALY.

25 SEP 1944

Tel:- RHPOT 209.

5567 ~~5065~~
TN./S.C.
W.

2115/2/92.

20 Sep 44.

HQ,
ACC.

1. The Director of Transportation is arranging for a foundry at 7 Via Montifalco, POLIGNO, the property of Sig. Rapanelli, to be operated by the Italian State Railways with the assistance of Tn Increment in the supply of raw materials as necessary.

2. The full capacity of this plant is not required for the Railway Workshops at POLIGNO, and the Director of Transportation has asked that other interested services should co-ordinate their requirements through the Transportation Increment, CTF. Instructions to this effect are being issued through this HQ to British Services, and it is requested that you take similar action in respect of civilian requirements.

John L. Col.
for Major-General,
Chief Administrative Officer.

Copy to:- Works)
Ord } for action as necessary.
RHEM }
Local Resources Section.

2013

0816

IMPRESA COSTRUZIONI
VARDIA - CHIANTARELLO

Indice
270 fl.

Chy Paddy DADTNA
would like to know
how to know to know

Thank you
J. Chantarelli

Roma 8 Settembre 1944

SEZIONE LAVORI FF.SS.

R O M A

Dovendo l'Impresa sottoscritta provvedere alle demolizio-
ni a mezzo taglio con fiamma ossidrica del Ponte in ferro sul fin-
me Liri in prossimità di Morino chiede gli venga assegnato il car-
burante e lubrificante necessario per il funzionamento del camion
cine di sua proprietà targa 45410 ROMA tipo Bianchi provvisto di
permesso di circolazione n° 73366 onde poter predisporre, serve-
gliare e rifornire tale lavoro.

Considerando di dover effettuare circa 12 viaggi di Km.
330 ognuno e che per ogni viaggio occorrono circa 50 litri di
benzina si chiede venga effettuata l'assegnazione di l. 600 (sei-
cento) di benzina e Kg. 15 (quindici) di lubrificante.

In attesa e ringraziando distinti saluti

Verdà - Chiantarello

Verdà Chiantarello

Roma 10/9/44

2012

Si certifica che la Ditta Verdà - Chiantarello
ha eseguito di tutta l'opera la demolizione

SEZIONE LAVORI FF.SS.

R O M A

Dovendo l'Impresa sottoscritta provvedere alle demolizio-
ni a mezzo taglio con fiamma ossidrica del Ponte in ferro sul flu-
me Liri in prossimità di Morino chiede gli venga assegnato il car-
burante e lubrificante necessario per il funzionamento del camion
cino di sua proprietà targa 45410 ROMA tipo Bianchi provvisto di
permesso di circolazione n° 73366 onde poter predisporre, sorve-
gliare e rifornire tale lavoro.

Considerando di dover effettuare circa 12 viaggi di Km.
330 ognuno e che per ogni viaggio occorrono circa 50 litri di
benzina si chiede venga effettuata l'assegnazione di l. 600 (sei-
cento) di benzina e Kg. 15 (quindici) di lubrificante.

In attesa e ringraziando distinti saluti

Verde - Chiantarello

Gian Chiantarello

2012

Roma 10/9/44

*Si certifica che la Ditta Verde - Chiantarello
deve eseguire di tutta urgenza la demolizione
della travata metallica sul dir. al Km. 56 + 070
della linea Avversano Roccasecca*

IL CAPO UFFICIO SEZIONE LAVORI
10/3

SUBJECT: control of movement.TAPANS. S.C.
AIG Rear Eighth Army.

CA/6/2

23 Aug 44

HQ Allied Control Commission,
Executive Commissioner's Branch.

Copy to: Economic Section, HQ ACC (Attn. Tn Sub-Commission)

1. Your 309/169/CA 16 Aug 44 (delayed).
2. CASTEL VISCARDO is in TERNI Province, Region IV.
3. Herewith permit to cross ARMY Control Line and circulation Perugia Province not above a line drawn through Perugia and Nocera.

*Quelan*Major,
SCAPO,
for Group Captain,
Officer Commanding,
AIG Eighth Army.

Original copy sent to CAB

2011

0819

1955-56