

ACC AC 16/8/TN4 10000/148/1979 MATERIALS AND 5
MAR. 1944-JAN. 1945

000/148/1949 MATERIALS AND SUPPLIES - SIC 124
MAR. 1944-JAN. 1945

46/8/31

PGM/1c

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

Tel: 843191/11
Our Reference: AC/16/8/Tn 4

18 January 1945

TO : Div. Supt. Tn Sub-Commission AC Palermo

SUBJECT : Railway Material

1. Recently on inspection trip made by Col. D.S. Adams of Railways in Sicily he reported that work on the repair of the shops at Messina was being delayed due to the lack of tile and cement.

2. Will you check into the situation with Dr. Tacolo and if these materials are required the subject should be handled with the regional organization as both these items are available locally.

3. Please reply.

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

4616

16/8/30
CML/ic

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

Tel: 843207
Our Reference: AC/Mat/16/8

16 January 1945

TO : Div Supt. Trans. Sub-Comm. A.C.
Sicilian Region

SUBJECT : Steel Blocks - ISR Stocks.

1. Reference your M/T/55 dated 21 Dec. 1944 above subject.
2. Please put these blooms at the disposal of the Chief of the Stores Section, Palermo, who will arrange to have them shipped to a steel mill, where they will be used for the manufacturing of tools and switch rails.

O.H.

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

4615

Translation

Ministry of Transport
I S R General Direction
Supply Service

Subject: Steel blooms - Palermo

Rome 15 JANUARY 1945

A 53/382/B.10/Dca/2108/33

Re: AC/16/8 /Tn. of 4/1/45

Allied Commission
Transport Sub Commission
Rail Section

R o m e

- 1) Reference para 4 of letter dated 14 Dec.1944, file CMF/ ic.
- 2) The 95 steel blooms will be used for manufacturing tools and switch rails.
- 3) Please put these blooms at disposal of Palermo Supply Department's Chief, who will be concerned by I S R Administration to ship them to a place to be furtherly specified, near a steel work, where said blooms will be rolled.

Director General
signed Di Raimondo

Ca ng15/1



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO APPROVVIGIONAMENTI

OGGETTO

Palermo

Acciaio in blumi

ALLEGATI N. _____

Roma 15 Gennaio 1945 A.

N. A36/ 352/B.IO/ua/2108/33

Al N. AC/16/8/Tn. del 4 gennaio 1945

ALLA SOTTOCOMMISSIONE TRASPORTI

SEZIONE FERROVIARIA

R O M A

- 1) Riferimento al paragrafo 4 della lettera CML/ic del 14 dicembre 1944
- 2) I 95 lingotti di acciaio verranno usati per la costruzione di attrezzi e di rotaie per scambi.
- 3) Si prega di metterli a disposizione del Capo Riparto Approvvigionamenti di Palermo al quale questa Amministrazione darà dirette disposizioni perchè li spedisca in una località prossima ad una acciaieria che dovrà curarne la laminazione, e che si fa riserva di indicare.

IL DIRETTORE GENERALE

Indi Ricumov

FR.

4614

16/8/28

CML/ic

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

Tel: 843207

Our Reference: AC/16/8/Tn

1 January 1945

TO : Director General ISR Building

SUBJECT : Steel Blocks - ISR Stocks.

1. Reference our letter of 14 Dec. 1944 above file.
2. Referring to paragraph 4, the material is now released.
Please advise disposition.

Cml

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

4613

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394

16/8/27
T/cc
Ref : M/T/55
Date: 21 Dec 44.

SUBJECT: Steel Blocks - ISR Stocks.

TO : AC HQ for att Trans Sub-Commission(Railway)
c/o Transportation Increment.

Reference your AC Tn/16/8 dated 13 Oct & my
M/T/52 dated 6 Dec 44.

1. I have now been informed by AF Local Resources
Section, Sicilian Area, that the 90 tons steel referred
to can now be disposed of by me as I require.

2. Please state what is now required to be done
with this steel.

C.W.G. Taylor RA
C.W.G. TAYLOR
Major RA
Trans Sub-Comm
Div Supt AC.

4612

16/8/26
CML/ic

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

Tel: 043207
Our Reference: AC/16/8/Tn

14 December 44.

TO/ Director General
Italian State Railways
Building.

SUBJECT : Steel Blocks - I.S.R. Stocks.

1. Reference your letter 5 Oct. 1944 file N.A. 36/B.10/1000/234/36, in regard to steel ingots in the Store of Società Erete, Palermo at the time of the invasion.
2. The Allied Forces Local Resources (Sicilian) Board allotted the 4,280.7 tons of steel ingots to HQ. S.O.S. Matousa, however, as of 6 Dec. 44 it had not all been shipped and there remain at Palermo, 95 of the steel ingots or approximately 90 tons.
3. We have applied to the Allied Forces Local Resources Section to release the remaining steel ingots for the use of ISR.
4. Please advise disposition of the steel, if and when it is released.

Aut
for C. H. LINDBERG
Lt. Col. R.E.
Chief, Rail Section.

4671

16/8/55
ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394

T/cc
Ref : M/T/52
Date: 6 Dec 44.

SUBJECT: Steel Blocks - ISR Stocks.

TO : HQ AC for att Trans Sub-Commission

Reference your ACC Tn/16/8 dated 13 Oct 44.

1. There are 95 steel ingots remaining at the Società Anonima Ferro e Metalli (Società Ereta) PALERMO amounting to a total weight of about 90 tons.

2. The whole of the stock of these steel ingots was allocated to HQ SOS NATOUSA by the Allied Forces Local Resources (Sicilian) Board on 7 June 44 to be collected before 30 June 44. The above quantity is all that was not collected.

3. I have written to the Allied Forces Local Resources Section (the successors of the above mentioned board) and applied for the ingots remaining to be released to the ISR and as soon as I hear from the Section will inform you.

4. To whom should the steel be consigned if and when it is released?

C.W.G. Taylor RA.
C.W.G. TAYLOR
Major RA
Trans Sub-Comm
Div Supt AC.

4610

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 304

Tele : 478701

ACC Tn/16/10

TO : Major C.H.G. Fayler
Tn. Sub-Comm. Rep.
ACC. Palermo

SUBJECT : Steel blocks - I.S.R. stocks

13 October 1944

1. Following is a copy of letter of 5 October from I.S.R. H.Q. Rome:

Rome, 5 October 1944
N.A.36/ 18.15/1000/534/53

1. This Administration had in the store of Iron and Metals Ltd. Co. Società Anonima Ferro e Metalli (Società Erate) Palermo - Kg. 4.200.700 of steel blocks to be used for national requirements and first of all for railway operations.
2. After the Allied occupation of Sicily, we could of course inspect more the stores where the above mentioned steel is kept, and consequently we received no news referring to this material.
3. We have been told now that it seems that the Office for Local Sicilian Supplies of Allied Forces, in June 1944 - has settled that the steel existing at the time in the above mentioned Stores should be given to H.Q.S.O.S. in Matenu (Alger).
4. Considering that the loss of this steel would be of a great disadvantage for the necessities of the Railway operations, we beg this Sub-Commission to be kindly interested, so that the above mentioned material could be at our disposal.

The Director General
sgt.
DI Matenu

2. Will you make local enquiries and advise this office if those steel blocks are still on hand and if H.Q.S.O.S. Matenu (if represented in Palermo) can release it for use of I.S.R.

4609

ACC In/16/8

TO : Major C.R.G. Taylor
In. Sub. Comm. Rep.
ACC. Palermo

SUBJECT : Steel blocks - I.S.R. stocks

1. Following is a copy of letter of 3 October from I.S.R. H.Q. Rome:

Rome, 5 October 1944
I.A.36/ R.10/1000/534/33

1. This Administration had in the store of Iron and Metals Ltd. Co. Società Anonima Ferro e Metalli (Società Ferro) Palermo - No. 4,280,700 of steel blocks to be used for national requirements and first of all for railway operations.
2. After the Allied occupation of Sicily, we could of course inspect more the stores where the above mentioned steel is kept, and consequently we received no news referring to this material.
3. We have been told now that it seems that the Office for Local Steel in Supplies of Allied Forces, in June 1944 - has settled that the steel existing at the time in the above mentioned Stores should be given to H.Q.S.O.S. in Materna (Algers).
4. Considering that the loss of this steel would be of a great disadvantage for the necessities of the Railway operations, we beg this Sub-Commission to be kindly interested, so that the above mentioned material could be at our disposal.

The Director General
sqd.
DI Reimondo

2. Will you make local enquiries and advise this office if these steel blocks are still on hand and if H.Q.S.O.S. Materna (if represented in Palermo) can release it for use of I.S.R.

D.S. ADAMS
Colonel, C.S.
Director, In.S.R.

4609

Ministry of Communications
I.S.R. General Direction
Supply and Stores Service

Rome - 5 OCT 1944

N.A.36/ /B.10/Icca/934/33

Subject:

Steel Blocks

To Allied Control Commission
Transport Sub Commission

R O M E

1. This Administration had in the store of Iron and Metals Ltd. Co. Società Anonima Ferro e Metalli (Società Iresta) Palermo-Kg.4.280.700 of steel blocks to be used for national requirements and first of all for railway operations.

2. After the Allied occupation of Sicily, we could of course inspect no more the stores where the above mentioned steel is kept, and consequently we received no news referring to this material.

3. We have been told now that it seems that the Office for Local Sicilian Supplies of Allied Forces - in June 1944 - has settled that the steel existing at the time in the above mentioned Stores should be given to H.Q.S.O.S. in Natoussa (Algers).

4. Considering that the loss of this steel would be of a great disadvantage for the necessities of the Railway operations, we beg this Sub Commission to ^{be} kindly interested, so that the above mentioned material could be at our disposal.

The Director General

Signed: Di Raimondo

P.V. 4.c.b.

4608

1. This Administration had in the store of Iron and Metals Ltd. Co. Società Anonima Ferro e Metalli (Società Ereta) Palermo - Kg. 4.260.700 of steel blocks to be used for national requirements and first of all for railway operations.

2. After the Allied occupation of Sicily, we could of course inspect no more the stores where the above mentioned steel is kept, and consequently we received no news referring to this material.

3. We have been told now that it seems that the Office for Local Sicilian Supplies of Allied Forces - in June 1944 - has settled that the steel existing at the time in the above mentioned Stores should be given to M.Q.S.O.S. in Matousea (Algers).

4. Considering that the loss of this steel would be of a great disadvantage for the necessities of the Railway operations, we beg this Sub Commission to ^{be} kindly interested, so that the above mentioned material could be at our disposal.

The Director General

Signed: Di Raimondo

P.V. 4.c.b.

4608



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO APPROVVIGIONAMENTI

OGGETTO

Palermo

Acciaio in blumi

ALLEGATI N. _____

Roma

5 Ottobre

1944 - A.

N A36/

/B.10/Dcca/934/33

Al N. _____

del _____

ALLA

SOTTOCOMMISSIONE DEI TRASPORTI

PRESSO L'A.C.C.

R O M A

- 1°) - Questa Amministrazione teneva in deposito nei Magazzini della Società Anonima Ferro e Metalli di Palermo (Ferriera Ercata) Kg. 4.280.700 di acciaio in blumi da utilizzare per il fabbisogno nazionale, compreso quello dell'esercizio ferroviario.
- 2°) - Dopo l'occupazione Alleata della Sicilia non fu possibile accedere ai locali ove tale materiale è depositato e di conseguenza non si ebbero più notizie concrete su detto materiale.
- 3°) - Viene ora riferito che l'Ufficio Risorse Locali Siciliane per le Forze Alleate nel giugno 1944 avrebbe assegnato il quantitativo di acciaio ancora esistente nei Magazzini sudetti alla H.Q.S.O.S. di Natoussa (Algeri).
- 4°) - Ritenuto che la perdita di tale acciaio recherebbe pregiudizio a questa Amministrazione che ha bisogno di acciaio per le necessità dell'esercizio ferroviario, si prega codesta Sottocommissione.

FR.

4607

commissione di voler intervenire al riguardo per far si che
il materiale suddetto rimanga a nostra disposizione.

IL DIRETTORE GENERALE

Adi Rosimondy

TRAN
ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

PGM/cc
Ref :M/PGM/26
Date:23 Aug.1944.

SUBJECT: Shortage of Gasoline, Lubricants
and Kerosene.

TO : Director, Transportation Sub-Commission ACC.

1. Reference my letter dated 22 August M/PGM/31.
2. This is to advise that the Lubricants for
the month of August have been received as allotted.

Peter G. Matson
PETER G. MATSON
Capt. T.C.
Trans. Sub-Comm.
Rep. at HQ. Region 1.

ACP/lr

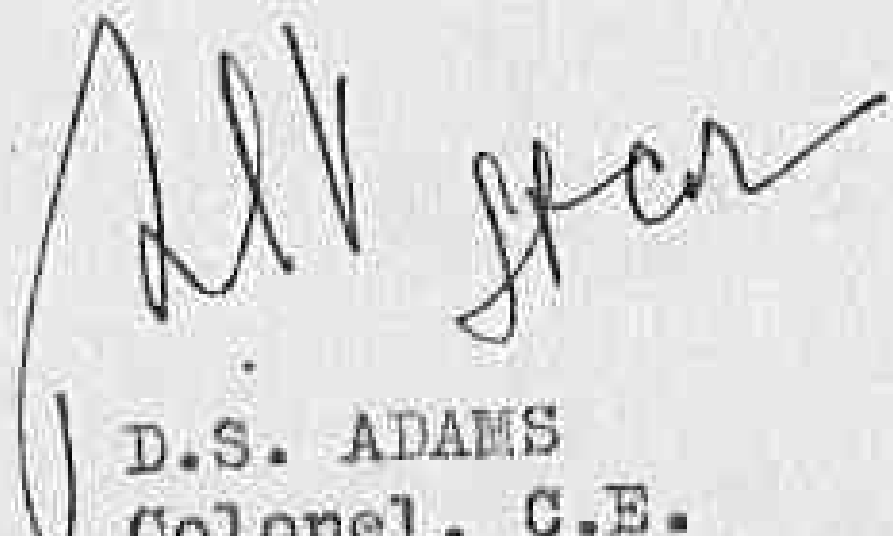
HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference: ACC Tn/16/8/21
Date : 26 August 1944

TO : Capt P.G. MATSON
Transportation Sub-Commission Representative
Sicily Region HQ

SUBJECT : Kerosene and Petrol Supplies, Sicily.

1. Reference is to your letter M/PGM/31 dated 22 Aug 44.
2. The source of supply of POL supplies for Sicily is as set out on AFHQ Petroleum Section Memorandum PET 19/3/5 of 1 June 1944 and appendix "A", copies of which were sent you on 4 June last.
3. Copy is attached for your information. If you do not find the procedure satisfactory, please advise me further.


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

4605

C O P Y

ADVANCED AFHQ
Petroleum Section
C.M.F.
A.P.O. 400

12

PET 19/3/5
1 June 1944

SUBJECT : POL Supplies - Sicily.

TO : HQ ACC, Industry and Commerce Sub-Commission.
APO 394, U.S. Army.

Reference ACC/5146/1/IC dated 26 May.

1. The opportunity afforded to members of this Section to discuss problems of the supply of petroleum with the Regional and the Provincial Commissioners in Sicily, is appreciated. It is thought that as a result of the discussions which took place, several of the difficulties which have arisen in the past have been overcome.

2. It is confirmed that POL issued to cars owned by the War Departments properly painted and identified in accordance with your establishment Memorandum No. 12 of 21 April 44, should draw supplies of petroleum as other military vehicles. Such supplies should not be drawn against the civil allotments (as have been done in the past thus causing "shortages") but will be drawn in addition. It is emphasized that only vehicles falling clearly within the above mentioned category can be supplied in this way. Other vehicles, even if employed whole time on A.C.C. work, must draw through civilian channels.

3. It was made clear to Regional and Provincial Commissioner that an increase in the quantities of petroleum allotted are likely to be possible with the exception of seasonal increases for agricultural needs. It was pointed out that it would be necessary for the Italian officials under the guidance of A.C.C. to control the issue of car permits and coupons for petroleum as to insure that essential needs were met without exceeding the limited allotment made.

4. Two factors appear to have caused difficulty in the allotment:

a. The allotments made by this Section are broken down into Provinces and categories of user. The change in incidence of essential work may make it desirable for the authorities on the spot to vary the allocations within the over-all total either of the Provinces or of Sicily as a whole. It is recommended that no such variation should be made save under exceptional circumstances but that Headquarters, Region I, should retain control over some percentage of the whole in order to be able to vary the allotments for the remainder.

1. The opportunity afforded to members of this Section to discuss problems of the supply of petroleum with the Regional and the Provincial Commissioners in Sicily, is appreciated. It is thought that as a result of the discussions which took place, several of the difficulties which have arisen in the past have been overcome.

2. It is confirmed that POL issued to cars owned by the War Departments properly painted and identified in accordance with your establishment Memorandum No. 12 of 21 April 44, should draw supplies of petroleum as other military vehicles. Such supplies should not be drawn against the civil allotments (as have been done in the past thus causing "shortages") but will be drawn in addition. It is emphasized that only vehicles falling clearly within the above mentioned category can be supplied in this way. Other vehicles, even if employed whole time on A.C.C. work, must draw through civilian channels.

3. It was made clear to Regional and Provincial Commissioners that an increase in the quantities of petroleum allotted are likely to be possible with the exception of seasonal increases for agricultural needs. It was pointed out that it would be necessary for the Italian officials under the guidance of A.C.C. so to control the issue of car permits and coupons for petroleum as to insure that essential needs were met without exceeding the limited allotment made.

4. Two factors appear to have caused difficulty in the allotments:

a. The allotments made by this Section are broken down into Provinces and categories of user. The change in incidence of essential work may make it desirable for the authorities on the spot to vary the allocations within the over-all total either of the Provinces or of Sicily as a whole. It is recommended that no such variation should be made save under exceptional circumstances but that Headquarters, Region I, should retain control over some percentage of the whole in order to be able to vary the allotments for the reasons envisaged above.

b. The bulk of the goods transported in the Island is controlled by A.C.C. through an organization should be centrally controlled and it has proved essential in the past to move vehicles from one Province to another in short notice. It is recommended that the requirements of petroleum for this organization should be separately bid for, for the whole of Sicily, and that a corresponding reduction be made pro rata in each provincial bid. In the past, owing

to transfers of vehicles from one Province to another, there have been shortages of petroleum in certain provinces and an excess in others and this which had led to supplementary demands. A note on a suggested method for issue of POL to this organization is attached as Appendix "A".

5. There are abundant indications that a great deal of petroleum is finding its way into Black Market out of Army Dumps and out of captured enemy stocks hidden in various places. It is understood that the Regional Commissioner proposes to cancel a large number of car licenses which should reduce considerably the quantities of petroleum bought on the Black Market. It is again strongly emphasized that very much stricter police control of circulation is desirable.

signed

H.B. EYLES
Colonel
Petroleum Section

Appendix "A"

Suggested Method of Issuing POL to I.N.T.

1. I.N.T. will indicate to Transport Officer, HQ. ACC. Region I, quantities of petroleum required for subsequent month. Transport Officer will screen this demand and pass it to Supply Officer for inclusion with the Provincial estimates for petroleum. Requirements for I.N.T. will not be included in Provincial estimates but will be shown separately on a Regional demand.
2. I.N.T. will draw coupons under standard system laid down by the Italian Petroleum Rationing Decree.
3. I.N.T. will indicate to C.I.P. the quantities likely to be drawn from each Province so that C.I.P. can make arrangements to have the products available. I.N.T. will not be tied to this allocation but will be tied by the total.
4. I.N.T. will issue special coupons simultaneously with instructions for each haulage job. C.I.P. will only issue to I.N.T. against coupons.

Transportation S.C.

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

PGM/cc
Ref : M/PGM/31
Date: 22 Aug.1944.

SUBJECT: Shortage of Gasoline, Lubricants and
Kerosene.

TO : Director, Transportation Sub-Commission ACC.

1. Following is what was ordered, allotted
and received of the above materials for the mon-
th of August.

Kind	Ordered	Allotted	Received
Gasoline	32 Tons	10 Tons	None
Diesel Oil	31 "	90 "	90 Tons
Kerosene	15 "	9 "	None
Lubricants	45 "	35 "	None

2. Gasoline is urgently required for gaso-
line coaches, gasoline switchers, motor cars and
shop uses. Kerosene is required for shop machine-
ry, illumination purposes and is also used to mix
with diesel oil for the large OM type Diesel car
motor. Lubricants are naturally needed to save
wear on bearings and is a most urgent requirement.

3. We have had no difficulty in obtaining
Diesel oil but we have been unable to obtain Gaso-
line and Kerosene since IBS left the Island, they
used to furnish the railway with these materials.

4. It is requested that this subject be hand-
led with the petroleum section so that at least a
portion of our requirements be made available.

TO : Director, Transportation Sub-Commission ACC.

1. Following is what was ordered, allotted and received of the above materials for the month of August.

<u>Kind</u>	<u>Ordered</u>	<u>Allotted</u>	<u>Received</u>
Gasoline	32 Tons	10 Tons	None
Diesel Oil	31 "	90 "	90 Tons
Kerosene	15 "	9 "	None
Lubricants	45 "	35 "	None

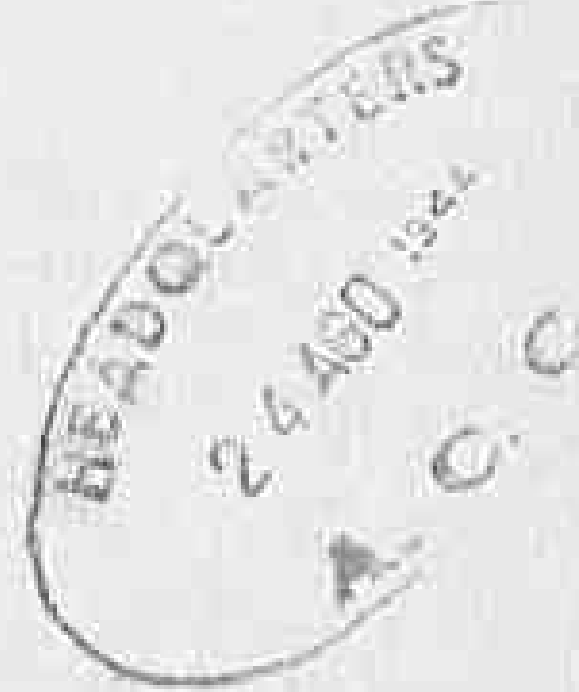
2. Gasoline is urgently required for gasoline coaches, gasoline switchers, motor cars and shop uses. Kerosene is required for shop machinery, illumination purposes and is also used to mix with diesel oil for the large OM type Diesel car motor. Lubricants are naturally needed to save wear on bearings and is a most urgent requirement.

3. We have had no difficulty in obtaining Diesel oil but we have been unable to obtain Gasoline and Kerosene since IBS left the Island, they used to furnish the railway with these materials.

4. It is requested that this subject be handled with the petroleum section so that at least a portion of our requirements be made available.

4601

Peter G. Matson
PETER G. MATSON
Capt. T.C.
Trans. Sub-Comm.
Rep. at HQ. Region 1.



SUPPLY OFFICE

Ror , 8th August 1944.

No. A. 248/32

SUBJECT : Petrol and kerosene.

TO : Allied Control Commission, Transportation Sub-
Commission -- Rome -- Via Venet o.

The compartmental-Chief of Palermo has written us that the A.M.C. has given no supply of petrol and kerosene during the months of May and June.

We believe also that during the past month of July none of the Division (neither Italian nor Allied) residing in Sicily has supplied these materials.

We inform You that petrol is necessary for operation of a diesel car (gr. Alb. 48), of four shunting-diesel cars, of service diesel-cars of the Special Office and work departments, and of road-tractors of Palermo, Catania and Messina, while kerosene is very useful for the illumination of the greatest part of railway-stations, of signals, of locos, etc. The monthly need for all the Isle is of 9.000 Kg. of petrol and 10.000 Kg. of kerosene.

We beg You to give necessary instructions in order that these supplies will be regularly and continually send to The Compartment Of Palermo for a regular railway-operation

The General Director
Di Raimondo.

*See OF HQ Per Sect
letter June 44*

4600

Servizio approvvigionamento

Transportis S.C.
Roma 3 Agosto 1944

17 A. 243/32

- Oggetto -

Benzina e petrolio

A.C.E. SOTTOCOMMISSIONE TRASPORTI

R O M A

Via Veneto

Dal Capo Compartimento di Palermo ci viene segnalato che i competenti organi dell'A.M.G. non hanno disposto alcuna assegnazione di benzina e petrolio relativa ai mesi di maggio e giugno c.a.

Anche per il decorso mese di luglio si ritiene che nessuno degli Enti (Italiani o Alleati) residenti in Sicilia abbia provveduto per l'assegnazione di detti materiali.

Mentre si fa presente che la benzina occorre per l'alimentazione di un autotrice in servizio (gr. Alb. 43), di quattro carrelli per manovre di stazione, per i carrelli e motore dell'Ufficio Speciale e dei Riparti Lavori ed infine per le trattatrici stradali di Palermo, Catania e Messina, oltre che per i bisogni delle Officine e dei Depositi, ed il petrolio è essenzialmente necessario per l'illuminazione della maggior parte delle stazioni, dei segnali, delle locomotive, ecc., si precisa che i minimi fabbisogni mensili per tutta l'Isola sono di Kg. 3.000 per la benzina e Kg. 10.000 per il petrolio.

Si prega di voler impartire le opportune disposizioni affinché i materiali di cui trattasi vengano regolarmente ed in modo continuativo assegnati al richiedente Compartimento di Palermo per il normale svolgimento del servizio ferroviario.

IL DIRETTORE GENERALE

1599

Via Veneto

Dal Capo Compartimento di Palermo ci viene segnalato che i competenti organi dell'A.M.G. non hanno disposto alcuna assegnazione di benzina e petrolio relativa ai mesi di maggio e giugno c.a.

Anche per il decorso mese di luglio si ritiene che nessuno degli Enti (Italiani o Allenti) residenti in Sicilia abbia provveduto per l'assegnazione di detti materiali.

Mentre si fa presente che la benzina occorre per l'alimentazione di un autotrice in servizio (gr. Alb. 43), di quattro carrelli per manovre di stazione, per i carrelli a motore dell'Ufficio Speciale e dei Riparti Lavori ed infine per le trattrici stradali di Palermo, Ortigia e Messina, oltre che per i bisogni delle Officine e dei Depositi, ed il petrolio è essenzialmente necessario per l'illuminazione della maggior parte delle stazioni, dei segnali, delle locomotive, ecc., si precisa che i risettivi fabbisogni mensili per tutta l'Isola sono di Kg. 9.000 per la benzina e Kg. 10.000 per il petrolio.

Si prega di voler impartire le opportune disposizioni affinché i materiali di cui trattasi vengano regolarmente ed in modo continuativo assegnati al richiedente Compartimento di Palermo per il normale svolgimento del servizio ferroviario.

IL DIRUTTORE GENERALE 2599

Luigi Ferrarini

sf

Naples 9th July 1944

File N.M.10.A.403/648

SUBJECT Informations - TO : A.C.C. - In. Sub-Commission

We enclose schedule concerning the Palermo Compartment service.

The Undersecretary of State
A. Iervolino.

4598

MINISTERO DELLE COMUNICAZIONI
SOTTOSEGRETARIATO DI STATO
PER LE FERROVIE
Ufficio Centrale Movimento

Napoli, 1 9 LUG. 1944 1944

N. M.10.A.403/648 -

OGGETTO : Informazioni. -

ALLEGATI: 1 inserto.

ALLA COMMISSIONE ALLEATA DI CONTROLLO
Sottocommissione Trasporti Interni

N A P O L I

Sciogliendo la riserva fatta con pari numero del 4 Maggio
u.s. si rimettono allegati i prospetti concernenti i dati del
Compartimento di Palermo. -



IL SOTTOSEGRETARIO DI STATO

[Handwritten signature]

6597

Prospetto indicante la quantità dei treni viaggiatori
e delle fermate che si effettuano nel compartim.

per servizio pubblico					NOTE
LINEE	TRATTA	Treni viaggiatori (1)	quantitativo	Fermate servizio pubblico (2)	
Palermo-Messina	Palermo-Termini	2 *	20		
	Termini-S. Stefano	2 sett.	20		
	Patti -Messina	2	32		
	Palermo-S. Stefano	2 sett.	42		Merci con viaggiat.
Siracusa-Catania Messina	Siracusa - Ionia	4	92		
	Ionia - Catania	1	8		
	Augusta - Siracusa	1	5		
	Messina - Giampillieri	4	32		
Palermo-Trapani	Palermo - Partinico	2 *	20		
	Partinico-Alcamo D.	2 sett.	8		
Siracusa-Licata Canicatti	Noto - Siracusa	2 *	8		
Catania -Caltagir.	Catania -Caltagir.	2	24		
Catania -Scheffino	Catania -Scheffino	2	16		
Palermo S.E.-S. Car.	Palermo S.E.-Corleone	2 *	30		
lo (scart. ridotto)					
* Non si effettuano la domenica					

4598

(1) I numeri indicati si riferiscono a quantità di treni viaggiatori, non a coppie

Siracusa-Catania Messina	(, Patti - Messina	2	2 sett.	32	Merci con viaggiat.
	(, Palermo-S. Stefano	2	2 sett.	42	
	(, Siracusa - Ionia	4		92	
	(, Ionia - Catania	1		8	
Palermo-Trapani	(, Augusta - Siracusa	1		5	
	(, Messina - Giampilichi	4		32	
	(, Palermo - Partinico	2*		20	
	(, Partinico-Alcamo D.	2 sett.		8	
Siracusa-Ilicata Canicatti	(, Noto - Siracusa	2*		3	
	(, Catania - Caltagir.	2		24	
	(, Catania - Schettino	2		16	
	(, Palermo S.E.-S. Car. Palermo S.E.-Corleone	2*		30	
lo (scart.ridot)					4596

* Non si effettuano la domenica

(1) I numeri indicati si riferiscono a quantità di treni single, non a coppie

(2) Il numero delle partate indicate è la somma delle partate di tutti i treni
effettuate

Quantitativo dei biglietti venduti e relativi incassi fatti dalle
stazioni in un giorno per ogni treno effettuato

Stazioni	Treno	Biglietti Venduti	Importo	Stazioni	Treno	Biglietti venduti	Importo
<u>Linea Ionia - Siracusa</u>							
Ionia	2941	536	4562	Dequicella	2941	242	3042
"	2943	349	3412	"	2938	13	159
"	4935	127	503	"	2942	6	37
Carruba	2941	39	182	"	2943	55	479
"	2942	7	12	Bivica	2941	31	116
"	2943	47	165	"	2942	57	757
Guardia Mang.	2940	30	78	Pasomartino	2938	1	18
"	2942	15	39	"	2941	6	22
"	2941	160	1064	"	2942	56	162
"	2943	50	462	Valgariva	2940	1	10
"	4925	14	91	"	2941	62	459
Aciciale	2940	164	662	"	2942	24	141
"	2943	207	2074	"	2943	17	47
"	2942	120	501	Lentini	2940	366	2720
"	4925	13	50	"	2941	225	2034
Acitrezza	2944	419	2385	"	2942	282	2336
"	2941	78	268	"	2943	141	1465
"	2940	3	3	Agnone di St.	2940	9	56
"	2943	6	135	"	2941	40	21
"	2942	7	20	"	2942	20	188
"	4925	11	99	Buicoli	2940	39	526
Acicastello	2941	80	180	"	2941	32	170
"	2940	28	86	"	2942	41	441
"	2943	26	42	"	2943	4	23

Guinevere Mary.

Barqia	2940	9	117	10	S. Lavagna	2942	1	2	20
"	4921	4	20	30	Siachusa	2940	178	2940	20
"	2942	13	159	30	"	2942	297	5824	20

Linea Catania-Caltagirone

Catania	4981	161	393	190	Scordia	4981	18	118	40
Acquicella	—	110	1392	70	Fildidonna	—	—	—	—
Bicooca	—	—	—	—	"	4982	2	22	40
Pasdomartino	4981	8	30	30	Militello	"	140	2154	80
"	4982	5	18	20	"	4981	5	31	30
Salavara	4981	33	405	10	Mineo	4982	10	139	—
"	4982	2	9	50	Vastini	"	86	1366	10
Palagonia	4981	—	—	—	"	4981	24	147	20
"	4982	28	60	20	Grammichele	4981	7	24	50
Scordia	—	162	1544	40	"	4982	103	1634	—

Linea Catania-Schettino

Catania	513	27	677	70	Motta S. Quas.	516	110	73	80
Acquicella	515	28	653	50	Ritornella	512	7	55	40
"	513	31	224	10	Agnellina	512	5	50	30
"	515	16	159	80	"	515	3	7	50
Bicooca	—	—	—	—	"	516	6	44	—
S. Martino Piana	512	11	67	10	Paterno	—	—	—	—
"	515	5	37	50	"	512	102	1151	80
"	516	10	31	—	Schettino	516	18	140	40
Motta S. Qu.	512	25	240	60	"	512	3	33	20
"	515	15	93	40	"	516	7	174	40

Salicornia	4981	28	200	10	100	10
"	4982	2	9	50	86	1366
"	4981	—	—	—	24	147
"	4982	28	60	20	4	24
Scorobolus	4982	152	1544	40	103	1634

Linea Catania-Schettino

Catania	513	27	577	70	516	110	73	80
"	515	28	653	50	512	7	55	40
"	513	31	224	10	512	5	50	30
"	515	16	159	80	515	3	7	50
"	—	—	—	—	516	6	44	—
"	512	11	67	10	—	—	—	—
"	515	5	37	50	512	102	1151	80
"	516	10	31	—	516	18	170	40
"	512	25	240	50	512	3	33	20
"	515	15	93	40	516	7	174	40

Linea Siracusa-Ragusa
(Servizio viaggiatori limitato a Notò)

Siracusa	8953	3	94	60	4972	25	122	40
"	8955	2	66	—	4975	7	22	50
"	4975	476	3415	70	4972	430	3245	05
"	4972	13	33	80	4975	28	41	60
"	4975	32	169	—	4972	268	5033	60

Linea Messina-Latte

Amaro

Cresso

Villafraanca

Tomietta

Spadafora S.M.

Veneto

Roccalina

Foce del Mela

B.V. 7	1165	11039	40	96	825	-
B.V. 6	136	622	80	8	84	60
B.V. 6	97	450	40	108	1142	70
B.V. 7	6	79	30	52	485	50
B.V. 6	251	1160	10	256	298	10
B.V. 7	25	294	70	48	237	20
4902	75	480	-	55	547	90
4901	5	28	50	40	1430	40
B.V. 6	90	700	-	8	53	10
B.V. 7	8	36	-	37	366	30
B.V. 6	45	269	90	15	262	30
B.V. 7	12	149	40	19	301	60
B.V. 6	108	1196	50	2	45	20
B.V. 7	4	13	40	262	3943	20
4902	115	992	60			
4901	8	24	70			

Linea Messina-Giampituri

Messina

Trinesturi

Galati

Ph. 141

B.V. 4	1165	11039	-	286	1012	80
B.V. 9	42	356	30	5	9	-
B.V. 3	1324	4421	40	17	136	60
B.V. 2	282	763	80	1	1	30
B.V. 9	14	35	40	180	905	10
2	165	370	70	-	-	-
3	20	51	50	7	115	90
4	8	17	60	576	2471	50
B.V. 9	18	35	60	36	326	70
B.V. 2	112	383	70	1	2	20
B.V. 3	4	8	-	285	802	80
B.V. 4	7	147	40			
709						

4900	115	18	5	3943	30
4901	8	24	6		

Foce del Mela

Linea Messina-Giampolice

4900	115	18	5	3943	30
4901	8	24	6		
4902	115	992	6	252	
4903	8	24	6		
4904	115	992	6	252	
4905	8	24	6		
4906	115	992	6	252	
4907	8	24	6		
4908	115	992	6	252	
4909	8	24	6		
4910	115	992	6	252	
4911	8	24	6		
4912	115	992	6	252	
4913	8	24	6		
4914	115	992	6	252	
4915	8	24	6		
4916	115	992	6	252	
4917	8	24	6		
4918	115	992	6	252	
4919	8	24	6		
4920	115	992	6	252	
4921	8	24	6		
4922	115	992	6	252	
4923	8	24	6		
4924	115	992	6	252	
4925	8	24	6		
4926	115	992	6	252	
4927	8	24	6		
4928	115	992	6	252	
4929	8	24	6		
4930	115	992	6	252	
4931	8	24	6		
4932	115	992	6	252	
4933	8	24	6		
4934	115	992	6	252	
4935	8	24	6		
4936	115	992	6	252	
4937	8	24	6		
4938	115	992	6	252	
4939	8	24	6		
4940	115	992	6	252	
4941	8	24	6		
4942	115	992	6	252	
4943	8	24	6		
4944	115	992	6	252	
4945	8	24	6		
4946	115	992	6	252	
4947	8	24	6		
4948	115	992	6	252	
4949	8	24	6		
4950	115	992	6	252	
4951	8	24	6		
4952	115	992	6	252	
4953	8	24	6		
4954	115	992	6	252	
4955	8	24	6		
4956	115	992	6	252	
4957	8	24	6		
4958	115	992	6	252	
4959	8	24	6		
4960	115	992	6	252	
4961	8	24	6		
4962	115	992	6	252	
4963	8	24	6		
4964	115	992	6	252	
4965	8	24	6		
4966	115	992	6	252	
4967	8	24	6		
4968	115	992	6	252	
4969	8	24	6		
4970	115	992	6	252	
4971	8	24	6		
4972	115	992	6	252	
4973	8	24	6		
4974	115	992	6	252	
4975	8	24	6		
4976	115	992	6	252	
4977	8	24	6		
4978	115	992	6	252	
4979	8	24	6		
4980	115	992	6	252	
4981	8	24	6		
4982	115	992	6	252	
4983	8	24	6		
4984	115	992	6	252	
4985	8	24	6		
4986	115	992	6	252	
4987	8	24	6		
4988	115	992	6	252	
4989	8	24	6		
4990	115	992	6	252	
4991	8	24	6		
4992	115	992	6	252	
4993	8	24	6		
4994	115	992	6	252	
4995	8	24	6		
4996	115	992	6	252	
4997	8	24	6		
4998	115	992	6	252	
4999	8	24	6		
5000	115	992	6	252	

Messina

Trinestria

Galati

Fonte S. Stefano

Linea Palermo C. S. Stefano

4900	115	992	6	252	
4901	8	24	6		
4902	115	992	6	252	
4903	8	24	6		
4904	115	992	6	252	
4905	8	24	6		
4906	115	992	6	252	
4907	8	24	6		
4908	115	992	6	252	
4909	8	24	6		
4910	115	992	6	252	
4911	8	24	6		
4912	115	992	6	252	
4913	8	24	6		
4914	115	992	6	252	
4915	8	24	6		
4916	115	992	6	252	
4917	8	24	6		
4918	115	992	6	252	
4919	8	24	6		
4920	115	992	6	252	
4921	8	24	6		
4922	115	992	6	252	
4923	8	24	6		
4924	115	992	6	252	
4925	8	24	6		
4926	115	992	6	252	
4927	8	24	6		
4928	115	992	6	252	
4929	8	24	6		
4930	115	992	6	252	
4931	8	24	6		
4932	115	992	6	252	
4933	8	24	6		
4934	115	992	6	252	
4935	8	24	6		
4936	115	992	6	252	
4937	8	24	6		
4938	115	992	6	252	
4939	8	24	6		
4940	115	992	6	252	
4941	8	24	6		
4942	115	992	6	252	
4943	8	24	6		
4944	115	992	6	252	
4945	8	24	6		
4946	115	992	6	252	
4947	8	24	6		
4948	115	992	6	252	
4949	8	24	6		
4950	115	992	6	252	
4951	8	24	6		
4952	115	992	6	252	
4953	8	24	6		
4954	115	992	6	252	
4955	8	24	6		
4956	115	992	6	252	
4957	8	24	6		
4958	115	992	6	252	
4959	8	24	6		
4960	115	992	6	252	
4961	8	24	6		
4962	115	992	6	252	
4963	8	24	6		
4964	115	992	6	252	
4965	8	24	6		
4966	115	992	6	252	
4967	8	24	6		
4968	115	992	6	252	
4969	8	24	6		
4970	115	992	6	252	
4971	8	24	6		
4972	115	992	6	252	
4973	8	24	6		
4974	115	992	6	252	
4975	8	24	6		
4976	115	992	6	252	
4977	8	24	6		
4978	115	992	6	252	
4979	8	24	6		
4980	115	992	6	252	
4981	8	24	6		
4982	115	992	6	252	
4983	8	24	6		
4984	115	992	6	252	
4985	8	24	6		
4986	115	992	6	252	
4987	8	24	6		
4988	115	992	6	252	
4989	8	24	6		
4990	115	992	6	252	
4991	8	24	6		
4992	115	992	6	252	
4993	8	24	6		
4994	115	992	6	252	
4995	8	24	6		
4996	115	992	6	252	
4997	8	24	6		
4998	115	992	6	252	
4999	8	24	6		
5000	115	992	6	252	

Palermo C.

Villabate L.

Licaravoti

Bagheria

10321

S. Nicola	Linea Palermo C. J. Stefano			
Crabio	Defalù			
	Castellbuono			
Termini Im.	Collina			
Trineto	Cusa			
Buonformelle	Cocimutka R.			
Campofelice	S. Stefano d.C.			
Cascari				

4914	—	—	132	2886	30
4907	143	553	49	136	10
2912	12	79	3	66	60
4914	—	—	2	8	90
4907	354	1986	18	342	90
2912	82	1136	—	—	—
4905	—	—	85	1756	40
2912	—	—	—	—	—
4905	8	79	38	740	70
2912	—	—	—	—	—
4905	69	1067	195	4871	40
2912	3	29	—	—	—
4905	31	549	—	—	—
2912	15	65	—	—	—

Palermo C. J.	Linea Palermo-Pardunio			
Palermo L.	Capaci			
S. Lorenzo	Carini			
Commaro st.	"Pinisi" Beer.			
Sferocavallo	Lo Zucco M.			
Fola delle F.	Pardunio			
Capaci				
Palermo S. C.	Linea Palermo-Corleone			
	Buccina			

4943	475	5040	104	520	
4943	352	2767	100	418	
4944	8	16	206	1436	50
4943	26	257	61	250	—
4944	29	81	234	2147	—
4943	22	95	—	—	—
4944	7	80	15	244	50
4943	24	142	—	—	—
4944	4	12	109	4150	80
4943	5	43	—	—	—
4944	32	163	—	—	—
4943	1	5	—	—	—

Salerno C. I.
Salerno L.

S. Lorenzo

Commaro ch.

S. Maria Cavallo

F. della F.

Capaci

Salerno S. E.

Villabate S.

Misilmeri

Bologneta

Linea Salerno-Castelluccio

4943	476	5040	30	4944	104	520
4943	552	2767	20	4943	100	418
4944	8	16	-	4944	206	1436
4943	26	257	40	4943	61	250
4944	29	81	-	4944	234	2147
4943	22	95	60	4943	-	-
4944	7	80	50	4944	15	244
4943	24	142	-	4943	-	-
4944	4	12	10	4944	109	4150
4943	5	43	-			
4944	32	163	45			
4943	1	5	-			

Pinisi' beer.

Lo Zucco M.

Ferdinico

Linea Salerno-Corleone

192	-	-	184	10	192	38	184	10
190	-	-	-	-	190	-	-	-
193	587	6048	45	40	193	5	7	40
192	41	90	20	40	192	112	1538	40
190	-	-	-	-	190	-	-	-
193	93	424	90	-	193	-	-	-
192	236	819	90	-	192	-	-	-
190	-	-	-	-	190	31	137	10
193	65	330	50	-	193	-	-	-
192	95	455	50	-	192	-	-	-
190	-	-	-	-	190	20	114	-
193	3	750	-	-	193	2	7	90

Baucina

Villabate

Messina

Godrano

Favara

Scaliti

Corleone

Pierpiero

Grano	Biglietti Venduti	Importo	Grano	Biglietti Venduti	Importo
<u>Linea Ionia-Siracusa</u>					
2941	2482	20744	C.V. 7	1406	12486
2942	1387	13968	C.V. 6	1184	11554
4925	165	744	4902	501	5237
2940	1502	9965	4901	96	938
2942	2045	15323			
2938	14	178		3187	20198
4921	97	791			10
	<u>7692</u>	<u>61715</u>			
<u>Linea Catania-Caltagirone</u>					
4981	366	6081	C.V. 9	110	437
4982	538	6948	C.V. 3	1354	4542
			C.V. 2	1886	6710
			C.V. 4	75	744
	<u>904</u>	<u>14030</u>			20
				3425	12434
<u>Linea Catania-Schettino</u>					
513	58	901	<u>Linea Palermo C. S. Stefano</u>		
515	67	951	4907	2508	20654
512	154	1598	4905	579	12360
516	151	493	2912	1031	12916
			2914	834	4680
	<u>430</u>	<u>3945</u>			10
				4952	50512
					20
<u>Linea Siracusa-Ragusa</u>					
			<u>Linea Palermo-Catania</u>		
			4943	1067	9318
			4944	748	8851
					85

6.V. 9	110	437	60
6.V. 3	1354	4542	10
6.V. 2	1886	6710	40
6.V. 4	75	744	20
	3425	12434	30

Linea Palermo C. J. Stefano

4907	2508	20654	50
4905	579	12360	90
2912	1031	12916	70
2914	834	4680	10
	4952	50612	20

Linea Palermo-Parkino

4943	1067	9318	80
4944	748	8851	95
	1815	18170	75

Linea Palermo S. G. Corleone

190	320	4200	
192	522	2898	50
193	755	7126	05
	1597	14224	55

4692	61715	55	
Linea Catania-Caltagirone			
4981	366	6081	40
4982	538	6948	60
	904	14030	00

Linea Catania-Schettino

513	58	901	80
515	67	951	70
512	154	1598	40
516	151	493	90
	430	3945	80

Linea Siracusa-Ragusa

8943	3	94	60
8955	2	66	-
4975	543	3678	80
4972	836	8484	85
	1384	12324	25

HEADQUARTERS
 AIR ID CONTROL COMMISSION
 Transportation Sub-Commission
 APO 394

COB/nn

Our Reference : ACC Tn/16/

Date : 7 June 44.

TO : Lt. Col. O.H. Lindberg.
 Transportation Sub-Commission, ACC. Representative,
 Palermo, Sicily.

SUBJECT : Conservation of Materials - Sicilian Railways.

1. Report of Deputy Director, Lt. Col. C.C. Brown, following his recent inspection of Sicilian Railways indicates that there has been little effort at organized material salvage.
2. Necessity for a salvage campaign was discussed with Dr. Tuccio, Capo Compartimento, who agreed with necessity for such activity, coupled with an "austerity" programme for material conservation.
3. It is highly desirable that you actively advocate this matter in order that demands for materials from abroad be reduced to minimum.
4. Coupled with foregoing may well be a campaign to get all surplus materials out of hiding places and into central stores. For example, materials may be lying unknown in some small cupboard or shed, while another part of Sicilian rail system is hampered by lack of same material.
5. The entire matter may be summed up as need for vigorous stores conservation of the highest degree. It is desirable that you keep this office informed as to what you are able to accomplish.

L.E. Vining
 L.E. VINING,
 Lieut-Colonel,
 Director, Transportation Sub-Commission, ACC.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

ACP/gfn

16/8/16

Our Reference : ACC/TA/16/143.

Date : 6 June 44

TO : Major. S.L. Baister.
c/o Mr. Reggio.

SUBJECT: Use of Sardinian Coal in Sicily.

1. Your comments are invited in respect of the attached communication.
2. For your information, Lt. Col. Brown has expressed his opinion that the importation of Sardinian coal to Sicily for tractive purposes would not achieve successful results.



L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

Adv A.F.H.Q., C.M.F.
Coal Section.

16/8/15

1 June 1944

Ref : Coal/13

Subject : Use of Sardinian Coal.

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

Pressure is being exerted upon this Section by A.F.H.Q. to reduce the importation of coal by the increased use where at all possible of Sardinian and other locally produced fuel. To this end we are particularly required to report upon the possibility of replacing Imported coal by Sardinian coal on the Railways in Sicily, which is not now of operational importance.

You will be aware that Sardinian coal is not of high quality, but in view of the urgency of the matter it will be obvious to you that any saving of imported coal at this juncture is of great importance. Might experiments be made in Sicily, as they are at the moment being made on the mainland of Italy, to determine how far this substitution is practicable please.

LtCol.
Coal Section.

4593

Advanced AFHQ
Petroleum Section
C.M.F.
A.P.O. 400

16/8/14
24c
Traump ✓
PRT 19/3/5
1 June 1944

SUBJECT: POL Supplies - Sicily.

TO : HQ. A.C.C., Industry and Commerce Sub-Commission,
APO 394. U. S. Army.

Reference ACC/5146/1/10 dated 26 May.

1. The opportunity afforded to members of this Section to discuss problems of the supply of petroleum with the Regional and Provincial Commissioners in Sicily, is appreciated. It is thought that as a result of the discussions which took place, several of the difficulties which have arisen in the past have been overcome.
2. It is confirmed that POL issued to cars owned by the War Department properly painted and identified in accordance with your Establishment Memorandum No. 12 of 21 April 1944, should draw supplies of petroleum as other military vehicles. Such supplies should not be drawn against the civil allotments (as have been done in the past thus causing "shortages") but will be drawn in addition. It is emphasized that only vehicles falling clearly within the above mentioned category can be supplied in this way. Other vehicles, even if employed whole time on A.C.C. work, must draw through civilian channels.
3. It was made clear to Regional and Provincial Commissioners that no increase in the quantities of petroleum allotted are likely to be possible with the exception of seasonal increases for agricultural needs. It was pointed out that it would be necessary for the Italian officials under the guidance of A.C.C. to control the issue of car permits and coupons for petroleum so to insure that essential needs were met without exceeding the limited allotment made.
4. Two factors appear to have caused difficulty in the allotment.
5. The allotments made by this Section are broken down into Provinces and categories of user. The change in incidence of essential work may make it desirable for the authorities on the spot to vary the allocations within the over-all total either of the Provinces or of Sicily as a whole. It is recommended that no such variation should be made save under exceptional circumstances but that Headquarters, Region I, should retain control over some percentage of the whole in order to be able to vary the allotments for the reasons envisaged above.

b. The bulk of the goods transported in the Island is controlled by A.C.C. through an organization known as I.N.T. It is considered desirable that this organization should be centrally controlled and it has proved essential in the past to move vehicles from one Province to another in short notice. It is recommended that the requirements of petroleum for this organization should be separately bid for, for the whole of Sicily, and that a corresponding reduction be made pro rata in each Provincial bid. In the past, owing to transfers of vehicles from one Province to another, there have been shortages of petroleum in certain Provinces and an excess in others and this which had led to supplementary demands. A note on a suggested method for issue of P.O.I. to this organization is attached as Appendix "A".

5. There are abundant indications that a great deal of petroleum is finding its way into Black Market out of Army dumps and out of captured enemy stocks hidden in various places. It is understood that the Regional Commissioner proposes to cancel a large number of car licenses which should reduce considerably the quantities of petroleum bought on the Black Market. It is again strongly emphasized that very much stricter police control of circulation is desirable.

H. B. Eyles
H. B. EYLES
Colonel
Petroleum Section

4591

1 Jun 44

Appendix "A"

Suggested Method of Issuing POL to I.N.T.

1. I.N.T. will indicate to Transport Officer, HQ. A.C.C. Region I, quantities of petroleum required for subsequent month. Transport Officer will screen this demand and pass it to Supply Officer for inclusion with the Provincial estimates for petroleum. Requirements for I.N.T. will not be included in Provincial estimates but will be shown separately as a Regional demand.
2. I.N.T. will draw coupons under the standard system laid down by the Italian Petroleum Rationing Decree.
3. I.N.T. will indicate to C.I.P. the quantities likely to be drawn from each Province so that C.I.P. can make arrangements to have the products available. I.N.T. will not be tied to this allocation but will be tied by the total.
4. I.N.T. will issue special coupons simultaneously with instructions for each haulage job. C.I.P. will only issue to I.N.T. against coupons.

4593

BEST COPY POSSIBLE

CONFIDENTIAL

~~11/1/54~~
16/8/54

IRM

ACC MAIN (TRANSPORTATION SUBCOMMISSION)
5620

30 MAY 44

CONFIDENTIAL
PRIORITY

53466 - 53488 Rkt. 01

DEMANDS SLEEPING EXCESSIVE PD PAREN TO IRS FOR ACC REGION ONE FOR LINDBERGH FROM
ACC MAIN SIGNED MAGSADLASE DASH INSPECTION SITES NECESSARY PD MAJOR MOLE ARRIVING
TO INSPECT PD DATE ARRIVAL LATER PD INSTRUCT YUGGIO PREPARE LIST AND LOCATION
PLACES SLEEPERS ARE REQUIRED READY FOR INSPECTION PD

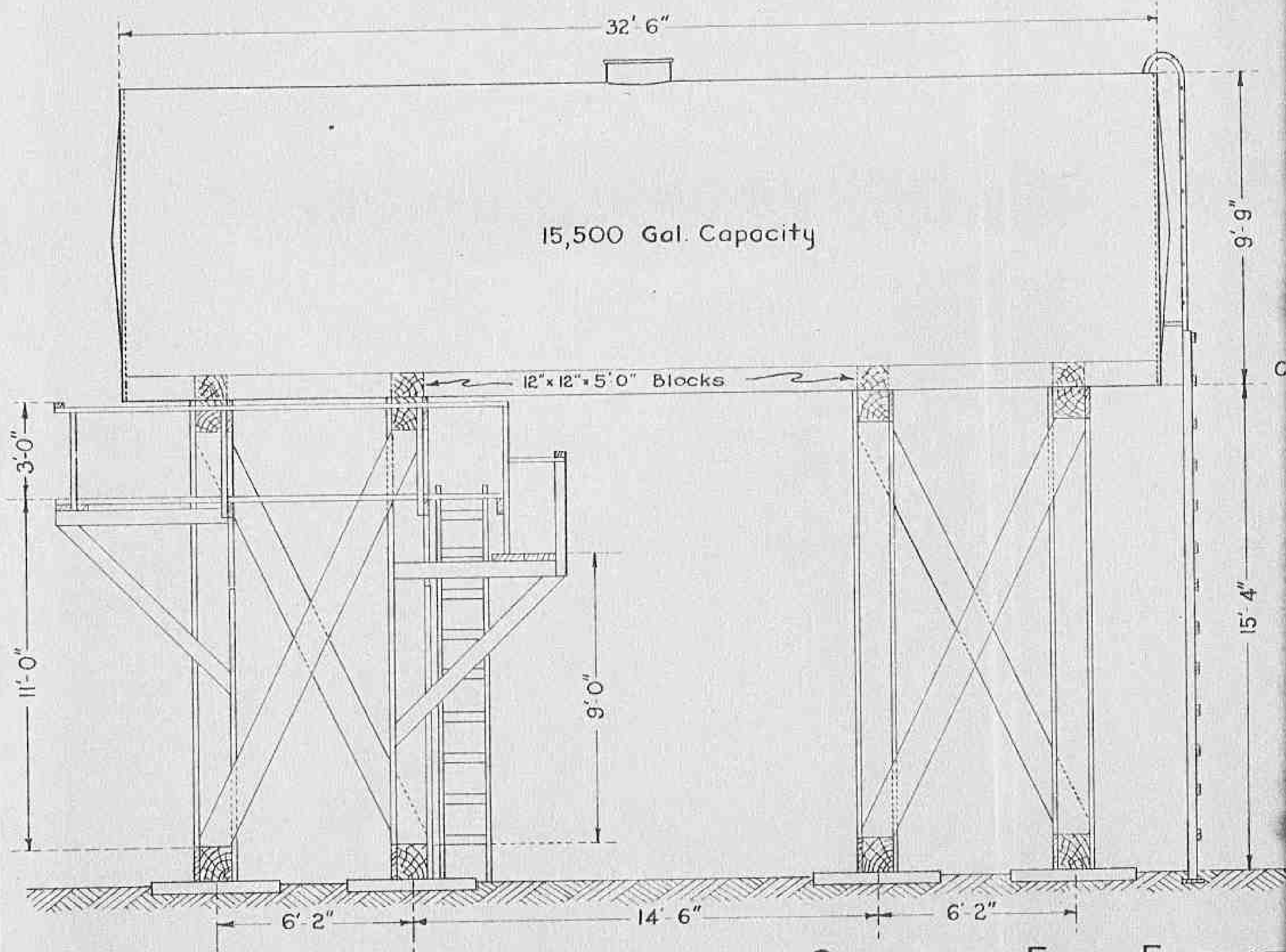
CONFIDENTIAL

L.T. MONTANT, JR.,
1st Lieut ACC
Adjutant
L.E. VINING JR
COL.

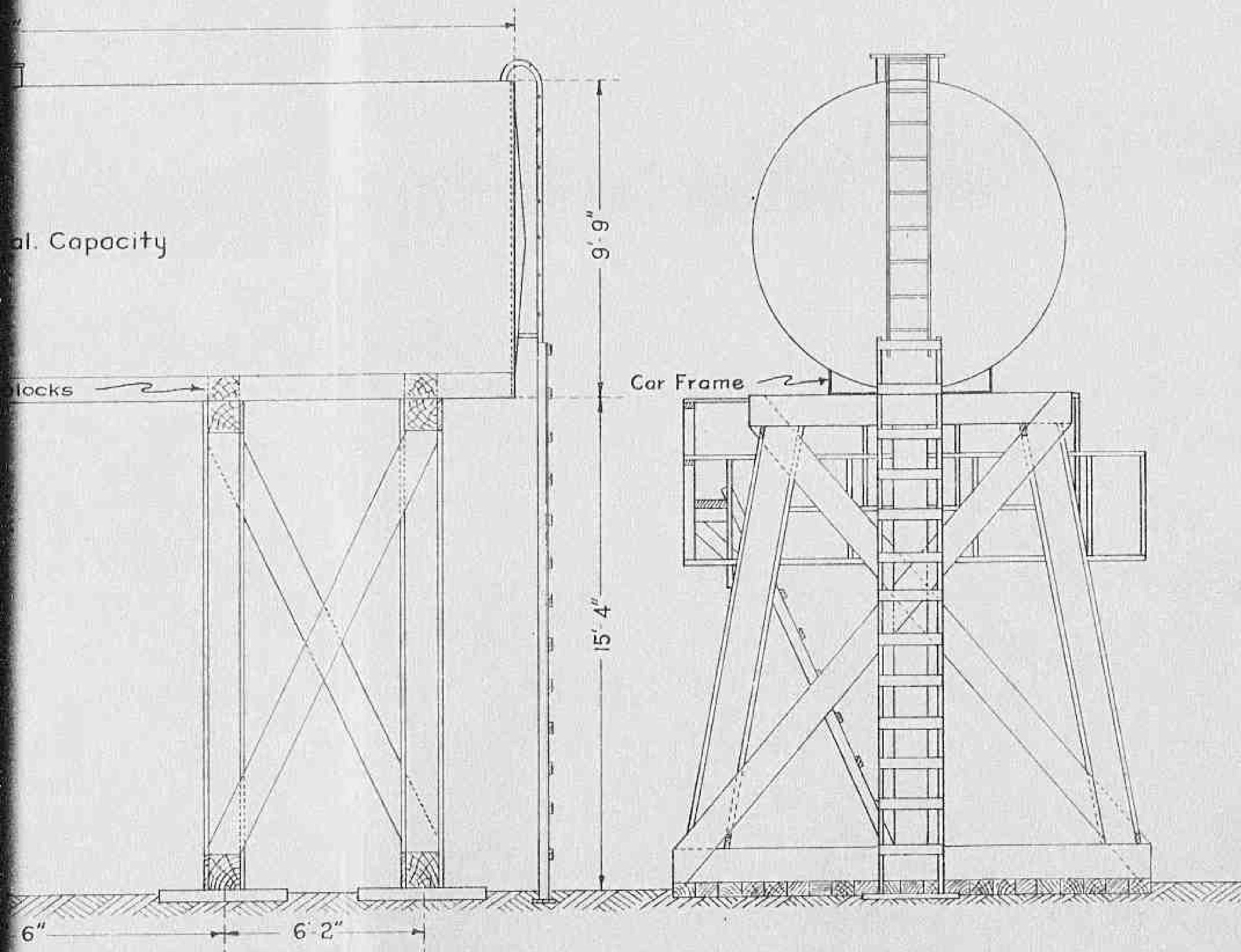
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1094

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



SIDE AND END ELEVAT
Scale - 1/4 in. = 1 foot



- Caps
- Sills
- Posts
- Blocking
- Footing Br
- Sway Brac
- "
- Walk
- " Brac
- Railing
- Ladders
- "

SIDE AND END ELEVATIONS
Scale - 1/4 in. = 1 foot

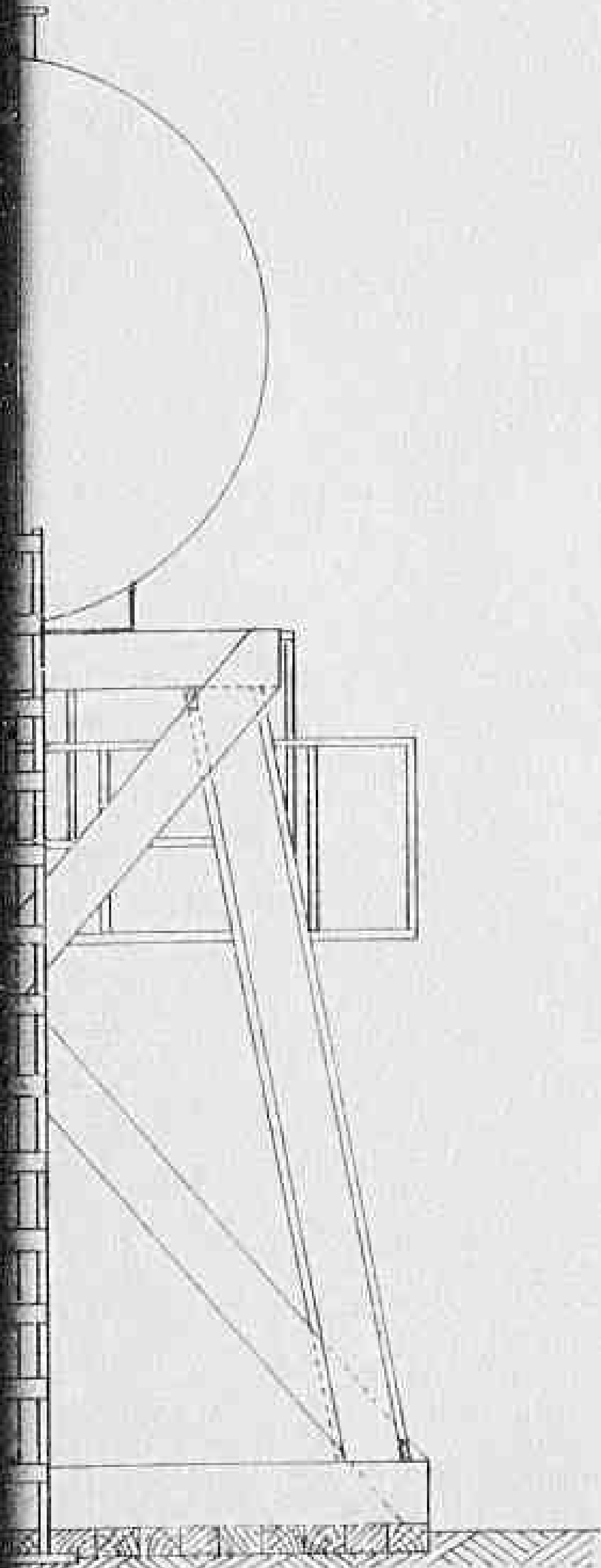
16/106
16/8/2

LUMBER LIST :

SUMMARY :

Caps	4 pcs.	12"x12"x10'-0"
Sills	4 "	12"x12"x14'-8"
Posts	12 "	12"x12"x13'-2"
Blocking	4 "	12"x12"x5'-0"
Footing Blocks	84 "	6"x8"x4'-3"
Sway Braces	8 "	2"x12"x19'-3"
"	8 "	2"x12"x14'-9"
Walk	52 Lin. Ft.	2"x12"
" Braces	84 "	" 2"x6"
Railing	100 "	" 2"x4"
Ladders	66 "	" 2"x4"
"	44 "	" 1"x4"

277 Lin. Ft.	12"x12" = 3.324 M.B.M.
357 " "	6"x8" = 1.428 "
324 " "	2"x12" = 0.648 "
84 " "	2"x6" = 0.084 "
166 " "	2"x4" = 0.111 "
44 " "	1"x4" = 0.015 "
48	Machine Bolts, 1"x16"
50	Lbs. 60 ^d Nails
20 " "	20 ^d "



ALLIED FORCE
MILITARY RAILWAY SERVICE
TRANSPORTATION CORPS
OFFICE OF THE DIRECTOR GENERAL *4588*

FUEL OIL STORAGE TANK

ENGINEERING DEPT.

18 MAY, 1944

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
AFO 394

Our Reference : ACC Tn/16/123³

Date : 17 May '44

TO : Lt. Col. Lindberg
o/o H.Q. ACC., Region I, Palermo.

SUBJECT : Material Required for Sicilian Railways.

1. Amplifying ACC Tn/16/116 letter of 8 May '44, above subject.
2. Ingr. Dr. Tuccio visited this office 16 May, accompanying General di Reimondo. After detailed discussion of other matters, above subject was introduced. General di Reimondo clearly pointed out to Dr. Tuccio the fallacy of depending on getting any material from Northern Italy, as ~~qualitatively~~ noted on lists previously submitted, and that little dependence could be had for any considerable quantities from Naples area.
3. It is assumed that you have well advanced an "austerity" listing of essential materials, as indicated in paras 6 to 8 of letter of this Sub-Commission of 8 May '44.
4. It is anticipated that Lt. Col. Brown and Major Baister will join General di Reimondo in trip to Sicily in near future. During their visit an inspection trip will be made, with particular purpose of uncovering any unapplied or salvable materials. It is intended to pry into all corners and potential hiding places - especially where materials may have been set aside and forgotten.
5. In one of your recent letters you refer to certain locomotive parts as not being suitable for any locomotives now in Sicily. These should not be scrapped until competent engineers have decided there is no method of converting them - by welding or machining, - for example, to use. The material situation will get worse before it improves; policy must be one of full conservation and use of everything on an "austerity" basis.


L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

CGE/gfh

4587

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC Tn/16/122

Date : 17 May '44

TO : Regional Commissioner, H.Q., Region I.
(for Lt. Col. O.H. Lindberg, R.E. In. Sub-Comm. Rep)

SUBJECT : Stores for Railway Maintenance.

1. It is not clear from para 1 of your letter ACC/OH/3 of 9 May what is meant by the term "blue sheets". This usually means tube-plates but this interpretation appears inconsistent with the tenor of the paragraph.
2. These stores should be held until the forthcoming visit to Sicily of Lt. Col. Brown of this H.Q.
3. Your report on the quantity of stores available for shipment to the Mainland is very disappointing and it is urged that further search should be made with a view to locating further spare material at other Depots and Running Sheds which may be holding stocks in excess of reasonable requirements. Can any useful spares be recovered from engines too badly damaged to justify repairing?
4. It is noted with satisfaction that steps are being taken to increase production on repairs and it is hoped that the efforts being made will bring successful results.
5. Spare parts for classes of locomotives now obsolete should be considered carefully with a view to the possibility of modification or alteration which might make them suitable for existing types before deciding to scrap them.

L. E. Vining
L. E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

SLB/gfh

4586

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

Our Ref: LCC/OHL/3
Date : 9 May 1944

SUBJECT : Stores for Railway Maintenance.

TO : Director, Transportation Sub-Commission, ACC.,
APO 394.

Reference your letter file ACC Tr/16/90 dated 7 April 44.

1. A thorough check has been made of the material stores and the following material is available to be shipped to the Mainland:
300 steel boiler tubes, without flue sheets,
300 brass " " with copper flue sheets,
section of tubes: m/m 45x50, lengths, various.
No superheater elements, hose connectors, gaskets, and
pipes for an brake system are on hand except a small stock which
will be used up in a very short time.

2. The stores at Palermo Lolli and Palermo Navy Yards have been looked over and there is no surplus. Castelvetro and Caltanissetta have both been investigated, and no surplus materials found.

3. Referring to paragraph 3. We have contracted the Navy Yards with the idea of getting more engines requiring heavy repairs through the shops. The capacity of the shop is 3 locomotives per month, but we have only been getting one engine in two months. The increased production will be necessary in order to keep the locomotive situation in hand. The Railway has available a quantity of engine parts for certain classes of locomotives, no longer in use in Italy or Sicily. As these parts are obsolete, we will recommend that they be scrapped. We are pressing Dr. Tuccio to employ all the boiler-makers and mechanics he can find, and then the Navy Yard will arrange space and plant for a third shift of men.

4. Referring to paragraph 4. Stocks of the Railway are low, and it is anticipated that they will soon be in need of ~~some~~ ^{many} of the items listed in the "Urgent material request". I note what you say.

5. We have not found any surplus usable material, except

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4. Referring to paragraph 4. Stocks of the Railway are low, and it is anticipated that they will soon be in need of ~~some~~ ^{more} of the items listed in the "Urgent material request" ¹ ₂₅₈₃ note what you say.

5. We have not found any surplus usable material, except boiler tubes, but could, if necessary, ship any material we may have, should the need arise for essential maintenance work on the mainland, even if this means we shall be short ourselves. We have paid several visits to the Navy Yard to satisfy ourselves that locomotive repairs are progressing.

A. Lindberg, Lt. Col.
O.H. LINDBERG, R.E.,
Lt. Col., Tn. Sub-Comm. ACU.,
Rep. at HQ. Region I

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC Tn/16/116

Date : 8 May 44

TO : Lt. Col. O.H. Lindberg,
Transportation Sub-Commission Representative,
c/o Region I, ACC.

SUBJECT : Material Required for Sicilian Railways.

1. Reference your ACC Tn/16/75 letter of 21 April 1944.
2. In second submission of list of materials you seem to have even more completely missed the point that there is a war in progress, and to have overlooked major points contained in paras 2, 3 and 4 of this Sub-Commission's letter to you 20 Feb 44, ACC Tn/16/75.
3. It is utterly ridiculous for Sicilian railway officers to list materials as obtainable from Northern Italy, as shown in both original and revised lists.
4. Comparison of two lists show some actual increases in second list.
5. It is not intended to engage in lengthy discussion of your letter of 21 April 44, which unfortunately indicates that you seem to have depended entirely on statements of Dr. Tuccillo; rather than doing some joint investigative study with Capt. Matson and Long.
6. It is desired that you immediately restudy actual requirements of materials for next six months and :-

- (a) list only materials essential to conduct of traffic in present volume, plus not over 100% increase thereof, or 50% of pre-war traffic, whichever is smaller.
- (b) eliminate all "luxury" items such for example as velvet for repairs to railway coaches. Today such cannot be obtained by railways in either England or U.S.A.
- (c) eliminate drugs and surgical items; if there is bona-fide needs for any of these they should be made subject of separate letter, supply justified, for presentation to ACC Public Health Officers by us.
- (d) for all materials which remain on drastically revised list show full ordering details, to permit orders to be transmitted, through channels, to England or U.S.A. For example - for steel bars, round, in addition to sizes, translated into nearest equivalent inches, show carbon content and grade (whether for forging, machining or tempering). No one in Great Britain or U.S.A. would know what term "steel, frame braces, even sides" means - give full description. "Couplings, cast iron type" mean what? A manufacturer would not know what "Spring, buffer No. 19" means! Prints or sketches, in at least seven (7) copies should be furnished for every

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 - (b) eliminate all "luxury" items such for example as velvet for repairs to railway coaches. Today such cannot be obtained by railways in either England or U.S.A.
 - (c) eliminate drugs and surgical items; if there is bone-plate needs for any of these they should be made subject of separate letter, amply justified, for presentation to ACC Public Health Officers by us.
 - (d) for all materials which remain on drastically revised list show full ordering details, to permit orders to be transmitted, through channels, to England or U.S.A. For example - for steel bars, round, in addition to sizes, translated into nearest equivalent inches, show carbon content and grade (whether for forging, machining or tempering). No one in Great Britain or U.S.A. would know what term "steel, frame braces, even sides" means - give full description. "Couplings, cast iron type" mean what? A manufacturer would not know what "Spring, buffer No. 19" means! Prints or sketches, in at least seven (7) copies should be furnished for every item on revised list which cannot be completely described in words.
6. It is suggested that upon receipt of this letter you go into conference with both Captains Long and Matson - plan a line of action and get factual information.

4584

8. Little or no dependence can be had in obtaining any material from the mainland areas now freed from Germans. Such materials as are here are needed for local military needs. Thus, we must order from abroad those items which are essential.

9. Matter has already been inordinately delayed; we cannot hope to get action until we have accurate figures and complete details.

[Handwritten signature]
L.E. VINING, Jr.
Lieut-Colonel,
Director, Transportation Sub-Commission, AOC.

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16/4/75

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS

APC 394

21 April 1944.

Ref: ACC Tn/16/75

SUBJECT: Material Required by Sicilian Railways.

TO : Director, Transportation Sub-Commission, ACC,
c/o Mov. & Tn., HQ. AAI (Adm. Eeh.) CME.

1. Reference your letter ACC Tn/16/75 dated 20 Feb. 1944.

2. Referring to paragraph 2, the six months requisition as submitted was made on the basis of traffic increasing with a tendency to approach normal requirements. Ing. Dr. Pietro Tuccio, Capo Compartimento, Italian State Railways in Sicily, has revised and reduced this request to material which is urgently required and which should be provided in the near future. The Railway has been buying some needed materials in the market and have had to pay black market prices which are exorbitant. One of these items is nails.

3. I submitted a copy of the new request to the Allied Local Resources (Sicilian) Board in hopes that they could assist us in locating some of the required material before forwarding the request to you, but they have done nothing and today they still have the request under consideration.

4. Referring to paragraph 3, very few of the items listed in the request have to be purchased outside the Mediterranean area, however, some of the items were secured from Northern Italy prior to the war and may be difficult to obtain at present.

5. Referring to paragraph 4(a), Dr. Tuccio has advised me that when repair parts for engines and equipment were exhausted he would make repairs by taking parts from engines and cars not in use. No repair parts for locomotives or cars are included in the revised request.

6. Referring to paragraph 4(b), all stocks of rails, switches, fastenings, cross ties and bridge timbers are located at railway strategic points over the Island and are under the supervision of a supply man at each point. It would not be feasible to concentrate this material from a maintenance standpoint or conservation of fuel. Material from a siding has been used to rehabilitate the damaged main track between San Stefano and Patti, and this will be done elsewhere as needed.

7. Referring to paragraph 4(c), only essential repairs are being made to stations, but living quarters for the personnel also

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7. Referring to paragraph 4(c), only essential repairs are being made to stations, but living quarters for the personnel also had to be made and this work is all being done with a minimum of critical materials.

8. I am attaching the following hereto:

- Appendix "A" - Very urgent materials requisition.
 Appendix "B" - Letter from Dr. Tuccio, Director, ISR.
 Appendix "C" - Message received with erroneous reference which we were unable to locate.

For the Regional Commissioner:

A. Lindberg

C.H. LINDBERG, R.E.,

Lt. Col., En. Sub-Comm.,

Rep. at Hq. Reg. No. I.

Encls. - 3

©

P A L E R M O

● 心身症 ●

(ABSTRACT of the general list containing
six month requisition)

●●●●●●●●

The word	"MER"	refers to material available in Southern Italy
" "	"SETT"	" " " Northern "
" "	"EST "	" " " abroad."

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VERY URGENT MATERIAL REQUISITION

(ABSTRACT of the general list containing
six month requisition)

The word "MEX" refers to material available in Southern Italy
" " "SETT" " " " " Northern "
" " "EST" " " " " abroad.

=====

A/U.

4582

IRON MATERIAL, VARIOUS

Steel, raw, wire	da m/m. 1	Kgs.	25 Mer
do.	" m/m. 2	"	25 "
do.	" m/m. 5	"	25 "
do.	" m/m. 6	"	100 "
do.	" m/m. 10	"	50 "
Steel, bars, round	m/m. 10	Kgs. 600	Mer
Do.	m/m. 12	" 100	"
do.	m/m. 13	" 1000	"
do.	m/m. 16	" 2000	"
do.	m/m. 18	" 2000	"
do.	m/m. 20	" 3000	"
do.	m/m. 22	" 2000	"
do.	m/m. 25	" 2000	"
do.	m/m. 28	" 3000	"
do.	m/m. 30	" 2000	"
do.	m/m. 35	" 3000	"
do.	m/m. 40	" 2000	"
do.	m/m. 42	" 2000	"
do.	m/m. 45	" 4000	"
do.	m/m. 50	" 3000	"
do.	m/m. 55	" 2000	"
do.	m/m. 60	" 2000	"
do.	m/m. 70	" 3000	"
do.	m/m. 80	" 2000	"
do.	m/m. 90	" 4000	"
do.	m/m. 100	" 4000	"
Steel, bars, square,	m/m. 25	" 1000	"
do.	m/m. 32	" 1000	"

1854.

Steel, bars, square,

- 2 -

Steel, bars, rectangular	m/m. 20 x 3	Kgs.	1000 Mer.
Do.	" 35 x 5	"	1000
Do.	" 40 x 5	"	2000
Do.	" 40 x 10	"	1000
do.	" 50 x 5	"	1000
do.	" 50 x 12	"	4000
do.	" 70 x 25	"	4000
do.	" 125 x 15	"	1000
Steel, bars, hexa.	" 22	"	500
do.	" 28	"	200
do.	" 32	"	300
do.	" 38	"	500
do.	" 48	"	1000
Steel, plates, smooth, for springs	m/m. 100 x 13	"	1000
do.	m/m. 120 x 13	"	1000
do.	m/m. 130 x 15	"	1000
Steel, frame braces, even sides	m/m. 40 x 4	"	600
do.	" 50 x 5	"	1000
do.	" 60 x 6	"	1000
do.	" 70 x 7	"	500
do.	" 75 x 14	"	500
do.	" 80 x 8	"	500
do.	" 80 x 10	"	2000
do.	" 90 x 9	"	1500
do.	" 100 x 12	"	4000
do.	" 110 x 10	"	2000
do.	" 110 x 14	"	1000
do.	" 120 x 13	"	1000
do.	" 120 x 18	"	1500

do.	"	50 x 5	.	.	.	.	.	.	"	1000	"
do.	"	50 x 12	.	.	.	.	.	.	"	4000	"
do.	"	70 x 25	.	.	.	.	.	.	"	4000	"
do.	"	125 x 15	.	.	.	.	.	.	"	1000	"
Steel, bars, hexa.	"	22	.	.	.	.	.	.	"	500	"
do.	"	28	.	.	.	.	.	.	"	200	"
do.	"	32	.	.	.	.	.	.	"	300	"
do.	"	38	.	.	.	.	.	.	"	500	"
do.	"	48	.	.	.	.	.	.	"	1000	"
Steel, plates, smooth, for springs	m/m.	100 x 13	.	.	.	.	.	.	"	1000	"
do.	m/m.	120 x 13	.	.	.	.	.	.	"	1000	"
do.	m/m.	130 x 15	.	.	.	.	.	.	"	1000	"
Steel, frame braces, even sides	m/m.	40 x 4	.	.	.	.	.	.	"	600	"
do.	"	50 x 5	.	.	.	.	.	.	"	1000	"
do.	"	60 x 6	.	.	.	.	.	.	"	1000	"
do.	"	70 x 7	.	.	.	.	.	.	"	500	"
do.	"	75 x 14	.	.	.	.	.	.	"	500	"
do.	"	80 x 8	.	.	.	.	.	.	"	500	"
do.	"	80 x 10	.	.	.	.	.	.	"	2000	"
do.	"	90 x 9	.	.	.	.	.	.	"	1500	"
do.	"	100 x 12	.	.	.	.	.	.	"	4000	"
do.	"	110 x 10	.	.	.	.	.	.	"	2000	"
do.	"	110 x 14	.	.	.	.	.	.	"	1000	"
do.	"	120 x 13	.	.	.	.	.	.	"	1000	"
do.	"	120 x 18	.	.	.	.	.	.	"	1500	"
Steel, frame braces, odd sides	m/m.	40x60x6	.	.	.	.	.	.	"	2000	"
do.	"	50x65x7	.	.	.	.	.	.	"	500	"
do.	"	50x75x7	.	.	.	.	.	.	"	500	"

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Steel, frame braces, odd sides	m/m. 65x130x10	Kgs.	500 Mer
Do.	" 75x100x9	"	500 "
do.	" 80x120x12	"	500 "
do.	" 90x130x14	"	500 "
do.	" 100x150x14	"	800 "
Steel, T beams UNI 734	m/m. 80	"	300 "
Steel, tyre, clamps	m/m. 19 x 13 x 10 x 9	"	500 "
Tin, sheets, simple	m/m. 500 x 700	No	600 Sett
" " double	" 500 x 1000	"	600 "
Steel, plate,	" 1,5	"	200 "
Steel, soft, plate, galvanized	" 1	"	100 "
Steel, tubing	" 38 x 7	Kgs.	500 "
Do.	" 44,5 x 8	"	1000 "
do.	" 57 x 10	"	1000 "
do.	" 76 x 18	"	1000 "
do.	" 83 x 16	"	1000 "
do.	" 95 x 14	"	500 "
do.	" 108 x 14	"	500 "
do.	" 140 x 26	"	500 "
Cast-iron tubing, ordinary	1,5	No	50 Mer
do.	1,75	"	50 "
do.	21,50	"	20 "
Couplings, castiron, type	9,50	"	10 "
do.	9,75	"	10 "
do.	9,100	"	50 "
Steel, soft, tubing for fluesheets, m/m. 45 x 40		"	50 "
do.	" 50 x 45	"	150 "
do.	" 52 x 47	"	50 "
do.	" 70 x 64	"	50 "

do.	"100x150x14	"	800 "
Steel, T beams UNI 734	m/m. 80	"	300 "
Steel, tyre, clamps	m/m. 19 x 13 x 10 x 9	"	500 "
Tin, sheets, simple	m/m. 500 x 700	Nº	500 Sett
" " double	" 500 x 1000	"	600 "
Steel, plate,	" 1,5	"	200 "
Steel, soft, plate, galvanized" 1	"	"	100 " +
Steel, tubing	" 38 x 7	Kgs.	500 "
Do.	" 44,5 x 8	"	1000 "
do.	" 57 x 10	"	1000 "
do.	" 76 x 18	"	1000 "
do.	" 83 x 16	"	1000 "
do.	" 95 x 14	"	1000 "
do.	"108 x 14	"	500 "
do.	"140 x 26	"	500 "
Cast-iron tubing, ordinary	1,5	Nº	50 Mer-
do.	1,75	"	50 "
do.	21,50	"	20 "
Couplings, cast iron, type	9,50	"	10 "
do.	9,75	"	10 "
do.	9,100	"	10 "
Steel, soft, tubing for fluesheets, m/m. 45 x 40	"	"	50 "
do.	" 50 x 45	"	50 "
do.	" 52 x 47	"	150 "
do.	" 70 x 64	"	50 "
do.	" 133 x 125	"	50 "

Spring, buffer	Nº 19	No 1000 Mer.
Do.	" 20	" 100 "
do.	" 21	" 50 "
do.	" 22	" 200 "
Buffer, type 48	"	50 Sett.
Buffer blocks, type 54 P.P., complete	"	" 10 "
Buffer blocks, type 54 P.C.	"	" 10 "
Rivets, soft steel, small round head m/m. 22 x 55 Kgs. 1000 Mer.	m/m. 22 x 60 "	1000 "
Do.	" 22 x 65 "	1000 "
do.	" 22 x 70 "	1000 "
do.	" 22 x 75 "	1000 "
do.	" 22 x 80 "	1000 "
do.	" 22 x 85 "	1000 "
do.	" 22 x 90 "	1000 "
do.	" 22 x 100 "	1000 "
do.	" 22 x 110 "	1000 "
do.	" 22 x 120 "	1000 "
do.	" 13 x 60 "	150 "
do.	" 13 x 90 "	50 "
do.	" 16 x 35 "	200 "
do.	" 16 x 80 "	250 "
do.	" 19 x 65 "	250 "
do.	" 19 x 85 "	200 "
do.	" 19 x 100 "	50 "
do. round, large head	" 14 x 100 "	50 "
do.	" 15 x 35 "	300 "
do.	" 18 x 70 "	250 "
do.	" 18 x 80 "	250 "
do.	" 19 x 65 "	250 "

Buffer, type 48	"	10
Buffer blocks, type 54 p.p., complete	"	10
Buffer blocks, type 54 p.c.	"	1000 Mer.
Rivets, soft steel, small round head m/m. 22 x 55 Kgs.	m/m.	1000 "
Do.	" 22 x 60 "	1000 "
do.	" 22 x 65 "	1000 "
do.	" 22 x 70 "	1000 "
do.	" 22 x 75 "	1000 "
do.	" 22 x 80 "	1000 "
do.	" 22 x 85 "	1000 "
do.	" 22 x 90 "	1000 "
do.	" 22 x 100 "	1000 "
do.	" 22 x 110 "	1000 "
do.	" 22 x 120 "	1000 "
do.	" 13 x 60 "	150 "
do.	" 13 x 90 "	50 "
do.	" 16 x 35 "	200 "
do.	" 16 x 80 "	250 "
do.	" 19 x 65 "	250 "
do.	" 19 x 85 "	200 "
do.	" 19 x 100 "	50 "
do.	" 14 x 100 "	50 "
do. round, large head	" 15 x 35 "	300 "
do.	" 18 x 70 "	250 "
do.	" 18 x 80 "	250 "
do.	" 19 x 65 "	250 "
do.	" 19 x 85 "	200 "
do.	" 20 x 110 "	60 "
do.	" 21 x 55 "	250 "

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Rivets, soft steel, round large head	m/m.	21 x 75	Kgs.	250 Mer.
do.	"	21 x 85	"	250 "
do.	"	21 x 90	"	250 "
do.	"	21 x 100	"	250 "
do.	"	21 x 110	"	250 "
do.	"	21 x 120	"	250 "
do.	"	21 x 130	"	250 "
Rivets, soft iron, round head	"	3 x 10	"	50 "
do.	"	3 x 20	"	50 "
do.	"	4 x 10	"	50 "
do.	"	4 x 20	"	50 "
do.	"	5 x 25	"	100 "
Nuts, hexa., raw steel, plain	1/4	...	"	50 Sett.
do.	5/16	...	"	50 "
do.	3/8	...	"	100 "
do.	1/2	...	"	200 "
do.	5/8	...	"	300 "
do.	3/4	...	"	300 "
do.	7/8	...	"	500 "
do.	1	...	"	500 "
do.	1.1/8	...	"	400 "
do.	1.1/4	...	"	300 "
do.	1.3/8	...	"	100 "
do.	1.1/2	...	"	200 "
Key bolts, raw steel, complete, hex. head,				
hex nut	m/m.	6x30x25	"	100 "
do.	"	6x40x25	"	200 "
do.	"	6x60x25	"	200 "

do.	"	21 x 110	"	250	"
do.	"	21 x 120	"	250	"
do.	"	21 x 130	"	250	"
Rivets, soft iron, round head	"	3 x 10	"	50	"
do.	"	"	"	"	"
do.	"	3 x 20	"	50	"
do.	"	4 x 10	"	50	"
do.	"	4 x 20	"	50	"
do.	"	5 x 25	"	100	"
Nuts, hexa., raw steel, plain	1/4	"	"	50	Sett.
do.	5/16	"	"	50	"
do.	3/8	"	"	100	"
do.	1/2	"	"	200	"
do.	5/8	"	"	300	"
do.	3/4	"	"	300	"
do.	7/8	"	"	500	"
do.	1	"	"	500	"
do.	1.1/8	"	"	400	"
do.	1.1/4	"	"	300	"
do.	1.3/8	"	"	100	"
do.	1.1/2	"	"	200	"

Key bolts, raw steel, complete, hex. head,

hex nut	m/m. 6x30x25	"	100	"
do.	" 6x40x25	"	200	"
do.	" 6x60x25	"	200	"
do.	" 8x25x25	"	200	"
do.	" 8x40x30	"	300	"
do.	" 8x60x30	"	300	"
do.	" 10x40x40	"	1000	"

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Key bolts, raw steel, complete hex, head

hex, nut

Do.

do.

do.

do.

do.

do.

do.

do.

do.

do.

do.

do.

do.

Bolts, raw steel, complete, square head

do.

Bolts, raw steel, complete, round head

Bolts, counter sunk head

Bolts, hook, rectangular head

do.

Bolt, hook, hex, head

do.

do.

do.

do.

do.

do.

Bolts, raw steel, complete, hex, head

m/m. 10x50x38 Kgs. 1000 Net.

" 10x60x38 " 500 "

" 10x80x38 " 400 "

" 12x70x45 " 500 "

" 16x50x50 " 500 "

" 16x60x60 " 1000 "

" 16x70x50 " 1500 "

" 16x80x50 " 500 "

" 16x100x50 " 300 "

" 20x70x70 " 1000 "

" 20x80x60 " 1000 "

" 24x60x60 " 1000 "

" 24x70x70 " 1000 "

" 24x100x70 " 1000 "

" 10x50x38 " 300 "

" 12x60x45 " 300 "

" 12x60x45 " 500 "

" 16x140x50 " 200 "

" 10x50x38 " 150 "

" 12x60x45 " 1000 "

" 6,35x30x20 " 50 "

" 6,35x40x20 " 30 "

" 6,35x60x20 " 50 "

" 8x60x25 " 50 "

" 10x40x32 " 50 "

" 10x50x32 " 50 "

" 10x60x32 " 50 "

" 10x80x32 " 50 "

do.	"	16x50x50	"	500	"
do.	"	16x60x60	"	1000	"
do.	"	16x70x50	"	1500	"
do.	"	16x80x50	"	500	"
do.	"	16x100x50	"	300	"
do.	"	20x70x70	"	1000	"
do.	"	20x80x60	"	1000	"
do.	"	24x60x60	"	1000	"
do.	"	24x70x70	"	1000	"
do.	"	24x100x70	"	1000	"
Bolts, raw steel, complete, square head	"	10x50x38	"	300	"
do.	"	12x60x45	"	300	"
Bolts, raw steel, complete, round head	"	12x60x45	"	500	"
Bolts, counter sunk head	"	16x140x50	"	200	"
Bolts, hook, rectangular head	"	10x50x38	"	150	"
do.	"	12x60x45	"	1000	"
Bolt, hook, hex.head	"	6,35x30x20	"	50	"
do.	"	6,35x40x20	"	30	"
do.	"	6,35x60x20	"	50	"
do.	"	8x60x25	"	50	"
do.	"	10x40x32	"	50	"
do.	"	10x50x32	"	50	"
do.	"	10x60x32	"	50	"
Bolts, raw steel, complete, hex.head	"	10x80x32	"	50	"
hex.nut	"	10x100x30	"	50	"
do.	"	12x80x38	"	100	"
do.	"	12x100x38	"	100	"

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Bolts, raw steel, complete, hex. head, hex. nut m/m. 12x120x45 Kgs. 100 Mer

Do.	" 7.24x30x25	" 40 "
do.	" 7.24x80x25	" 40 "
do.	" 10x110x 38	" 50 "
do.	" 16x90x45	" 50 "
do.	" 16x110x50	" 50 "
do.	" 16x120x50	" 50 "
do.	" 16x150x50	" 50 "

Cotter keys, steel, for bolts, m/m. 1 x 8

do.	" 2 x 20	" 50 "
do.	" 3 x 30	" 150 "
do.	" 3 x 55	" 200 "
do.	" 4 x 30	" 100 "
do.	" 4 x 40	" 200 "
do.	" 4 x 50	" 50 "
do.	" 4 x 60	" 200 "
do.	" 5 x 50	" 300 "
do.	" 5 x 60	" 300 "
do.	" 5 x 80	" 300 "
do.	" 6 x 60	" 400 "
do.	" 6 x 70	" 500 "
do.	" 6 x 110	" 500 "
do.	" 7 x 65	" 500 "
do.	" 7 x 90	" 200 "

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do.	Cotter keys, steel, for bolts,	m/m. 1 x 8	" 16x150x50	" 50 "
do.		" 2 x 20	"	50 "
do.		" 3 x 30	"	50 "
do.		" 3 x 55	"	50 "
do.		" 4 x 30	"	150 "
do.		" 4 x 40	"	200 "
do.		" 4 x 50	"	100 "
do.		" 4 x 60	"	200 "
do.		" 5 x 50	"	50 "
do.		" 5 x 60	"	200 "
do.		" 5 x 80	"	300 "
do.		" 6 x 60	"	300 "
do.		" 6 x 70	"	300 "
do.		" 6 x 110	"	400 "
do.		" 7 x 65	"	500 "
do.		" 7 x 90	"	500 "

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4573

Screws, flat head

1 4 2 3

do.	"	2,6 x 15	"	10	"
do.	"	2,6 x 20	"	10	"
do.	"	3 x 20	"	10	"
do.	"	3 x 25	"	10	"
do.	"	3 x 30	"	20	"
do.	"	3,5 x 30	"	20	"
do.	"	4 x 25	"	100	"
do.	"	4 x 35	"	20	"
do.	"	4,5 x 35	"	200	"
do.	"	4,5 x 45	"	20	"
do.	"	2 x 10	"	20	"
do.	"	2 x 15	"	20	"
do.	"	2 x 20	"	20	"
do.	"	2,6 x 10	"	20	"
do.	"	2,6 x 15	"	20	"
do.	"	2,6 x 20	"	20	"
do.	"	3 x 15	"	20	"
do.	"	3 x 20	"	20	"
do.	"	3 x 25	"	20	"
do.	"	3 x 30	"	20	"
do.	"	3 x 35	"	20	"
do.	"	3 x 40	"	20	"
do.	"	3,5 x 20	"	200	"
do.	"	4 x 30	"	200	"
do.	"	4 x 40	"	200	"
do.	"	4 x 45	"	20	"
do.	"	4 x 50	"	20	"
do.	"	4,5 x 50	"	200	"
do.	"	5 x 50	"	100	"

Screws, flat head

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Screws, flat head, square head	m/m. 10 x 60	No. 1000	Mer. 10
Screws, steel, for metals, flat head da 1/4	da 1/8	"	"
Do.	da 3/16	"	"
Do.	da 3/8	"	"
Tacks, flat head	m/m. 1 x 8	"	"
do.	" 1,3 x 10	"	"
do.	" 1,5 x 10	"	"
do.	" 1,5 x 15	"	"
do.	" 1,5 x 25	"	"
do.	" 1,8 x 26	"	"
do.	" 1,8 x 35	"	"
do.	" 2,2 x 42	"	"
do.	" 2,7 x 50	"	"
do.	" 3 x 70	"	"
do.	" 4,4 x 100	"	"
Tacks, round head	" 1,5 x 15	"	"
do.	" 1,6 x 20	"	"
do.	" 2,7 x 30	"	"
do.	" 3 x 55	"	"
do.	" 3,4 x 70	"	"
do.	" 5,4 x 110	"	"
Tacks, cone head	" 1,3 x 10	"	"
do.	" 1,5 x 14	"	"
do.	" 2,4 x 25	"	"
do.	" 1,3 x 16	"	"
Tacks, for upholstery	" 12	"	"
do.	" 18	"	"
do.	" 25	"	"

do.	"	1,3 x 10	"	25	"	—
do.	"	1,5 x 10	"	25	"	—
do.	"	1,5 x 15	"	100	"	0
do.	"	1,5 x 25	"	200	"	0
do.	"	1,8 x 25	"	50	"	0
do.	"	1,8 x 35	"	200	"	0
do.	"	2,2 x 42	"	1000	"	0
do.	"	2,7 x 50	"	500	"	0
do.	"	3 x 70	"	500	"	0
do.	"	4,4 x 100	"	500	"	0
Tacks, round head	"	1,5 x 15	"	25	"	—
do.	"	1,6 x 20	"	25	"	—
do.	"	2,7 x 30	"	25	"	—
do.	"	3 x 55	"	25	"	—
do.	"	3,4 x 70	"	25	"	—
do.	"	5,4 x 110	"	25	"	—
Tacks, cone head	"	1,3 x 10	"	50	"	—
do.	"	1,5 x 14	"	50	"	—
do.	"	2,4 x 25	"	100	"	0
do.	"	1,3 x 16	"	50	"	—
Tacks, for upholstery	"	12	"	150	"	—
do.	"	18	"	150	"	—
do.	"	25	"	150	"	—

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WESTINGHOUSE SPARE PARTS

Top head complete of steam cylinder, air pump Type F.	No 10 sett.	
Valve, distribution, air pump Type F.	" 40	"
Packing, piston rings, large	" 50	"
do. small	" 50	"
Top head, distribution Chamber	" 20	"
Bottom head	" 20	"
Gasket, top head	" 16	"
Gaskets bottom head	" 16	"
Piston steam, top head, complete	" 20	"
Piston, air, complete	" 8	"
Gaskets, copper, steam piston	" 10	"
" " air piston	" 50	"
Screws, hex., slid valve	" 50	"
Slid valve rod	" 70	"
Air, valve	" 20	"
Gaskets, steam cylinder head	" 16	"
" " bottom	" 16	"
" air, cylinder, head	" 16	"
" " bottom	" 10	"
Top head, complete, tandem pump	" 20	"
Valve, distribution, tandem pump	" 50	"
Gaskets, piston, large	" 50	"
" " small	" 24	"
Top head, distribution chamber, tandem pump	" 16	"
Gaskets, top, head distribution chamber, tandem pump	" 6	"
Piston, steam, with rod (modified),	" 6	"
Piston, upper, air (B)	" 50	"

Valve, distribution, air pump type R.	"	50	"
Packing, piston rings, large	"	50	"
do. small	"	20	"
Top head, distribution Chamber	"	20	"
Bottom head	"	16	"
Gasket, top head	"	16	"
Gaskets bottom head	"	20	"
Piston steam, top head, complete	"	8	"
Piston, air, complete	"	10	"
Gaskets, copper, steam piston	"	50	"
" " air piston	"	50	"
Screws, hex., slid valve	"	50	"
Slid valve rod	"	70	"
Air, valve	"	20	"
Gaskets, steam cylinder head	"	16	"
" " bottom	"	16	"
" air, cylinder, head	"	16	"
" " bottom	"	10	"
Top head, complete, tandem pump	"	20	"
Valve, distribution, tandem pump	"	50	"
Gaskets, piston, large	"	50	"
" " small	"	24	"
Top head, distribution chamber, tandem pump	"	16	"
Gaskets, top, head distribution chamber, tandem pump	"	6	"
Piston, steam, with rod (modified),	"	6	"
Piston, upper, air (B)	"	50	"
Gaskets, for do.	"	50	"
Slid valve rod	"	60	"
Valves air	"		"

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				No 25 sett.
Gaskets, top head, steam cylinder, tandem pump				
" bottom,	"	"	"	" 20
Gaskets, front, air cylinder		"	"	" 20
" bottom air	"	"	"	" 20
Packing, rings, lower, air cylinder	"	"	"	" 50
Packings, air cylinder A.P.	"	"	"	" 12
" upper body, B.P.	"	"	"	" 24
" valve cylinder B.P.	"	"	"	" 24
" cylinder piston, brake 10" (m/m.254) Table IV n.82				" 10
" " " brake 12" (m/m.305) Table IV n.59.89	"	"		" 10
" " " brake 14" (m/m.355) Table IV n.96 97 98)	"	"		" 8
" " " brake 13" (m/m.330) Table IV N°11 136	"	"		" 10
" " " brake 10" (m/m.254) Table IV n.12 - 137	"	"		" 10
" " " brake 15" (m/m.381) Table IV n°99 - 135	"	"		" 4
Packings, piston, threefold valve, ordinary				" 40
" , rings,	"	"	high speed	" 100
" , large	"	"	"	" 40
" , small	"	"	"	" 40
Diaphragm, fed valve, table IV, N.100				" 50
Gaskets, rubber, for coupled heads Table IV M.26 (262/171) m/m.25				" 300
Do.			Table 211	" 300
Hose m/m.610 x 15 x 28				" 300
" " 760 x 45 x 28				" 300
Rod, with valve, for steam cock, air pump				" 40
" " " " " "				" 40

Packing, rings, lower, air cylinder	"	"	" 50
Packings, air cylinder A.P.	"	"	" 12
" upper body, B.P.	"	"	" 24
" valve cylinder B.P.	"	"	" 24
" cylinder piston, brake 10" (m/m.254) Table IV n.82	"	"	" 10
" " brake 12" (m/m.305) Table IV n.59.89	"	"	" 10
" " brake 14" (m/m.355) Table IV n.96 97 98)	"	"	" 8
" " brake 13" (m/m.330) Table IV N°11 136	"	"	" 10
" " brake 10" (m/m.254) Table IV n.12 - 137	"	"	" 10
" " brake 15" (m/m.381) Table IV n°99 - 135	"	"	" 4
Packings, piston, threefold valve, ordinary	"	"	" 40
" , rings, " high speed	"	"	" 100
" , large " "	"	"	" 40
" , small " "	"	"	" 40
Diaphragm, fed valve, table IV, N.100	"	"	" 50
Gaskets, rubber, for coupled heads Table IV N.26 (262/171) m/m.25	"	"	" 300
Do. Table 211	"	"	" 300
Hose m/m.610 x 15 x 28	"	"	" 300
" " 760 x 45 x 28	"	"	" 300
Rod, with valve, for steam cock, air pump	"	"	" 40
Valves " " "	"	"	" 40
Diaphragms, regulator N.6, pump, Table IV - N.736	"	"	" 100
Springs, piston, non automatic brake ± Table IV N.91	"	"	" 200

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Gaskets, leather, small, threefold valve, high speed		Table 109 - 15		No 100 Sett.	
"	"	, for conduit valve, high speed,		"	120
Hose for ordinary coupling m/m. 610 x 45 x 28		6", 8", 10"		"	2000
Clamp with bolts, Table 212 N.6				"	2000
Gaskets, rubber, F.W. Table 211 N.2				"	300
Packing, rubber, for coupling m/m. 25 F.W.				"	5000
"	"	" air cock F.W.		"	250
"	"	" ball bearing cock		"	250
"	"	" threefold valve coupling		"	100
"	"	" bore of cylinder		"	100
"	"	" main body and lower body coupling"		"	80
Gaskets, rubber, for secondary and threefold valve				"	120
"	"	" conduit		"	120
"	"	" piston threefold valve, high speed, double for cylinder 6" 8" 10" 12" etc.		"	50

Hose for ordinary coupling m/m. 610 x 45 x 28	"	2000	"
Clamp with bolts, Table 212 N.6	"	2000	"
Gaskets, rubber, F.W. Table 211 N.2	"	300	"
Packing, rubber, for coupling m/m. 25 F.W.	"	5000	"
" " " air cock F.W.	"	250	"
" " " ball bearing cock	"	250	"
" " " threefold valve coupling	"	100	"
" " " bore of cylinder	"	100	"
" " " main body and lower body coupling	"	80	"
Gaskets, rubber, for secondary and threefold valve	"	120	"
" " " conduit	"	120	"
" " " piston threefold valve, high speed, double for cylinder 6" 8" 10" 12" etc.	"	50	"

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MATERIAL FOR OXY-ACET. WELDING

		Kgs. 2000 Sett.	
Steel, soft, wire, dia. m/m.	4		
"	"	2000	"
"	"	4000	"
"	"	3000	"
Bronze, special, for welding, cast-iron- bars m/m.3	150	Est.	
"	"	600	"
Brass, phosphor, wire m/m.3		Kgs. 200	
"	"	300	"
"	"	300	"
Brass, bars	"	500	"
"	"	1000	"
"	"	2000	"
"	"	1000	"
Copper, electrolytic, pure, pre-heat	"	500	"

ELECTRIC MATERIAL

	m/m.	0.10		5 Est.
German silver, wire, raw	"	0.20	"	5
"	"	0.30	"	5
"	"	0.50	"	5
"	"	0.80	"	10
Do.	plate	0.03	"	5
do.	do.	0.05	"	5
do.	do.	1	"	10
Lead, alloy, fuse	"	2	"	50 Mer.
Tape, white and black			ml.	2000 Est
			No	2000 Mer.

"	"	"	"	5	2000
"	"	"	"	6	4000
"	"	"	"	8	3000
Bronze, special, for welding, cast-iron- bars m/m.3 150 Est.					
"	"	"	"	"	600
Brass, phosphor, wire m/m.3					
"	"	"	"	4	200
"	"	"	"	8	300
Brass, bars					
"	"	"	"	4	500
"	"	"	"	5	1000
"	"	"	"	8	2000
"	"	"	"	10	1000
Copper, electrolytic, pure, pre-heat					
"	"	"	"	"	500

ELECTRIC MATERIAL

German silver, wire, raw	m/m. 0.10	5	Est.
"	" 0.20	5	"
"	" 0.30	5	"
"	" 0.50	5	"
"	" 0.80	10	"
Do. plate	" 0.03	5	"
do. do.	" 0.05	5	"
do. do.	" 1	10	"
Lead, alloy, fuse	" 2	50	Mer.
Tape, white and black		2000	Est
Batteries, dry, cylinder, m/m.100x100x210		2000	Mer.
"	" 70	5000	"
"	" handling signals	1000	"
"	" signal Paddles	2000	"
Bulbs, pocket flash - lights		500	500

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TOOLS

Plant, oxy-acet., welding, high pressure, hand, welding, set N.12 sett-	cutting, set	" 8 "
Do.		
Files		"1000 "
Files, three-square		"1500 "
Files, flat		"1200 "
Files, Knives		" 100 "
Files, round		" 700 "
" square		" 500 "
Hammers, pneumatic, for pounding welding		" 10 "
Gauges, regulators, oxygen type		" 16 "
" , press 400 Tons		" 2 "
Rules, steel, folding, 1 meter		" 350 "
" , box wood, folding, 1 meter		" 100 "
Taps and dies for tubes up to m/m.35		" 8 "
Tap and dies, threading up to 1"		" 8 "
" " " " 5/8"		" 20 "
Vise, parallel jaws m/m.100		" 30 "
Pliers, complete " 150		" 30 "
Vise, hand, Kgs.30 and Kgs.60		" 30 "
Goggles dark		" 50 "
" clear		" 200 "
Paint-brushes, assorted		" 400 "
Pliers, elétric, soldering		" 30 "
Tackle, differential Kgs. 200		" 5 "
Tackle, differential " 500		" 10 "
Tackle, differential " 1000		" 5 "
Spanners, for bolts, assorted		sets 150 "

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Tap and die sets, hand threading	7/16"	Kgs.	20 Sett
" " " "	1/12"	"	50
" " " "	9/10"	"	20
" " " "	5/8"	"	60 MHR
" " " "	11/16"	"	20
" " " "	3/4"	"	60
" " " "	7/8"	"	60
" " " "	1"	"	40
" " " "	I - 1/8"	"	20
" " " "	I - 1/4"	"	20
" " " "	I - 3/8"	"	10
" " " "	I - 1/2"	"	10
Tap and die sets, threading machine	1/4"	"	24
do.	5/16"	"	25
do.	7/16"	"	12
do.	1/2"	"	40
do.	9/16"	"	12
do.	5/8"	"	40
do.	11/16"	"	10
do.	3/4"	"	40
do.	7/8"	"	40
do.	I"	"	25
do.	I - 1/8"	"	12
do.	I - 1/4"	"	12
do.	I - 3/8"	"	12
do.	I - 1/2"	"	12
Tube cutter, up to dia. m/m.	15	"	24
" " " "	64	"	24
Ohm tester		"	1 Sett
Wire in conduit tester		"	1

"	"	"	"	"	5/8"	"	"	"	60 Mer
"	"	"	"	"	11/16"	"	"	"	20 "
"	"	"	"	"	3/4"	"	"	"	60 "
"	"	"	"	"	7/8"	"	"	"	60 "
"	"	"	"	"	1"	"	"	"	40 "
"	"	"	"	"	I - 1/8"	"	"	"	20 "
"	"	"	"	"	I - 1/4"	"	"	"	20 "
"	"	"	"	"	I - 3/8"	"	"	"	10 "
"	"	"	"	"	I - 1/2"	"	"	"	10 "
Tap and die sets, threading machine I/4"									
do. 5/16"									
do. 7/16"									
do. 1/2"									
do. 9/16"									
do. 5/8"									
do. 11/16"									
do. 3/4"									
do. 7/8"									
do. I"									
do. I - 1/8"									
do. I - 1/4"									
do. I - 3/8"									
do. I - 1/2"									
Tube cutter, up to dia. m/m. 15									
"	"	"	"	"	64	"	"	"	24 "
Ohm tester									
Electric cpnduit tester									
Voltmeter up to 300 volts									
Ammeter " 500 "									
Rasps, for wood, half round, assorted									

250 Mer.
4507

	No	25 Mer.
Plane-chisels, for wood	"	200
Gimlets, screws, propeller m/m. 13	"	200
" " " " 14	"	200
" " " " 16	"	200
" " " " 18	"	200
" " " " 20	"	200
Gimlets, screws, propeller shape m/m. 13	"	100
Twist drill for metals, m/m. 0,5 to m/m. 10,5 assorted	"	2000
Do. for staybolts	"	1000
Drills, carbon steel staybolts chuck, up to m/m. 12 assorted	"	1000
Hand drill, assorted	"	200
Saw hack, blades	"	1000
Saw blades, for metals (m/m. 450 x 25 x 1,5)	"	50
Drill sockets, up to m/m. 10	"	20
Do. up to m/m. 16	"	20
Drill breast	"	20
Drill, breast, small, double gear	"	20
Milling machine, A.10 1322	"	20
Do. A.14 - 1330	"	20
Do. A.26 - 1350	"	20
Do. A.30 - 1355	"	20
Drill racket, small	"	10
Stock and dies, threading, 1/8" to 3/8"	"	20
" " " 1/2"	"	20
" " " m/m. 6	"	20
" " " 8	"	20
Spanners, adjustable	"	200
Hose, ~~xxxxx~~ pneumatic m/m. 23 x 13 x 10000	"	200
Do. for gas pipes m/m. 17 x 10 x 10000	"	100

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Saw, steel, ribbon, continuous, for wood m/m.30	ml.	250	Sett.
Do.	m/m. 40. . . .	"	250 "
do.	m/m. 50. . . .	"	250 "
Tinner's scissors	"	10	Mer.
Gloves, welding	Pairs	24	Sett.
Hammer, pneumatic, riveting, medium, for nails, dia. m/m. 15 to m/m.25	"	6	"
Drilling machines, for drilling to m/m.25	"	6	"
Regulators, oxygen	"	24	"
Do., gas in flasks	"	4	"
Reamers, taper m/m.15 and m/m.26	"	200	"
Saw hand	"	50	Mer.
Scissors, upholstery	"	10	"
Awls, saddler	"	10	"
Needles, upholstery, one tip	"	100	"
Do. bent	"	100	"
Pincers, joiner	"	100	"
Lanterns, kerosene, semaphores	"	50	"
Nipples, American	"	200	"
Nipples, brass, N.7, vegetable oil	"	13000	"
" " "10 kerosene	"	1500	"
" " for portable lamps, acetyl, 14 liters type	"	2000	"
Do. do. 21 " "	"	1000	"
Lantern, kerosene, inside the station	"	250	"
Lanterns, type I, for disks and semaphores P.L.M.	"	20	"
" " 28, cluster of lights	"	50	"
Lamps, acetyl hand signalling	"	200	"
" " " large	"	100	"
" " " small	"	100	"

Gloves, welding	Pairs	24	Sett.
Hammer, pneumatic, riveting, medium, for nails, dia. m/m. 15 to m/m.25	"	6	"
Drilling machines, for drilling to m/m.25	"	6	"
Regulators, oxygen	"	24	"
Do., gas in flasks	"	4	"
Reamers, taper m/m.15 and m/m.26	"	200	"
Saw hand	"	50	Mer.
Scissors, upholstery	"	10	"
Awls, saddler	"	10	"
Needles, upholstery, one tip	"	100	"
Do. bented	"	100	"
Pincers, joiner	"	100	"
Lanterns, kerosene, semaphores	"	50	"
Napples, American	"	200	"
Napples, brass, N.7, vegetable oil	"	13000	"
" " "10 kerosene	"	1500	"
" " " for portable lamps, acetyl, 14 liters type	"	2000	"
Do. do. 21 " "	"	1000	"
Lantern, kerosene, inside the station	"	250	"
Lanterns, type I, for disks and semaphores P.L.M.	"	20	"
" " 28, cluster of lights	"	50	"
Lamps, acetyl hand signalling	"	200	"
" " " large	"	100	"
" " " small	"	100	"
" " " train crew	"	200	"

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STONE MATERIAL

Oil, vegetable	Kgs. 10000 Mer
Oil, light, machine	" 50 "
Oil, brakes, Westinghouse	" 100 "
Grease, mineral, hard	" 50 "
Grease, steam cocks	" 100 "
Tallow	" 50 "
Vaseline, natural	" 25 sett
Hydrochloric acid	" 1000 "
Nitric acid	" 200 "
Borax, refined, blocks	" 250 "
Calcium, carbide	" 120000 "
Calcium, chloride	" 500 "
Glue, hard	" 500 "
Glue, powdered	" 1000 "
Ammonia salt, in cakes	" 200 "
Soda, ordinary	" 50000000 "
Torch, wind	" 50000 Mer
Mantle, kerosene lamps mm.12	ml. 600 "
" " " 48	" 1000 "
Cord m/m.1 and m/m.2	Kg. 500 "
Strong cord m/m. 1,5	" 100 "
" " " 2,5	" 50 "
" " " 0,5	" 50 "
Lead, wool	" 50 "
Asbestos, rope m/m.6	" 150 "
Do. " 10	" 150 "
Do. " 15	" 150 "

Grease, mineral, hard	"	50 "
Grease, steamcocks	"	100 "
Tallow	"	50 "
Vaseline, natural	"	25 sett
Hydrochloric acid	"	1000 "
Nitric acid	"	200 "
Borax, refined, blocks	"	250 "
Calcium, carbide	"	120000 "
Calcium, chloride	"	500 "
Glue, hard	"	500 "
Glue, powdered	"	1000 "
Ammonia salt, in cakes	"	200 "
Soda, ordinary	"	500000 Est
Torch, wind	No	50000 Mer
Mantle, kerosene lamps mm.12	ml.	600 "
" " " 48	"	1000 "
Cord m/m.1 and m/m.2	Kg.	500 "
Strong cord m/m. 1,5	"	100 "
" " 2,5	"	50 "
" " 0,5	"	50 "
Lead, wool	"	50 "
Asbestos, rope m/m.6	"	150 "
Do. " 10	"	150 "
do. " 15	"	150 "
do. " 18	"	150 "
Asbestos, sheets, m/m. 2 thick	"	120 "
do. " 3 "	"	150 "
do. " 4 "	"	150 "

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Plaster, board	Kgs. 500 Mer.
Putty, for steam joints	" 1000 "
Paper, Emery No 2	" 2000 "
Do. " 3	" 2000 "
do. " 000 #streets	" 500 "
do. " 00 "	" 500 "
do. " 0 "	" 500 "
do. " 1 "	" 500 "
do. " 2 "	" 500 "
do. " 3 "	" 500 "
Paper, Glass, No 000 "	" 500 "
do. " 00 "	" 400 "
do. " 0 "	" 400 "
do. " 1 "	" 400 "
do. " 2 "	" 400 "
do. " 3 "	" 400 "
Metallic gasket for joints	" 800 "
Portland cement, slow speed	" 1800 "
Copper sulphate	" 200 Est
Plaster (casting)	" 1000 "
Soda, caustic	" 1000 "
Green, Caffaro	" 150 Mer.
Ink, black, copying	liters 100 "
Sealing - wax	" 400 "
Ink, permanent black, tracing	" 200 "
Pencil, black, ordinary n.1	Kgs. 1800 Gett.
do. n.2	" 4000 "
Pencil, black, ordinary, for drafting N.2	" 500 "
do. " 3	" 500 "
	" 250 "

do.	"	OOO streets	"	500 "
do.	"	CO "	"	500 "
do.	"	O "	"	500 "
do.	"	1 "	"	500 "
do.	"	2 "	g	500 "
do.	"	3 "	"	500 "
Paper, Glass, No OOO	"		"	500 "
do.	"	OO "	"	400 "
do.	"	O "	"	400 "
do.	"	1 "	"	400 "
do.	"	2 "	"	400 "
do.	"	3 "	"	400 "
Metallic gasket for joints	.		"	800 " c
Portland cement, slow speed	.		"	1800 "
Copper sulphate	.		"	200 Est
Plaster (casting)	.		"	1000 "
Soda, caustic	.		"	1000 "
Green, Caffaro	.		"	150 Mer.
Ink, black, copying	.		liters	100 "
Sealing - wax	.		"	400 "
Ink, permanent black, tracing.	.		"	200 "
Pencil, black, ordinary n.1	.		Nos.	1800 Sett.-
do.	n.2		"	4000 "
Pencil, black, ordinary, for drafting N.2	.		"	500 "
do.	" 3		"	500 "
Ribbon, m/m.12, red and blue, plain	.		No	250 "
" " 13; " " and black, plain	.		"	250 "
" accounting machines m/m. 16	.		"	100 "
Ribbons, Underwood, for telegraph	.		"	100 "
Pins M/m. 26	.		kg.	19503

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Paper, mimeograph cm. 21 x 31	Sheets 100000	Mer
Do. " 31 x 42	" 50000	"
Paper, tablet " 31 x 42	" 15000	"
Paper, drawing " 32 x 44	" 100	"
Do. " 40 x 54	" 100	"
Paper, ruled, "protocollo" cm. 31 x 42	" 25000	"
Paper, ruled "uso bollo"	" 25000	"
Paper, carbon, typewriter cm. 21 x 31	" 10000	"
Paper, tracing for telegraph cm. 33 x 48	" 10000	"
Paper, wrapping, light	" 15000	"
Do. heavy	" 12000	"
Paper, "perlina" cm. 31 x 42	" 50000	"
Paper, blotting cm. 44 x 62	" 7000	"
Paper, tissue cm. 21 x 31	" 450000	"
Do. cm. 26 x 38	" 8000	"
do. cm. 31 x 42	" 15000	"
Paper, tissue, letter-book	" 50	"
Record books, 50 sheets, "protocollo"	" 50	"
Paper, tracing, for telegraph, cm. 27 x 39	Sheets 10000	"
Clips, metallic	Boxes 300	"
Rubbers, pencil	No 500	"
Do ink	" 500	"
Ink, fountain pen, ~~brass~~ bottles	" 50	"
Pencil, copying	" 2000	"
Pencil, drawing, No 10	" 200Sett	"
do. do. No 4	" 100	"
Pencils, carpenter	" 200	"
Pencils, red	" 1000	"
	" 1000	"

Do.	" 40 x 54	"	100	"
Paper, ruled, "protocollo" cm. 31 x 42	"	25000	"	
Paper, ruled "uso bollo"	"	25000	"	
Paper, carbon, typewriter cm. 21 x 31	"	10000	"	
Paper, tracing for telegraph cm. 33 x 48	"	10000	"	
Paper, wrapping, light	"	15000	"	
Do. heavy	"	12000	"	
Paper, "perlina" cm. 31 x 42	"	50000	"	
Paper, blotting cm. 44 x 62	"	7000	"	
Paper, tissue cm. 21 x 31	"	450000	"	
Do. cm. 26 x 38	"	8000	"	
do. cm. 31 x 42	"	15000	"	
Paper, tissue, letter-book	"	50	"	
Record books, 50 sheets, "protocollo"	"	50	"	
Paper, tracing, for telegraph, cm. 27 x 39	Sheets	10000	"	
Clips, metallic	Boxes	300	"	
Rubbers, pencil	Nº	500	"	
Do ink	"	500	"	
Ink, fountain pen, ~~metal~~ bottles	"	50	"	
Pencil, copying	"	2000	"	
Pencil, drawing, Nº 10	"	200sett	"	
do. do. Nº 4	"	100	"	
Pencils, carpenter	"	200	"	
Pencils, red	"	1000	"	
Pencils, blue	"	1000	"	
Pencils, copying, hard	"	200	"	
Pens, round, hand, ordinary	Dozen	50	"	
Pens, ordinary	"	45000	"	
Pens, metal, drawing	"	50	"	

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Brushes, glue and ink, for telegraph . . . 30 200 Sett. -
 Pen-holders " 500 "
 Ink, ex, white, printing, m/s. 70 x 100, 6mm. 50 . . . "5000000 "
 asbestos, sheet m/s. 2 50% 100 "
 Hemp, corded " 50 "

PAINTS AND DYES

Paint, red, quick drying	"	500 Sett.
" white, dull	"	600 "
" " gloss	"	600 "
" yellow	"	50 "
" grey	"	300 "
" black, gloss	"	100 "
" black, quick drying	"	100 "
" green, wagon	"	2000 "
" green, for signalling	"	200 "
Dye, white	"	2000 "
" black	"	200 "
" red, dying covers	"	6000 "
" red, for wagons	"	5000 "
" vermillion	"	600 "
Gil, lin seed, cooked	"	5000 Sett. 0
" " raw	"	500 "
Gil, turpentine	"	600 Sett. 0
White lead	"	250 "
Lead, zinc	"	2500 "
	"	300 "

PAINTS AND DYES

Paint, red, quick drying	"	500	Sett.
" white, dull	"	500	"
" " gloss	"	500	"
" yellow	"	50	"
" grey	"	300	"
" black, gloss	"	100	"
" black, quick drying	"	100	"
" green, wagon	"	1000	"
" green, for signalling	"	200	"
Dye, white	"	2000	"
" black	"	200	"
" red, dying covers	"	5000	"
" red, for engono	"	5000	"
" vermillion	"	600	"
Oil, lin seed, cooked	"	5000	Bar. 0
" " " "	"	900	"
Oil, turpentine	"	600	Sett. 0
White lead	"	150	"
Lead, zinc	"	2500	"
Vermilion, smooth	"	300	"
Lead, red	"	2000	"

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CRYSTALS AND GLASSES

Crystals m/m.	860 x 714 x 6	No	1000	Sett.
Do.	"	"	1000	"
do.	"	"	1000	"
do.	"	"	3000	"
do.	"	"	200	"
do.	"	"	200	Mer.
Glasses m/m.	1120 x 870 x 5	"	300	"
do.	"	"	300	"
do.	"	"	2000	"
do.	"	"	1000	"
do.	"	"	800	"
do.	"	"	800	"
do.	"	"	2000	"
do.	"	"	500	"
do.	"	"	500	"
Glasses green, dia. m/m.	271 thick m/m.3	"		
Glasses, clear, dia. m/m.	350 tick m/m.3	"		
Glasses, rectangular, red for signal lamps, m/m.	125 x	"	1000	"
x 85		"		
Glasses, rectangular, green blue, signal lamps		"	1000	"
m/m. 125 x 85		"	100	"
Glasses, rectangular, yellow m/m.	220 x 123	"	1000	"
do.	white (milk) m/m.	"	1000	"
do.	green blue	"	200	"
Glasses, round, white (milk) dia. m/m.	110	"	200	"
do.	green blue, dia.	"	100	"
do.	red	"	200	"
Glasses, round, clear, dia.	115	"	200	"
do.	do. red	"	200	"

do. "	846 x 584 x 6	"	1000
do. "	846 x 454 x 6	"	3000
do. "	1020 x 870 x 8 per fenestre	"	200
Glasses m/m.	1120 x 870 x 5	"	200 Mer.
do. "	1064 x 513 x 5	"	300
do. "	1021 x 922 x 5	"	300
do. "	944 x 476 x 5	"	2000
do. "	870 x 664 x 5	"	1000
do. "	846 x 384 x 5	"	800
do. "	830 x 610 x 5	"	800
do. "	750 x 445 x 5	"	2000
Glasses green, dia. m/m.271 thick m/m.3		"	500
Glasses, clear, dia. m/m.350 tick m/m.3		"	500
Glasses, rectangular, red for signal lamps, m/m. 125 x x 85		"	1000
Glasses, rectangular, green blue, signal lamps m/m. 125 x 85		"	1000
Glasses, rectangular, yellow m/m. 220 x 123		"	100
do. do. white (milk) m/m.230 x 227.		"	1000
do. do. green blue		"	1000
Glasses, round, white (milk) dia. m/m.110		"	200
do. do. green blue, dia. 110.		"	200
do. do. red		"	100
Glasses, round, clear, dia.115		"	200
do. do. red		"	200
do. do. green blue		"	200
do. do. clear, dia 150		"	1000
do. do. yellow, dia. 160		"	1000
do. do. red		"	1000
do. do. blue		"	1000

Panes, window, ordinary sq. m. 8000 Mer. +

ROOFING MATERIAL

Tiles, plain	No 240000	"	+
" , round	" 180000	"	+
Slate plates, artificial	sq.m. 3000	"	+
Pasteboard, tared	" 12000	"	+
Glasses, screened	" 6000	"	+
" Screened, ordinary, double	" 600	"	+

L U M B E R

Fir, boards m/m. 14 thick.	cu.m. 50	"	0
do. do. " 17 "	" 50	"	0
do. do. " 20 "	" 100	"	0
do. do. " 25 "	" 50	"	0
Fir, boards and planks	" 100	"	0
Cestnut, boards and planks	" 50	"	0
Beech, steamed	" 50	"	-
Elm, planks	" 30	"	0
Oak, planks	" 100	"	-
Pitch-pine, boards and planks	" 50 Est. 0	"	0
Fly wood m/m. 3	sq.m. 100 Mer.	"	-
do. do. " 4	" 100	"	-
do. do. " 5	" 100	"	-
do. do. " 6	" 100	"	-
do. do. " 10	" 100	"	-

Tiles, plain	"	180000	+
" , round	"	3000	+
Slate plates, artificial	sq.m.	12000	+
Pastebcard, tared	"	6000	+
Glasses, screened	"	600	+
" Screened, ordinary, double	"		

L U M B E R

Fir, boards m/m. 14 thick.	cu.m.	50	"	0
do. do. " 17 "	"	50	"	0
do. do. " 20 "	"	100	"	0
do. do. " 25 "	"	50	"	0
Fir, boards and planks	"	100	"	0
Cestnut, boards and planks	"	50	"	0
Beech, steamed	"	50	"	-
Elm, planks	"	30	"	0
Oak, planks	"	100	"	-
Pitch-pine, boards and planks	"	50 Est.	"	0
Ply wood m/m. 3	sq.m.	100 Mer.	"	-
do. do. " 4	"	100	"	-
do. do. " 5	"	100	"	-
do. do. " 6	"	100	"	-
do. do. " 10	"	100	"	-

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LEATHER BELTING

m/m.	25	ml.	100	single
"	30	"	100	"
"	40	"	150	"
"	50	"	300	"
"	55	"	100	"
"	60	"	200	"
"	70	"	300	"
"	80	"	300	"
"	90	"	200	"
"	100	"	150	"
"	110	"	100	"
"	120	"	200	double
"	125	"	50	single
"	130	"	40	"
"	140	"	90	double
"	160	"	70	single
"	200	"	30	"
"	230	"	30	"
"	250	"	20	"
"	260	"	30	double
"	300	"	30	"
"	320	"	30	"

LEATHER HIDES

Leather hides,	m/m. 2	Kgs. 150
do.	" 4	" 100

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"	40	"	150	"	
"	50	"	300	"	
"	55	"	100	"	
"	60	"	200	"	
"	70	"	300	"	
"	80	"	300	"	
"	90	"	200	"	
"	100	"	150	"	
"	110	"	100	"	
"	120	"	200	double	
"	125	"	50	single	
"	130	"	40	"	
"	140	"	90	double	
"	160	"	70	single	
"	200	"	30	"	
"	230	"	30	"	
"	250	"	20	"	
"	260	"	30	double	
"	300	"	30	"	
"	320	"	30	"	

LEATHER HIDES

Leather hides,	m/m.	2	Kgs.	150	-
do.	"	4	"	100	-
Leather hides, forlaces belting			"	100	-
" " , greased			"	200	-
" " dry			"	100	-
				4558	

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UPHOLSTERY

Hair webbing, gray and chestnut, ruled, height, cm.65	ml. 800	Sett.
Hemp, cloth, raw, height, cm.70	"	700
Cotton cloth, white, height cm.70	"	700
Velvet, wool, grey and coffe, ruled, height cm.125.	"	500
" " red, height cm. 135	"	200
Cotton, sewing, twisted, No10, Habana colour, spools	"	150
" " " 16,	"	150
" " " 10, white	"	150
" " " 16,	"	150
" " " 10, chestnut	"	150
" " " 16,	"	150
Cotton, sewing, twisted, black, 9 to 12 threads, No 0, spools	"	150
Cotton, sewing, twisted, black, N.15, spools	"	150
" " " red " 10,	"	50
" " " " 16,	"	50
Yarn, raw, two threads, skein	"	100
" " three threads, skein	"	100
" " four threads, skein	"	100
Yarn, black, two threads, skein	"	100
" " three threads, skein	"	100
Nets, cord, height m/m. 160	"	1000
" " " 440	"	1000
Olometta linen, cm. 75	ml.	500
Spinata, linen	"	500
Ghinea, white, linen	"	500
Olona, linen, cm.100	"	250
	"	500

Cotton cloth, white, height cm.70	700 0
Velvet, wool, grey and coffee, ruled, height cm.125	500 0
" " red, height cm. 135	200 0
Cotton, sewing, twisted, N°10, Habana colour, spools	150 -
" " " 16,	150 -
" " " 10, white	150 -
" " " 16,	150 -
" " " 10, chestnut	150 -
" " " 16,	150 -
Cotton, sewing, twisted, black, 9 to 12 threads, N° 0, spools	150 -
Cotton, sewing, twisted, black, N.16, spools	150 -
" " " red " 10,	50 0
" " " " 16,	50 0
Yarn, raw, two threads, skein	100 0
" " three threads, skein	100 0
" " four threads, skein	100 0
Yarn, black, two threads, skein	100 0
" " three threads, skein	100 0
Nets, cord, height m/m. 160	1000 0
" " " 440	1000 0
Olonetta linen, cm. 75	500 -
Spinata, linen	500 -
Ghinea, white, linen	500 -
Olona, linen, cm.100	250 -
" " " 326	500 +

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SPARE PARTS FOR DIESEL CARS

Atomizer, complete, N° 332623	N° 108 -
Motors, electric, starting, Fiat N° 343532	" 45 +
Armature, for starting electric motors, Fiat N° 343535	" 12 -
Dynamo N° 330862	" 40 +
Heads for control shaft of flexible rod, with oil box, N° 5122	" 17 -
Rod, flexible, generator driving, N° 5121	" 17 -
Rod, flexible, bearing, side of dynamo, N° 5119	" 17 -
Accumulator, batteries, 3 M.F. Marelli, N° 011932	" 120 +

AUTOMOBIL TIRES

Tires and inner tubes	m/m. 140 x 40	N° 15 +
do.	" 165 x 40	" 15 +
do.	" 145 x 400	" 15 +
do.	" 5 x 25 x 16	" 15 +
do.	" 3 x 50 x 16	" 15 +
do.	" 5 x 50 x 15	" 10 +
do.	" 20 x 36	" 8 +
Tires for tractors	" 205 x 980	" 12 +

Armature, for bearing 40 +
 Dynamo No 330852 " 40 +
 Heads for control shaft of flexible rod, with oil box, No 5122 17 -
 Rod, flexible, generator driving, No 5121 17 -
 Rod, flexible, bearing, side of dynamo, No 5119 17 -
 Accumulator, batteries, 3 M.F. Marelli, No 011932 120 +

AUTOMOBIL TIRES

Tires and inner tubes	m/m.	140 x 40	No	15 +
do.	"	165 x 40	"	15 +
do.	"	145 x 400	"	15 +
do.	"	5 x 25 x 16	"	15 +
do.	"	3 x 50 x 16	"	15 +
do.	"	5 x 50 x 15	"	10 +
do.	"	20 x 36	"	8 +
Tires for tractors	"	205 x 980	"	12 +

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PERMANENT-WAY IRON MATERIAL

Tongues m.	4	RA.	36.	S.	type	S.	No	5	Sett.
"	"	4	do.	"	S.I04 left,	"	"	5	"
"	"	4	do.	"	S.I05 right,	"	"	2	"
"	"	4	do.	"	S.I22 left,	"	"	2	"
"	"	4	do.	"	S.I23 right,	"	"	2	"
"	"	4	do.	"	S.I24 left,	"	"	2	"
"	"	4	do.	"	S.I25 right,	"	"	2	"
"	"	4	do.	"	S. 1 left,	"	"	10	"
"	"	5,35	do.	"	S. 2 right,	"	"	10	"
"	"	5,35	do.	"	FS.30 left,	"	"	2	"
"	"	4,=	F/S/ 46,3	"	FS.31 right,	"	"	2	"
"	"	4	do.	"	FS.41 left,	"	"	2	"
"	"	4	do.	"	FS.42 right,	"	"	2	"
"	"	4	do.	"	FS.45 left,	"	"	2	"
"	"	4	do.	"	FS.46 right,	"	"	2	"
"	"	4	do.	"	FS. I left,	"	"	5	"
"	"	5,35	do.	"	FS. 2 right,	"	"	5	"
"	"	5,35	do.	"	S.126 left,	"	"	2	"
Guide rail m.	4,60	RA.36	S.	"	S.127 right,	"	"	2	"
"	"	"	"	"	S.128 left,	"	"	2	"
"	"	"	"	"	S.129 right,	"	"	2	"
"	"	"	"	"	FS. 32 left,	"	"	2	"
"	"	m.5,58	FS.46,3	"	FS. 33 right,	"	"	2	"
"	"	"	"	"	FS. 43 left,	"	"	2	"
"	"	"	"	"	FS. 44 right,	"	"	2	"
"	"	"	"	"	FS. 47 left,	"	"	2	"
"	"	"	"	"	FS. 48 right,	"	"	2	"
"	"	"	"	"	FS. 3 left,	"	"	2	"
"	"	m. 7.=	"	"	FS. 4 right,	"	"	2	"

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"	4	do.	"	S.I05 right, . . .	"	5	"	0
"	4	do.	"	S.I22 left, . . .	"	2	"	0
"	4	do.	"	S.I23 right, . . .	"	2	"	0
"	4	do.	"	S.I24 left, . . .	"	2	"	0
"	4	do.	"	S.I25 right, " . . .	"	2	"	0
"	5,35	do.	"	S. 1 left, . . .	"	10	"	0
"	5,35	do.	"	S. 2 right, . . .	"	10	"	0
"	4,=	F/S/ 46,3	"	FS.30 left, . . .	"	2	"	-
"	4	do.	"	FS.31 right, . . .	"	2	"	-
"	4	do.	"	FS.41 left, . . .	"	2	"	-
"	4	do.	"	FS.42 right, . . .	"	2	"	-
"	4	do.	"	FS.45 left, . . .	"	2	"	-
"	4	do.	"	FS.46 right, . . .	"	2	"	-
"	5,35	do.	"	FS. I left, . . .	"	5	"	0
"	5,35	do.	"	FS. 2 right, . . .	"	5	"	0
Guide rail m.4,60 RA.36 S.								
"	"	"	"	S.126 left, . . .	"	2	"	-
"	"	"	"	S.127 right, . . .	"	2	"	-
"	"	"	"	S.128 left, . . .	"	2	"	-
"	"	"	"	S.129 right, . . .	"	2	"	-
"	m.5,58	FS.46,3	"	FS. 32 left, . . .	"	2	"	-
"	"	"	"	FS. 33 right, . . .	"	2	"	-
"	"	"	"	FS. 43 left, . . .	"	2	"	-
"	"	"	"	FS. 44 right, . . .	"	2	"	-
"	"	"	"	FS. 47 left, . . .	"	2	"	-
"	"	"	"	FS. 48 right, . . .	"	2	"	-
"	m. 7.=	"	"	FS. 3 left, . . .	"	2	"	4558
"	"	"	"	FS. 4 right, . . .	"	2	"	0
Frog double, English tg. 0.12 FS. 46.3								
Spikes, threaded, type 8								
"	"	"	"	9	"	3000"	"	0
"	"	"	"	13	"	5000"	"	0

1 4 5 2

Bolts, C.12	No	100 Mer.
" " 26	"	50
" " 53	"	100
" " 60	"	200
" " 609	"	100
" " 787	"	1000
" M. 10	"	50
" " 45	"	25
" " 46	"	50
" " 47	"	50
" P. 18	"	100
" " 50	"	100
" R. 8	"	20
" " 76	"	20
" V.13	"	50
" " 20	"	100
" " 43	"	300
Coupler plates G. 11	"	50
" " 12	"	50
" " 197	"	10
" " 198	"	10
" " 199	"	10
" " 200	"	10
" FS. G. I	"	200
Coupler plates G.M. 18	"	100
" " FS. G. II	"	20
" " GS. I	"	50
" " GS. 20	"	50
" " " 21	"	209

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Switch rods, type T.26		Nº 5 Mer.	0
" " T.27		" 5	0
Rails m. 12 - RA. 36 S.		" 100	0
" " 11,94		" 10	0
" " 18.=		" 20	-
" " 17.915		" 5	-
" " 12 - FS. 46.3		" 100	0
" " 11,94		" 10	0
" " 18 - FS. 50.6("Peloritana" tunnel)		" 210	-
Sacs, wire, for protection m. 2 x I x I		" 400	+
" " " 3 x I x I		" 500	+
" " " 3 x I		" 300	0
" " " 2 x I		" 300	-

PERMANEN-WAY LUMBER

Ties, male oak, beech m. 2,60 x 0,24 x 0,14		Nº 20000 Mer.	-
" " " 1,80 x 0,24 x 0,14		" 5000	" 0
Planks oak & beech :			
m. 3 x 0,20 x 0,05		" 200	" -
" 4 x 0,20 x 0,08		" 100	" -

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REAGENTS

Acid, acetic	Kgs. 0.400 Sett.-
" chloric	" 2 "
" sulphoric	" 0.400 "
Reagent of Esbach	" 0.600 "
" of Fehling A.	" 1 "
" of Fehling B.	" 1 "
" of Nylander	" 0.600 "
" of May-Grunwald	" 0.600 "
" of Giemsa	" 0.500 "
Alcohol, pure	" 0.400 Mer.-
Cedar, oil	" 0.100 Sett.-

DRUGS

Picric acid, solution	" 10 "
Water, oxygenated, 12 volumes, bottles, of 100 grs.	" 80 "
Ethyl, alcohol, pure, 95°	Kgs. 50 Mer.+
Ammonia, liquid, sanitary use, bottles of grs. 30	Nº 100 Sett. 0
Hypochloride of lime, tablets, tubes	" 100 "
Quinine, behydrochlorate, tablets	Kgs. 60 "
Ethyl chloride, tubes	Nº 50 "
Collyrium, Adrenalin and cocaine combined, bottles of grs. 30	" 10 "
Collyrium zinc sulphate, bottles of grs. 30	" 10 "

HYPODERMIC INJECTION, FLASKS :

caffeine, boxes	Nº 150 45.2
Quinine behydrochlorate, flasks of 1/2 gr. 10 flask boxes	" 500 "
Cocaine, boxes	" 150 "

" sulphoric	" 0.400 "
Reagent of Esbach	" 0.600 "
" of Fehling A.	" 1 "
" of Fehling B.	" 1 "
" of Nylander	" 0.600 "
" of May-Grunwald	" 0.600 "
" of Giemsa	" 0.600 "
Alcohol, pure	" 0.400 Mer. -
Cedar, oil	" 0.100 Sett. -

DRUGS

Picric acid, solution	" 10 "	" 0
Water, oxygenated, 12 volumes, bottles, of 100 grs.	Nº 80	" 0
Ethyl, alcohol, pure, 95°	Kgs. 50	Mer. +
Ammonia, liquid, sanitary use, bottles of grs. 30	Nº 100	Sett. 0
Hypochloride of lime, tablets, tubes	" 100	" 0
Quinine, benhydrochlorate, tablets	Kgs. 60	" 0
Ethyl chloride, tubes	Nº 50	" 0
Collyrium, Adrenalin and cocaine combined, bottles of grs. 30	" 10	" 0
Collyrium zinc sulphate, bottles of grs. 30	" 10	" 0

HYPODERMIC INJECTION, FLASKS :

caffeine, boxes	Nº 150	45.2	" 0
Quinine benhydrochlorate, flasks of 1/2 gr. 10 flask boxes	" 500	" 0	" 0
Cocaine, boxes	" 150	" 0	" 0
Ergotine - boxes	" 150	" 0	" 0
Morphine - boxes	" 150	" 0	" 0
Oil, camphorated, boxes	" 150	" 0	" 0
Iodine, tincture of, flasks, boxes	" 150	" 0	" 0
Laudanum, liquid - bottles of 30 grs.	" 100	" 0	" 0

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Lead, basic acetate, tablets	No 50 Sett.	0
Ointment, zinc oxide	Kgs.	5 " 0
do. Antipyogen, tubes	No 100 "	+
Sublimate, corrosive, tablets, tubes	" 200 "	0
Vaselin, boric	" 10 "	0
Gasoline, refined, for sanitary use	Kgs. 50 "	0
Benzocate of benzile	" 5 "	0
Sodium, hyposulfite	" 5 "	0
Italchina	" 18 "	0

DRESSING AND BANDAGES

Bandages, shoulder dislocation, triangular	No 200	"
Gauze bandage 5 x 15	" 2000	"
" " 5 x 10	" 4000	" 0
" " 5 x 5	" 6000	" 0
Bandages, starched	" 200	" 0
" " linen	" 500	"
Cotton, absorbent. Pads of 100 grs.	" 500	" 0
" " " 50 "	" 1000	" 0
" " " 25 "	" 1500	" 0
Gauze absorbent, compresses (18x40), packages	" 3000	" 0
" " " ml. 1 "	" 1000	" 0
Gutta-percha, sheets. In covers of ml. I	" 150	" 0
First aid packets	" 300	" 0
Adhesive plaster, cm. 2 high, spools	" 100	" 0

SURGICAL ITEMS AND INSTRUMENTS

Needles, syringe	" 300	"
Needles, suture	" 300	"
Acraffes, sets	" 50	50

Sublimate, corrosive, tablets, tubes	" 10 "	0
Vaseline, boric	" 10 "	0
Gasoline, refined, for sanitary use	Kgs. 50 "	0
Benzocate of benzile	" 5 "	0
Sodium, hyposulfite	" 5 "	0
Italchina	" 18 "	0

DRESSING AND BANDAGES

Bandages, shoulder dislocation, triangular	No 200 "	—
Gauze bandage 5 x 15	" 2000 "	—
" 5 x 10	" 4000 "	0
" 5 x 5	" 6000 "	0
Bandages, starched	" 200 "	0
" linen	" 500 "	—
Cotton, absorbent. Pads of 100 grs.	" 500 "	0
" " 50 "	" 1000 "	0
" " 25 "	" 1500 "	0
Gauze absorbent, compresses (18x40), packages	" 3000 "	0
" " ml. l	" 1000 "	0
Gutta-percha, sheets. In covers of ml. l	" 150 "	0
First aid packets	" 300 "	0
Adhesive plaster, cm. 2 high, spools	" 100 "	0

SURGICAL ITEMS AND INSTRUMENTS

Needles, syringe	" 300 "	—
Needles, suture	" 300 "	—
Agraffes, sets	" 50, 50, 50 "	—
Droppers, glass and rubber tube	" 200 "	—
Tourniquets	" 200 "	—
Fingerstalls	" 500 "	0
Brushes	" 200 "	0

Syringes, injections, 2 cu. cm.2	No 250 Sett.	-
" " 5 "	" 30	-
" " 10 "	" 20	-
Nail brushes	" 150	-
Splints	" 250	-
Thermometers, clinic	" 40	-
Tongue-lower	" 4	-

SURGICAL ITEMS AND INSTRUMENTS

Needles, for estraneous bodies of the cornea	" 3	-
Mouth opener	" 3	-
Scissors surgical, right	" 6	-
" " bent	" 6	-
Pincers, anatomical	" 6	-
" Pean	" 6	-
" Hocker	" 6	-
Tongue, puller forceps	" 2	-
Razors, surgical	" 2	-
Saw, Langebuk	" 1	-
Probes, simple	" 6	-
" with scale	" 6	-
Speculum, nose	" 2	-
" , ears - sets of three pieces	" 2	-
Stethoscopes, metal	" 6	-
Tweezers	" 2	-
Needle Keepers	" 4	-

STATE RAILWAY DIRECTION

P A L E R M O

Appendix "B"

Palermo, March 23, 1944.

TO : A. C. C.
(Attention of Col. Lindberg)

Subject: Material required by Sicilian Railways.

1 Our requisition of material, marked as very urgent, includes a part only of the material required for handling the railways, and primarily that part necessary to put rolling stock, tracks and some special plant in running condition.

Material necessary for the repairs of buildings, bridges and other property has not been considered at all. These last repairs will be carried on with local resources, if possible, otherwise separate request will be submitted for each single case.

2 Those materials and tools only which we have been unable to find out in Sicily were requisitioned. Our requisition might not appear as too much comprehensive, if it is considered that almost all our stocks of stores and materials were either damaged by war actions or plundered. If repairs were intensified material requisitioned would certainly be exhausted within a six month period.

3 No requisition for spare parts for locomotives or rolling stock was submitted, as we will use material salvaged from the cutting off of locos and vehicles which were too much damaged to be of any aid in this first period of time.

Spare parts for westinghouse brakes were on the contrary requisitioned because easily obtainable in the United States.

4 Much of the requisitioned material can be obtained in Italy (material obtainable in Sicily was not included). A notation was put by side of each item, showing the source of supply, viz. Southern Italy, Northern Italy. This Direction is evidently in no condition to deal with purchases abroad or in Northern Italy, nor it has been successful in getting any eventual supply from Southern Italy.

The demands were therefore grouped in one list, with the indication of the possible place of supply.

5 Permanent-way material. It is impossible to collect all this material in two points only, owing to the extent of the system. Distribution should necessarily be maintained as

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- 2 -

sidings and routes. It is impossible, however, to give up the supply of sleepers, without prejudice of service operation.

In view of the remarks shown in Col. Fitch's letter we have sensibly curtailed our demands for very urgent materials, and prepared the new list handled herewith.

Will you please kindly join your efforts towards getting this supply.

Very respectfully yours

T. Uccio
Ing. Dr. Pietro Tuccio
Director

8727

SECRET
INCOMING MESSAGE

NR: 23/30038
SECRET

Appendix "C"

ADDRESSED FOR ACTION TO:	REGION ONE FOR +	IBS NUMBER :	2213
FOR INFORMATION TO	:	TIME SENT :	130940B
FROM	:	FLAMBO FROM FITCH	TIME REC'D : 140800B
IN REPLY REFER TO	:	PRECEDENCE :	"OP"
+ LINDBERG			

- EDITED LITERAL TEXT -

(Reencypher 1 DISTRICT.)

(Reference my letter ACC TN/SUMMON/7 Unprovided 20th February.)

Very urgently required is requested revised estimates. At
earliest possible expedite preparation and submit.

(Above is a paraphrase by IBS Cable Section.)

DISTRIBUTION

CC
C/S
REG I (ACTION)

SECRET

4547

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission

Our reference : ACC Tn/16/104.

Date : 28 April '44.

TO : Regional Commissioner,
HQ. ACC., Region I (for Lt.Col. O.H.Lindberg).

SUBJECT : Cables - Palermo - I.S.R. Sicily Div.

1. Attached is copy of translation of letter received from Gen. di Raimondo, transmitted by Sr. Tuccio, dated 5 April 1944.
2. Please look into matter promptly, if you have not already done so, advising facts and suggesting any action which appears expedient.
3. Develop particularly who took cable and on what authority.
4. It is thought matter should be cleared quickly, because of possible policy involved.

Sr. L.E. Vinig
L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

TRANSLATION:

NAPLES - 19 - 4 - 44
Ref.N. 1886/0.1/3.0

TO: TRANSPORTATION SUB-COMMISSION, ACC.

Attached is a true copy of letter from Head
of the Palermo Compartimento, in relation to requisitions
of electric cables by Allied Military.

THE UNDERSECRETARY OF STATE
Don di Raimondo

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MINISTER OF COMMUNICATIONS
ITALIAN STATE RAILWAYS
COMPARTIMENTO OF PALERMO

PALERMO - 5 - 4, 1944

TO: Undersecretary of State for Railways.

For your information and any actions you may see fit to take: On the 29th of March, soldiers and NCO, of the Allied Government, together with RR.TT. agents, carried away from the Central station in Palermo the following material belonging to this office, refusing to leave a receipt.

805-025 30 strand cable of 10/10 ml.500 (coil no. 3495)
805-025 30 strand cable of 10/10 ml.350 (coil no. 40270)
805-023 20 strand cable 10/10 ml.500 (coil no. 3448)
1 pelanchina (reel?)

The above was loaded on an Allied truck No. H 0720

808-282 covered cable for telephone circuit - 24 couples - ml.1529
805-008 Base signalling cable - 20 strands ml.140
805-025 covered cable for signaling - 30 strands ml. 907

The above was loaded on truck No. H 0724

Capt. Truillian was advised by telephone of this and of the directive of the Allied Command, that no one was allowed to use material belonging to this administration without written authority from Allied HQs. The Captain answered the cables were needed for Allied Air Force, and the requisition would be forthcoming.

These cables were needed to repair signal communications between the central station at Palermo and Lolli, and, Palermo-Brancaccio stations. This work cannot be completed now as the cables are insufficient for the required need and because those remaining may also be taken away.

A/C Hqs. at Palermo, have been informed of this.

CAPO COMPARTIMENTO
Tuccio



MINISTERO DELLE COMUNICAZIONI
SOTTOSEGRETARIATO DI STATO

FERROVIE - MOTORIZZAZIONE CIVILE
TRASPORTI IN CONCESSIONE

NAPOLI ^{Bari} 19/4/1944

N. 1886/O.I/3.0

al N. del 16/8/44

OGGETTO:

All. _____
ALLA COMMISSIONE DI CONTROLLO ALLEATA
SOTTOCOMMISSIONE TRASPORTI

N A P O L I

S'invia, per conoscenza, copia della
lettera del Capo Compartimento di Palermo
relativa al prelievo, da parte di militari
dell'Esercito Alleato, di cavi elettrici. =

IL SOTTOSEGRETARIO DI STATO

U. di Pinomby

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
COMPARTIMENTO DI PALERMO
UFFICIO CAPO COMPARTIMENTO

Palermo, 11 5 aprile 1944
n° 60/750-2

AL SOTTOSEGRETERARIO DI STATO PER LE FERROVIE

N A P O L I

Per opportuna conoscenza, e per gli eventuali provvedimenti che fosse ritenuto da adottare, si comunica che il 29 marzo c.a. alcuni soldati e graduati dell'Esercito Alleato, in compagnia di alcuni Agenti dei RR.TT., hanno portato via dalla Stazione di Palermo C/le. i seguenti materiali di pertinenza di questo Ufficio Speciale senza volere rilasciare, agli Impianti che li detenevano, alcuna ricevuta:

805-025 Cavo a 30 conduttori da IO/IO ml. 500 (Bobina n°3495)

805-025 idem ml. 350 (Bobina n°40270)

805-023 Cavo a 20 conduttori IO/IO ml. 500 (Bobina n°3448)

n° 1 palanchina.

Detto materiale fu caricato sul camion dell'Esercito Alleato

N.H. 0720

808-282 Cavo per circuiti telefonici fasciato a 24 coppie ml. 1529

805-008 Cavo per segnalamento nudo a 20 conduttori ml. 140

805-025 Cavo per segnalamento fasciato a 30 conduttori ml. 907

Quest'ultimo materiale venne caricato nel camion dell'Esercito

152

Allegato N.H. 0724.

Avvisato telefonicamente il Sig. Capitano Trewillian, al quale anche si fece presente la disposizione del Comando Generale Alleato, che nessuno può spostare o usare materiale di proprietà della nostra Amministrazione senza autorizzazione scritta del Comando stesso, detto Capitano risponderà che i cavi servono per l'Aviazione Alleata e che l'autorizzazione al prelievo verrà inviata in seguito.

20 c.a. alcuni soldati e graduati dell'Esercito Alleato, in compagnia di alcuni Agenti dei RR.TT., hanno portato via dalla Stazione di Palermo C/le. i seguenti materiali di pertinenza di questo Ufficio Speciale senza volere rilasciare, agli Impianti che li detenevano, alcuna ricevuta:

805-025 Cavo a 30 conduttori da IO/IO ml. 500 (Bobina n°3495)

805-025 idem ml. 350 (Bobina n°40270)

805-023 Cavo a 20 conduttori IO/IO ml. 500 (Bobina n°3448)

n° 1 valanchina.=

Detto materiale fu caricato sul camion dell'Esercito Alleato

N.H.0720

808-282 Cavo per circuiti telefonici fasciato a 24 coppie ml. 1520

805-008 Cavo per segnalamento nudo a 20 conduttori ml. 140

805-025 Cavo per segnalamento fasciato a 30 conduttori ml. 907

Quest'ultimo materiale venne caricato nel camion dell'Esercito

Alleato N.H.0724.=

152

Avvisato telefonicamente il Sig. Capitano Trewillian, al quale anche si fece presente la disposizione del Comando Generale Alleato, che nessuno può esportare o usare materiale di proprietà della nostra Amministrazione senza autorizzazione scritta del Comando stesso, detto Capitano rispondeva che i cavi servono per l'Aviazione Alleata e che l'autorizzazione al prelievo verrà inviata in seguito.

Si segnala che i cavi esportati erano stati approntati per mettere le linee telegrafiche e di segnalamento fra le stazioni di Palermo C.-Palermo Lollì-Palermo Brancaccio e che questo lavoro non potrà più eseguirsi essendo insufficienti i cavi rimasti in magazzino, cavi che si ha motivo di ritenere che verranno pure portati via dagli stessi militari.=

Del fatto è stato anche informato l'A.C.C. di qui.=

IL CAPO COMPARTIMENTO
P/to: Fucio

MEMO FROM FITCH.

13 0940

JJCG FOR REGION I FOR LINDBERG

23/

REFERENCE MY LETTER AOC TW/16/75 DATED 20 FEB (.) REQUESTED REVISED ESTIMATES
VERY URGENTLY REQUIRED (.) EXPEDITE PREPARATION AND SUBMIT AT EARLIEST POSSIBLE.

IMMEDIATE

EJNde

4541

16/8/2
Transportation Sub-Commission, AGC.
c/o May & En.
H. ... A. I. I. (Adm. Echelon).
G. H. F.

Our Reference : AGC En/16/72

Date : 7th April 44

TO : Gen. Di Raimondo, Under Secretary of State for Italian Railways
& Highways.

SUBJECT : Materials for Sicilian Railways.

1. Reference your 1249/1.5/1.1 Segr. dated 28 March 44.

2. It is understood from you and from other information received that Capt. Di Bella has no official status or authority to deal with any railway matters.

3. It is suggested that Capt. Di Bella be instructed concerning the proper channels for dealing with railway matters, and that he will be governed accordingly. Please advise of action taken.

[Signature]
S. I. FITCH,
Colonel,
Director, Transportation Sub-Commission, AGC.

16/8/1
Transportation Sub-Commission, ACC.,
c/o Mov & Tr.,
H.Q., A.A.I. (Adm. Echelon),
C.M.F.

Our reference : ACC Tr/16/99

Date : 7 April 44.

TO : Regional Commissioner, Region I,
(Attention: Rail Transportation Section).

SUBJECT : Stores for Railway Maintenance.

1. It is reported that in a certain area of liberated Italy on the Italian State Railway system considerable difficulties are being experienced in maintaining locomotives on account of the shortage of boiler tubes and superheater elements while on freight rolling stock due to the absence of rubber hose connectors and gasgets the air brake system can no longer be operated. In the case of the narrow gauge lines in the same area steel air pipe lines and gasgets are required in order that the braking system can be utilized.
2. Some few months ago, it was noted that there appeared, to be substantial stocks of the above mentioned stores in the Palermo - Loli and Palermo Navy Yards and also at Castelretno and Caltanissetta.
3. From your return of "Repairs to Locomotives and Rolling Stock" it is observed that good progress has been made with regard to these repairs and it is suggested that now certain stores could be made available for repair work on the mainland.
4. It is necessary that any attempt on the part of the Sicilian Railways to hold stocks which they consider might be necessary for future work several months or even years ahead should be discouraged.
5. Discreet investigation into the present situation of these stores should be made and your reply should also include any materials which you consider could, should the need arise, be transferred for essential maintenance work on the mainland.

1508
S.A. FITCH,
Colonel,
Director, Transportation Sub-Commission, ACC.

11831