

ACC/16/14/TN4 10000/148/1985 NAVY YARD - PAL
FEB. 1945 - JAN 1947

148/1985 NAVY YARD - PALERMO - SICILY
FEB. 1945 - JAN. 1946

GSB/lb

TRANSPORTATION & SHIPPING SUB-COMMISSION A.C.

(RAIL DIVISION)

C/o Transportation (Br) Main,

C.M.F.

Tel: 843403

11 January 1946

Ref. AC/16/14/Tn. 4

SUBJECT: Ferry Boat "REGGIO"

To: I.S.R.

Information has been received that the following work has been taken in hand on the Ferry Boat "REGGIO" in the Royal Dockyard at Messina:-

(a) replacing damaged outer bottom plating forward,

(b) reconstructing after end of ship's hull.

The estimate date of completion is 9th February, 1946

For Chief

4923

No. 785021

5th January, 1946.

TRANSPORTATION AND SHIPPING SUB COMMISSION,
(Rail Division) H.Q. ALLIED COMMISSION.

With reference to your letter No.AC/16/14/In4 dated 10th December, 1945, you are informed that the following work has been taken in hand on the ferry-boat "REGGIO" in the Royal Navy Dockyard at Messina:-

- The estimated date of completion is 9th February, 1946.

Erkledung 22

for REAR-ADMIRAL.

Ministry of Transports
I.S.P. Direction General

Rome 23 DIC. 1945

TVNR. 323.5/1000/44M/HH

Subject:
Cantieri Navali Riuniti
At Palermo.

Mr. R.P. Moss
Chief Ry Division
Tn.Sub Commission AC.

R o m e

1. Ref. is made to your letter AC/16/14/Tn.4 dated 9th inst.
2. We confirm that measures have been taken to renew the contract with the Firm "Cantieri Navali Riuniti" di Genova, for restoring of locomotives and boilers at Palermo Ship Yard.
3. The scheme of said contract has been delivered on 13 inst. to Eng. Calcagno of the a/m Yard.
4. Eng. Calcagno has informed that the conditions under which the work might be carried out, will be notified only after the inquiry about the situation of the plants and workers has been made.

Director General
Sgd. Di Raimondo

Mi. 29/12/cm.

Subject:

Cantieri Navali Riuniti
At Palermo.

Chief Ry Division

Tn. Sub Commission AC.

R o m e

1. Ref. is made to your letter AC/16/14/Tn.4 dated 9th inst.
2. We confirm that measures have been taken to renew the contract with the Firm "Cantieri Navali Riuniti" di Genova, for restoring of locomotives and boilers at Palermo Ship Yard.
3. The scheme of said contract has been delivered on 13 inst. to Eng. Calcagno of the a/m Yard.
4. Eng. Calcagno has informed that the conditions under which the work might be carried out, will be notified only after the inquiry about the situation of the plants and workers has been made.

Director General

Sgd. Di Raimondo

Mi.29/12/cm.



MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 29 DIC. 1946 194

N. TV.NR.322.5 / *Yua 4/11/11*

URGENTE A/N

del

OGGETTO

Cantieri Navali Riuniti
di Palermo

ALLEGATI N. _____

SIG. R.P. MOSS
CAPO DELLA DIVISIONE FERROVIARIA
SOTTOCOMMISSIONE TRASPORTI DELLA
COMMISSIONE ALLEATA

R O M A

- 1) - Rispondo alla sua lettera AC/16/14/Tn.4 del 9 corr.
- 2) - Si conferma di avere iniziate le pratiche per la rinnovazione, con la Ditta Cantieri Navali Riuniti di Genova, del contratto per riparazione locomotive e caldaie da eseguire nel Cantiere di Palermo.
- 3) - In data 13 corr. è stato consegnato al Sig. Ing. Calcagno dei predetti cantieri lo schema del contratto stesso.
- 4) - Il predetto Ingegnere si è riservato di precisare le condizioni alle quali potrà essere eseguito il lavoro, soltanto dopo avere accertato la situazione degli impianti e delle maestranze del cantiere sopracitato.

IL DIRETTORE GENERALE

Indi Ramondo

PG.

6919

1427
NS/LIL-2

U.S. NAVAL OPERATING BASE
Palermo, Sicily

Tov S/c
Cal/wid

Serial:

From: Commandant
To: Commander U.S. Naval Forces,
Northwest African Waters

Subject: Italian Locomotive Repair Charges,
Invoicing of

Reference: (a) ComNavFor ltr Serial 02032 dated 15 Sept 1945
(b) AFHQ (S-3 Section) ltr File No. S-5/121/6
dated 15 July 1945, and HQ, Palermo ltr En-
dorsement Serial 1106 dated 17 Sept. 1945
attached thereto

Enclosure: (1) ComNAV, Palermo Invoice #171-45

1. Pursuant to instructions contained in reference (a), HQ, Palermo Invoice #171-45, enclosure (1), has been prepared and is forwarded herewith for transmission to the Chief Accountant Allied Commission.

2. Charges have been made for only the amount estimated, by the Naval Operating Base, Palermo, to be due for supervisory work by naval personnel and expended United States materials.

B. F. McANULTY



4948

RECEIPT/EXPENDITURE INVOICE

NAV. B. AND A. FORM 127
REVISED SEPTEMBER 1945

FROM: U.S. Naval Operating Base, Palermo, Sicily

TO: Chief Accountant Allied Commission

AUTHORITY: Account of Transportation Sub Commission

DELIVERY DESIRED BY: Via Commanding General, U.S. Army, PenBase, South

DELIVER TO:

PACKAGES TO BE MARKED:

INVOICE NO. 171-46

DATE: 7 Dec. 1945 RECORD NO.:

TITLE FROM WHICH EXPENDED: 11-V-500

TITLE AND ACCOUNT TO WHICH EXPENDED:

APPROPRIATION CHARGEABLE:

BILL OF LADING NO.:

DATE OF SHIPMENT:

SHIPPED VIA:

Reference: (a) ComNavHaw ltr. serial. #01032
dated 15 Sept. 1945

Copy to: GB AMEL

ITEM NO.	STANDARD STOCK CATALOG NO. OR CLASS NO.	DESCRIPTION OF ARTICLE	QUANTITY DELIVERED	UNIT OF QUANTITY	UNIT PRICE	EXTENSION
		Services of U.S. Naval Personnel and cost of U.S. materials expended in repair of Italian State Railway locomotives.				
		Average cost each locomotive	34	ea.	1,000	\$34,000 00
		Locomotives repaired are as follows:				
		625-155 740-113 744-105 740-240				
		740-301 740-044 740-270 740-173				
		625-035 301-10 740-251 740-237				
		740-184 740-325 740-192 740-145				
		744-104 740-262 740-115 740-280				
		740-307 744-125 744-118 740-197				
		740-272 740-155 740-010 740-279				
		740-098 740-174 740-269 740-083				
		740-271 740-225				
		I certify that the above charges are for work performed by the Naval Operating Base, Repair Department, Palermo, Sicily.				
		<u>H. T. Koonce</u> H. T. Koonce, Capt. USN Repair Officer				
		Performance of above work is hereby acknowledged.				
		<u>Capt. Service Transport</u>				
		Italian State Railroad				
		Title <u>for Locomotive Repair</u>				
		TOTAL				\$34,000 00

CHECKED BY	PACKED BY	POSTED AND PRICED	RECEIVED THE ABOVE-MENTIONED ARTICLES ACCOMPANIED BY PRICED INVOICES
RECHECKED BY	EXTENDED	VERIFIED	DATE
ISSUED BY			

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4238.
14 December 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Transportation Sub-Commission, Allied Commission. ✓

Subject: Repairs - Navy Yard Palermo.

Reference: (a) Transportation Sub-Commission, A.C., ltr.
AC/16/14/Tn4 of 13 November 1945.

1. Reference (a) requests that the Transportation Sub-Commission be notified several days in advance of the date the U.S. Navy expects to derequisition the private shops of Societa Cantieri Navali at Palermo, Sicily.

2. Information has been received that the Navy will derequisition these shops on 15 December 1945.

H. M. J. Butler
H. M. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL,
CHIEF, NAVY SUB-COMMISSION, A.C.

4946

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

15/11/45
6.00
RPM/1ml

13 November 1945

Tel. 843209
Ref. AC/16/14/TM4

SUBJECT : Repairs - Navy Yard Palermo.

TO : Navy Sub-Commission.

1. At Palermo in Sicily, the private shops of Società Cantieri Navali are under requisition by the U. S. Navy. Repairs to locomotives of the Italian State Railways are carried out in this shop under the supervision of U. S. Naval personnel.

2. It is requested that this Sub-Commission be notified several days in advance of the date the U. S. Navy expects to derequisition this private shop in order that a contract may be made between the Italian State Railways and the owners of the shop, for the continued working of the shop in carrying out repairs to locomotives. Also the matter of holding and payment of personnel employed would need to be studied by the owners and the Italian State Railways.

P. D. G. Buchanan

P. D. G. BUCHANAN, Col.
Director

4915

6400-21420 Y 44 8735-700 CHAN LCL AG 245

S. 13200.
Established—May, 1930;
Revised—June, 1944

COMNAVNAV (R) TRANSPORTATION S/C A.C.

NAVY SUB
COMMISSION
110901A DEC.

UNCLASSIFIED

A REPLY TO NAVY SUB COMMISSION LETTER NSC/4032 OF 16 NOV.
1945 SUBJECT REPAIRS FOR ITALIAN STATE RAILWAYS WOULD BE
APPRECIATED.

2-110901A DEC.

DIS: NSC(4) 1 H/M TM S/C

T/P

P/L

TOD 0925/11

11/12

4914

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

16/14/46
10 December 45

Tel: 843209 ✓
Ref: AG/16/14/Tn 4

SUBJECT : I.S.R. Ferry - Reggio.

TO : Navy Sub-Commission,
Allied Commission

1. Transmitted herewith letter dated 5th December File TV MI 600.5.
IOGA 7440/14 from the Director General of the Italian State Railways which
refers to the repair of the Italian State Railways Ferry-Reggio.

2. From this letter it is indicated that the British Navy Base at
Messina have agreed to carry out certain repair work to this ferry, while
other repair work would be handled by contractors working for the Italian
State Railways.

3. It is asked that the request of the ISR be granted and that the ferry
be placed in dock at Messina. Due to increased traffic between Sicily and the
mainland it is essential that this ferry be repaired and placed in operation
as quickly as possible.

R.F. MOSS,
Chief, Rail Division.



MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio ~~Marittimo~~ ^{Divisione}

Ufficio di ~~Coordinamento~~ - Roma

OGGETTO

Nave Traghetto

"Reggio"

ALLEGATO N. _____

Roma, li 5 DIC. 1945 194

TV. RR. 600.5 / *area 7110/11*

URGENTE

Sig. Magg. WORDSWORTH
Military Railway Service

R O M A

- 1°) - Si fa riferimento alla Vostra n. En.A.3(M)/77 del 7/II/1945.
- 2°) - La base navale inglese di Messina, già direttamente interessata dal Reparto Navigazione di Messina, ha nel frattempo accettato di eseguire la riparazione della nave traghetto "Reggio" nel bacino di Messina.
- 3°) - Pertanto, a cura del Ministero della Marina, è stato già eseguito il trasferimento di detta nave traghetto da Palermo a Messina.
- 4°) - Si conviene col Comando Americano della base navale di Palermo circa la rilevante entità dei lavori occorrenti per il ripristino della nave traghetto in oggetto, ma data l'urgenza che si ha di rimettere in servizio una terza nave traghetto (oltre le due attualmente in servizio), non si può attendere il maggior tempo occorrente per la costruzione di nuove navi traghetto e quindi sarebbe di grande utilità poter riparare sollecitamente la "Reggio", in vista di una intensificazione del

4912

traghetto ferroviario attraverso lo stretto.

5°) - Ciò posto, pregasi voler insistere perchè vengano eseguiti dalla base navale inglese di Messina i lavori di riparazione che tale base è in grado di eseguire e per i quali è necessaria la permanenza della nave in bacino, potendo, per il resto, provvedere eventualmente quest'Amministrazione a mezzo Ditte specializzate.

6°) - Si gradirà ricevere una cortese conferma.

IL DIRETTORE GENERALE

Adi Raimondo

Cm.

16/14/44
RPM/1

TRANSPORTATION & SHIPPING SUB-COMMISSION, AC
(RAIL DIVISION)
o/o Transportation (Br) Main
C.M.F.

Tel: 843209
Ref: AC/16/14/Tn 4

9 December 45

SUBJECT : Joined dock-yard at Palermo.

TO : Director General ISR

1. Reference is your letter 8th December 1945 file TV NR 32.5. IOCA
7470/44 subject Joined dock-yard at Palermo.

2. This plant will be derequisitioned by the US Navy effective
15 December and it is therefore important that new contracts be made between
the owners of the plant and the ISR covering the repair to equipment of the
Italian State Railways.

R. P. MOSS,
Chief, Rail Division.

4911

Ministry of Transports

I S R Traction and Equipment Service

Liaison Office - Rome

Rome, - 8 D/O, 1943

TV NR 322.5 / *ma 4H44/HH*

Subject: Joined Dock-yard of Palermo

to Mr. R.P. MOSS

Chief of the Rail Division
Tn.Sub Commission A.C.

R o m e

- 1) I answer to your letter dated November 27th.
- 2) This Administration had already stipulated with the Firm "Joined Dock yards of Palermo" a contract covering the repair of boilers and locos. This contract has falling due on June 30th and up to now it has not been renewed as the dockyards were requisitioned by U.S.A. Navy.
- 3) I note that the derequisition of the dockyards is foreseen with effect from December 15th.
- 4) I confirm that as soon as the dockyards will really be derequisitioned, we will stipulate with the a/s Firm a new contract covering the repair of boilers and locomotives.
- 5) Please let me know the date of the real derequisition.

The Director General
Di Raimondo

R. ng 7/12

4910



MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Amministrazione

Ufficio di Contabilità

OGGETTO

Cantieri Navali Riuniti
di Palermo.

Roma, li - 8 DIC. 1945

194

N. TV.NR. 322.5/ua 7442/HH

Al N.

del

SIG. R.P. MOSE
CAPO DELLA DIVISIONE FERROVIARIA
SOTTOCOMMISSIONE TRASPORTI DELLA
COMMISSIONE ALLEATA

R O M A

- 1) Rispondo alla Sua lettera n° ICCA/7386/8 del 27.11 c.a.
- 2) Con i Cantieri Navali Riuniti di Palermo quest'Amministrazione aveva già stipulato un contratto per riparazione caldaie e locomotive che é scaduto il 30/6 c.a. e che non si é potuto finora rinnovare, essendo stati tali cantieri requisiti dalla Marina Americana.
- 3) Prendo buona nota che si prevede la derequisizione di tali cantieri con decorrenza 15/12 c.a.
- 4) Confermo che appena tali cantieri saranno effettivamente derequisiti verrà stipulato con essi un nuovo contratto per riparazione caldaie e locomotive.
- 5) Resto in attesa di conoscere la data della effettiva derequisizione.

EL DIRETTORE GENERALE

Luigi Raimondo

1949

CT.

af/af

16/14/42

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

U R G E N T E

27 Novembre 1945

Al Direttore Generale
delle FF.SS.

1. E' stato ricevuto la notizia che con decorrenza 15 Dicembre 45 la Marina Americana affiderà ai proprietari il funzionamento dei Cantieri Navali Riuniti a Palermo.
2. Perciò è necessario che le FF.SS. facciano immediatamente un contratto con la suddetta ditta per i lavori di riparazioni da eseguirsi in questa fabbrica.
3. La prego di accusare ricevuta di questa lettera e di informarmi dei provvedimenti che prenderà.

R. P. MOSS
Chief of Rail Division

4998

Urgent

Director Gen. I.S.R.

① Notification has been received that the U.S. Navy will return to the owners for operation the Cantiere Navale Riuniti at Palermo effective 15 Dec. 1950.

② It is therefore necessary that the I.S.R. make contract immediately with the above firm for repair work to be carried out in this plant.

③ Please acknowledge receipt of this letter and advise action taken.

Rpmoss

4907

21NOV1716

Q/4163

23NOV1545

ROUTINE

COMNAVNAV (ADM)

CINCOMED SACRED CHIEF COMMISSIONER ALLIED COMMISSION ROME (RAAC PASS)
INFO CG MTOUSA COMNAVNAV CNO COMNAV PALERMO COMNAVNAV.

I HAVE BEEN DIRECTED BY CNO TO TRANSFER SHIP REPAIR FACILITIES PALERMO TO
ITALIANS 15 DEC 1945. BOTH ALCON AND CINCOMED HAVE ALREADY CONCURRED.

AFTER 15 DECEMBER NOR PALERMO WILL CONTINUE IN A REDUCED STATUS SERVING AS A
BASE FOR SUPPLIES AND SERVICES FOR ALL U S NAVY ACTIVITIES IN THE MEDITERRANEAN.
MY ADMINISTRATIVE HQ WILL CONTINUE AT PALERMO. COMMUNICATION FACILITIES
REMAIN ASAT PRESENT.

UNDERSTOOD SHIP YARD WILL BE OPERATED BY FORMER OWNERS AND AVAILABLE FOR
REPAIRS ALLIED AND OTHER VESSELS AND ITALIAN LOCOMOTIVES.

AC DIST

INF ACT. Tptn S/C (2)
INFO CHIEF COMM
NAVY S/C
ECONOMIC SEC (3)
FILE 2
FLOAT

REAP-MASTER
23 NOV 1945

4906

SECRET

SECRET

Copy for Lt Buchanan

NOV 27 1501

3/11/85

NOV 28 1720A

PRIORITY

COMNAVSTA ADMIR

ACTION: OZLO (PAC 2100)

INFO: ALICE HOME (PAC 2100)

SECRET.

Reference HAS PALERMO excess lists SOL 304, 305, 306, 308, 309, 311, 359. Navy Department has directed that the ship yard at Palermo be returned to Italian owners on 15 December. Major portion property (US NAVY owned) declared to you in references is considered essential to efficient operation of above facility and removal thereof to ARCHOC pending sale would necessitate a major reduction in operation of shipyard by private owners.

Repair of Italian shipping locomotives is vital to civilian economy.
Furthermore shipyard is largest employer of civilian labor in Palermo and a
major reduction in work would bring hardship and economic unrest to that city.
 In view of above I urgently request that every effort be made to effect sale by 15 Dec 1945 of property listed in references.

INFO ACTION: NAVY S/C

INFO: CHIEF COMMISSIONER
 EXEC COMMISSIONER
 ECON SECTION (2)
 TR S/C
 USA
 MTR
 FILE

4955

SECRET

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

FIRST ENDORSEMENT ON:
Transportation S/C, AC
ltr AC/16/14/Tn4 of 13
November 1945.

NDC/4032
16 November 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Commander United States Naval Forces, Northwest
African Waters.

Subject: Repairs for Italian State Railways.

1. Forwarded.

2. Comments and recommendations would be appreciated on the
basic correspondence with respect to repairs for the Italian State Railways
by the United States Naval Operating Base, Palermo, in order that an appropriate reply may be made to the Transportation Sub-Commission, AC.

(Sgt) G. L. WARREN
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
Transportation S/C, AC. ✓

RM/lml

16/11/33

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

13 November 1945

Tel. 843209
Ref. AC/15/14/Tn4

SUBJECT : Repairs - Navy Yard Palermo.

TO : Navy Sub-Commission.

1. At Palermo in Sicily, the private shops of Societa Cantieri Navali are under requisition by the U. S. Navy. Repairs to locomotives of the Italian State Railways are carried out in this shop under the supervision of U. S. Naval personnel.

2. It is requested that this Sub-Commission be notified several days in advance of the date the U. S. Navy expects to derequisition this private shop in order that a contract may be made between the Italian State Railways and the owners of the shop, for the continued working of the shop in carrying out repairs to locomotives. Also the matter of holding and payment of personnel employed would need to be studied by the owners and the Italian State Railways.

P. D. G. BUCHANAN, Col.
Director

4933

452 it

Subject: Società Cantieri Navali - Palermo
Derequisition

To:

Major R.P. M O S S
Transports Sub-Commission A.C.
Railway Division

BUILDING

I received your letter AC.16/14/Tn.4 dated 26 October by which you informed me that the Shops of "Società Cantieri Navali - Palermo" are very soon going to be derequisitioned. I have also understood that Major Barnes will give his support to stipulate a contract with the owners of said Firm for repairing works to I.S.R. locos. I have the pleasure to inform you that I have already given instructions to Palermo's "Capo Compartimento" in order so that he will personally ^{attend} to the agreements.

That have to be made in a next future. I also wish to thank you very much for the great help you heartily give to the Railway Administration.

The General Director

Di Raimondo

4922



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 7 NOV. 1945 194 - A

N Segr. 2/7068/8

Al N. del

OGGETTO

Derequisizione della
Società Cantieri Navali
di Palermo.

Sig. *Cebu* R.P. M C S S
SottoCommissione Trasporti A.O.
Divisione Ferroviaria

S E D E

ALLEGATI N.

Ho ricevuto la lettera AC.16/14/Pn.4 del 26 corrente, con la quale la S.V. m'informa dell'imminente derequisizione delle Officine della Società Cantieri Navali di Palermo e dell'aiuto che il Magg. BARNES si appresta a darci nella stipula di un contratto con i proprietari della Società stessa per la riparazione di locomotive F.S..

Nel porgerLe i più vivi ringraziamenti per la costante comprensione delle vitali necessità dell'Amministrazione ferroviaria, mi è gradito comunicarLe che ho impartito disposizioni al Capo Compartimento di Palermo perchè intervenga personalmente negli accordi di prossima conclusione.

IL DIRETTORE GENERALE

Indr. Raimondo

4901

IPM/lml

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
% TRANSPORTATION (ER) MAIN, C. M. F.

30 October 1945

Tel. B43209
Ref. AC/16/14/Pn4

SUBJECT : Derequisition of Societa Cantieri Navali di Palermo.

✓ TO : Director, Transportation Sub-Commission.

1. Attached is copy of a letter addressed to the Senior U. S. Naval Liaison Officer - Italy. The original of this letter was delivered to Ensign Eric Peder Nielsen on 26 October and it concerns the repairs to locomotives of the Italian State Railways at the shop known as Societa Cantieri Navali di Palermo, located in Palermo, Sicily.

2. Latest developments indicate that the U. S. Navy desires to retain the use of this shop and it will not be derequisitioned by November 1.

3. Repairs to locomotives of the Italian State Railways have been carried out at this shop under the supervision of the U. S. Navy, and certain repairs to naval craft were also made at this shop.

4. When the U. S. Navy decides to derequisition the shop to be returned to the owners, several days advance notice should be given the Rail Division of Allied Commission, in order that arrangements may be made between the Italian State Railways and the private owners for a contract covering future repairs to locomotives in the shop.

5. This matter should be handled with the Navy Sub-Commission of Allied Commission immediately, as it may have some bearing on their desire to derequisition the shop.

6. Major Barnes' trip to Palermo as proposed in the attached letter has been cancelled.

R. P. Moss

R. P. MOSS
Chief, Rail Division

Attachment: As stated in Para. 1.

Copy to: DMS
A. C. Liaison Officer Sicily
Economic Section
Finance Sub-Commission
Director General, ISR

4930

16/11/15/10

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Br) Main
G.H.F.

25 October 45

Tel: 823191
Ref: AC/16/11/15/10

SUBJECT : Derequisition of Società Cantieri Navali di Palermo.
TO : Senior U.S. Naval Liaison Officer - Italy

Referring to discussions with Ensign Eric Peter Nielson this date, it is confirmed and agreed effective 1st November 1945 the U.S. Navy may discontinue the repairs to locomotives of the Italian State Railways at the shop known as Società Cantieri Navali di Palermo located in Palermo, Sicily. This agreement is made with the understanding that the U.S. Navy will derequisition this shop at once in order that it will be made available to the owners. Major Barnes of this Headquarters will arrive in Palermo within a few days and will assist the Italian State Railways in making contract with the private owners of this shop to carry out repairs to locomotives of the Italian State Railways. Certain machine tools which are the property of the U.S. Government now in use in this shop would be of such value to the owners when they take over the operation of the shop and it is hoped that they may remain in place until a decision is reached as to their disposal.

R.P. MRS

for Director

Copy to: MRS
A.C. Liaison Officer Sicily
Economic Section
Finance Sub-Comm.
Director General IRR.

4899

SENIOR U. S. NAVAL LIAISON OFFICER, ITALY.
ROME, ITALY.

L8-1
Serial 997.

28 October, 1945.

From: Senior U.S. Naval Liaison Officer, Italy.
To : Director, Transportation Sub-Commission, A.C.
(Rail Division).

Subject: Major Barnes (Br) - Visit to Palermo.

Reference: (a) Transportation Sub-Commission, A.C. (Rail
Division) Letter Ref. AC/16/14/Tn 4 dated
26 Oct. 1945.

1. In connection with reference (a) the Commander U.S. Naval Forces, Northwest African Waters, informs this office that the proposed visit of Major Barnes to Palermo to discuss matters concerning the U.S. Naval Operating Base, is not required by U.S. Navy authorities at the present time.

2. It is requested that the visit of Major Barnes be postponed.

H. St. J. Butler
H. ST. J. BUTLER,
Acting.

4898

9134

ALLIED FORCE HEADQUARTERS
G-5 SECTION
AFO 512

18 October 1945

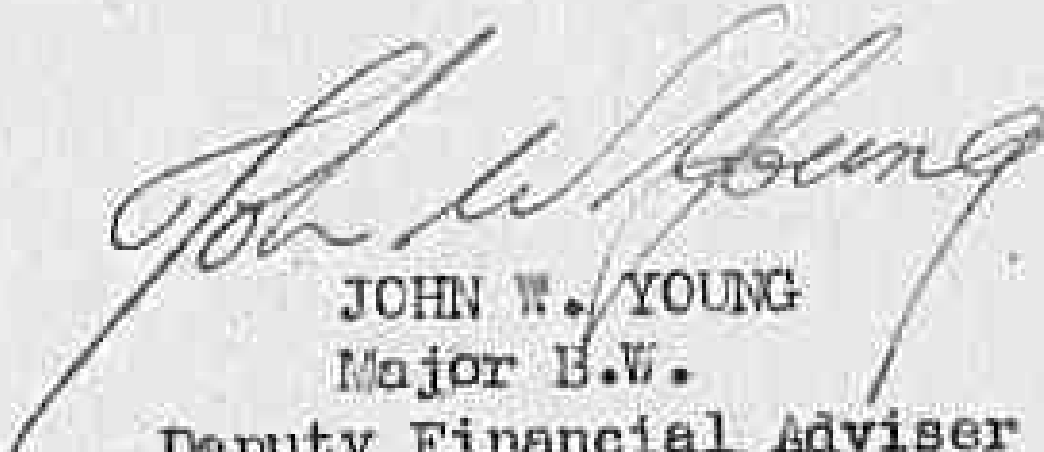
FILE : G-5/121.6

SUBJECT: Locomotive repairs at N.O.B. Palermo

TO : Headquarters Allied Commission
(Attention: Transportation Sub-Commission) ✓

1. Reference is made to your letter AC/16/14/TM4 of 2 June 1945.
2. The enclosed correspondence is forwarded for your information.

For the Ass't Chief of Staff, G-5:


JOHN W. YOUNG
Major B.W.
Deputy Financial Adviser

4897

RESTRICTED
 ALLIED FORCE HEADQUARTERS
 G-5 Section
 APO 512

FAS/rns

15 July 1945

RESTRICTED

FILE : G-5/121.6

SUBJECT: Handling of locomotive-repair charges by NOB Palermo.

TO : Commander, U.S. Naval Forces, Northwest African Waters,
Naples.

1. The Allied Commission has requested us to bring to your attention a query concerning Ship Repair Order No. 23, issued 12 May by the Ship Repair Department of N.O.B., Palermo.

2. This Order makes reference to AFHQ Letter AG 313/051 GEG-O of 19 January 1945, entitled "Centralization of Records of Charges Assessable to the Italian Government", a copy of which was sent to Com 8th Fleet.

3. Ship Repair Order No. 23 provides that overhauls of each locomotive and tender will be billed at \$11,000 and reported to the Chief Accountant, Allied Commission, in accordance with reference AFHQ Letter.

4. Inasmuch as the Order also provides that ordinarily all materials and parts will be supplied by the State Railways or the Allied Commission, it has appeared to the Allied Commission that the charge of \$11,000 must include civilian labor and local materials. Paragraph 4 of the reference Letter provides that if local labor or materials are included in the charge, they should be shown separately.

5. It should be explained that there is no question of payment involved in the comments of the Allied Commission. The sole purpose of the reference Letter is to accumulate records which may be useful in final settlement with the Italian Government. It does not appear likely that the Italian Government will ever be reimbursed in dollars for A.M. lire expended for local labor and materials or facilities. On the other hand, the cost of imported materials, equipment, or manpower may become a charge against the Italian Government. It follows, therefore, that if the cost of locomotive repair is simply reported as \$11,000, with no breakdown as between imported and locally-procured labor or materials, the data would not be useful in connection with final settlement.

6. The above is brought to your attention for whatever action you may consider appropriate. It may be that in practice the provisions of paragraph 4 of the reference Letter are being followed by N.O.B. Palermo.

For the Ass't. Chief of Staff, G-5:

Frank A. Southard, Jr.
 FRANK A. SOUTHARD, JR.,
 Commander, U.S.N.R.,
 Financial Adviser.

RESTRICTED

UNITED STATES NAVAL FORCES
NORTHWEST AFRICAN WATERS

File No.
L10

Serial:

5170

11 OCT 1945

From:
To :

Commander U.S. Naval Forces, Northwest African Waters.
Assistant Chief of Staff, G-5 Section, Allied Force
Headquarters, APO 512.

Subject:

Handling of Locomotive Repair Charges at Naval Operating
Base, Palermo.

Reference:

(a) AFHQ, G-5 Sect on ltr. G-5/121.6 dated 15 July 1945.

Enclosure:

(A) Comdt. NCB Palermo ltr. MB/L10, ser. 1106 dated 17
September 1945.

1. In reply to request contained in reference (a), enclosure
(A) is forwarded, herewith.

2. Commander U.S. Naval Forces, Northwest African Waters
will take necessary action on paragraph 4 of enclosure (A).

Copy to:

Comdt. NCB, Palermo

S. A. JANNEY,
By Direction.

4895

C O P Y

U.S. NAVAL OPERATING BASE
PALERMO, SICILY

FILE NO: NB/L10
SERIAL: 1106

17 SEP 1945

SECOND ENDORSEMENT to
AFHQ, G-5 Sect. ltr.,
File No. G-5/121/6,
dated 15 July 1945.

From: Commandant, U.S. Naval Operating Base, Palermo.
Commander U.S. Naval Forces, Northwest African
Waters.

Subject: Locomotive Repairs at N.O.B., Palermo - Handling of
charges for .

Reference: (a) Allied Force Headquarters restr. ltr. AG 313/051
GEC-C, dated 19 Jan. 1945.
(b) ComEightFlt restr. ltr. L10 Serial 653, dated
31 Jan. 1945.

1. Returned.

2. The Allied Force Headquarters, in the basic letter, makes certain comments upon the method now being employed by the N.O.B. Palermo in the reporting of costs of locomotive overhaul work currently, and for the past year or more, effected for the Italian State Railway. Reference is made further to N.O.B. Repair Department Order No. 23 which requires that the cost of each locomotive overhaul be reported to the Chief Accountant Allied Commission as a Charge of eleven thousand dollars (\$11,000.00) ~~per each~~ in accordance with the requirements of reference (a). Inquiry is made also as to whether or not the eleven thousand dollar charge (\$11,000.00) consists of civilian labor charges or charges for military labor, or both.

3. The overhaul cost of eleven thousand dollars (\$11,000.00) for each locomotive and tender unit was computed as follows: Ten thousand dollars (\$10,000.00) represents the civilian labor, the local material used and an overhead charge of 40% to cover normal overhead charges in the Yard, such as hydraulic and electric power, industrial gases, civilian supervision, etc; the remaining one thousand dollars (\$1,000.00) represents the pay of Naval personnel employed in the supervision of this work and the Naval stock material used. These costs are collected and reported in the same manner as the costs and cash deposit work and work performed for other governmental departments and are considered to represent an accurate account of the actual cost of the work.

4. In view of the questions which have been raised by the Allied Force Headquarters in the basic letter and the almost complete lack of definite accounting instructions at this Base, it is recommended that Allied Force Headquarters or Commander U.S. Naval Forces,

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Northwest African Waters furnish detailed instructions as to accounting methods to be followed in the case of work performed for the Italian State Railway. Attention is invited to the wording of reference (a). A copy of this letter was forwarded by reference (b) "for compliance". Paragraph 3 of reference (a) states that cost reports will be forwarded in accordance with instructions to be issued by the respective services. To date no further instructions from any U.S. Naval authority have been received at Palermo, as a result of which, the Commandant has proceeded on the basis of the general instructions and to the best of his ability in interpreting them. In the future, a note will be added to reports indicating that costs are for local labor and material only.

5. In the absence of information to the contrary it appears reasonable to suppose that the costs of railroad repairs ultimately will be assessable against the Italian Government even though the civilian labor force at this time is paid in American Military lire. Under standard accounting instructions the Supply Officer at this Base reports monthly to the Bureau of Supplies and Accounts the civilian pay roll of the shipyard as a charge against a Navy Department appropriation (Maintenance, Bureau of Ships). If in the final adjustment the Italian Government will not be reimbursed for the A.M. lire issued as pay roll and if the Navy Department appropriations will not eventually carry these charges no information to that effect has as yet been made available.

6. As a matter of interest, it might be noted that locomotive repair work was undertaken here originally upon the representations of the Transportation Subcommittee at Palermo was of the Allied Commission and has continued at a steady pace ever since. Recently, the military representative of the Transportation Subcommittee at Palermo was withdrawn without relief and locomotive repair work since has been undertaken upon the request of local Italian State Railway officials. The Base currently completes an average of two (2) locomotive overhauls per month.

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B. V. McCANDLISH

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CRAPTS-CP-1.S.R.

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16/19/30

NAVIGLIO DELLE FERROVIE DELLO STATO

Numero ordine	Tipo dell'Unità	Nome dell'Unità	Stazza lorda Tonn.	Numero di matricola e compartimento	SORTE TOCCATA ALL'UNITÀ
1	Nave traghetto a 3 binari	MESSINA	1342.58	17. Messina	Rientrata a Messina il 28.10.43 da Taranto dove trovavasi in riparazione.
2	idem ad un binario	VILLA	932.47	6. Messina	Autoaffondata il 16.8.43 nella baia di Villa S. Giovanni.
3	idem idem	REGGIO	898.84	5. Messina	Colpita, fortemente danneggiata nella 2 ^a invasatura di Messina durante l'azione aerea del 25.5.43 dove era.
4	idem a 3 binari	SCILLA	2806.80	26. Messina	Colpita e fortemente danneggiata nella 1 ^a invasatura di Messina durante l'azione aerea del 9.5.43. Ormeggiata successivamente alla banchina "Normale" durante la notte, poggiandosi su un fondo di circa m.8 ove fu trovata.
5	Draga motobatta	F.S.1	capacità batta no.30	In corso di immatricolazione perchè di nuova costruzione;	Colpita e fortemente danneggiata durante le incursioni aeree del mese di Agosto 43 mentre era, per essere assicurata alla spiaggia del Viagata (Messina) dove trovavasi tutta e parzialmente allagata.

NAVIGLIO DELLE FERROVIE DELLO STATO

piccola to	SORTE TOCCATA ALL'UNITA'	CONDIZIONI ATTUALI DELL'UNITA'
	Rientrata a Messina il 28.10.43 proveniente da Taranto dove trovavasi in riparazione.	In servizio su Reggio Cal. per traghetto materiali e passeggeri.
	Autoaffondata il 16.8.43 nella 1 ^a invasatura di Villa S. Giovanni.	Ricuperata a cura della ditta Cassano Vincenzo. Inizio dei lavori 28-5-1944. Rimorchiata in cantiere a Messina il 14.7.44 a cura della ditta stessa. In corso di riparazione. <u>Macchinario</u>: assegnato alle ditte Picciotto e Catanzaro per L.1.575.000. <u>Forniture occorrenti allo scafo</u>: assegnate per L.501.950 alla ditta Fratelli Leone. <u>Riparazioni occorrenti allo scafo</u>: assegnate per L.6.304.000 alla ditta Weighert. Si prevede che possa riprendere servizio entro il primo semestre 1945. <i>Sarà pronta verso il 20 Aprile 1945 - salvo imprevisti.</i>
	Colpita, fortemente danneggiata e affondata nella 2 ^a invasatura di Messina durante l'incursione aerea del 25.5.43 dove trovasi tuttora.	Ricuperata a cura della ditta Consonni Gregorio e Vincenzo di Messina. I lavori furono iniziati il 13.11.44. Il 21.2.1945 la nave, già galleggiante, era in attesa di entrare in bacino. L'importo dei lavori risulta di L.1.600.000 di cui L.1.469.000 per il ricupero.
	Colpita e fortemente danneggiata da bombe nella 1 ^a invasatura di Messina durante l'incursione aerea del 9.5.43. Ormeggiata il giorno successivo alla banchina "Rorimberga" affondata durante la notte, poggiandosi con la carena su un fondo di circa m.6 ove tuttora trovasi.	Richiesto ed ottenuto benestare dal Comitato Ricupero Navi del Ministero R. Marina per il ricupero a cura dell'Amministrazione R.S. Si è chiesta ed ottenuta dall'Ecc. il Ministro l'autorizzazione a bandire la gara per il ricupero della nave.
inma- per- co-	Colpita e fortemente danneggiata da bombe durante le incursioni aeree della prima decade di Agosto 43 mentre era, per riparazioni, assicurata alla spiaggia del Villaggio di S. Agata (Messina) dove trovasi tuttora interrata e parzialmente allagata.	Sono in corso trattative con il Comitato Ricupero Navi del Ministero R. Marina per il ricupero della motobatta. Detto Comitato telefonicamente ha comunicato che del ricupero se ne interesserà il Ministero della Marina.

3	idem idem	REGGIO	896.84	5. Messina	Colpita, fortemente danneggiata e nella 2 ^a invasatura di Messina da cursione aerea del 25.5.43 dove t tora.
4	idem a 3 binari	SCILLA	2806.80	26. Messina	Colpita e fortemente danneggiata nella 1 ^a invasatura di Messina da cursione aerea del 9.5.43. Ormeggiato successivo alla banchina "Noriaba" durante la notte, poggiandosi su un fondo di circa m.8 ove tutto
5	Draga motobatta	F.S.1	capacità batta mc.30	In corso di imma- tricolazione per- chè di nuova co- struzione;	Colpita e fortemente danneggiata durante le incursioni aeree della de di Agosto 43 mentre era, per ri- assicurata alla spiaggia del Vill- gate (Messina) dove trovasi tutto e parzialmente allagata.
6	Nave traghetto a 3 binari	CARIDDI	2809.15	27. Messina	Autoaffondata il 16.8.43 a circa spiaggia di Rada Paradiso (Messina) le di circa m.18 ove tuttora trov- ta.
7	idem	ASPRAMONTE	975.66	12. Messina	Affondata nel Canale di Sicilia a seguito azione bellica.

	<u>Macchinario</u>, assegnato alla ditta <u>Catanzaro</u> per L.1.575.000. <u>Forniture occorrenti allo scafo</u>: assegnate per L.501.950 alla ditta <u>Frattelli Leone</u>. <u>Riparazioni occorrenti allo scafo</u>: assegnate per L.6.304.000 alla ditta <u>Weighert</u>. Si prevede che possa riprendere servizio entro il primo semestre 1945. <i>Sarà pronta verso il 20 Aprile 1945 - salvo imprevisti.</i>
Colpita, fortemente danneggiata e affondata nella 2 ^a invasatura di Messina durante l'incursione aerea del 25.5.43 dove trovasi tuttora.	Ricuperata a cura della ditta <u>Consonni Gregorio e Vincenzo di Messina</u>. I lavori furono iniziati il 13.11.44. Il 21.2.1945 la nave, già galleggiante, era in attesa di entrare in bacino. L'importo dei lavori risulta di L.1.600.000 di cui L.1.469.000 per il ricupero.
Colpita e fortemente danneggiata da bombe nella 1 ^a invasatura di Messina durante l'incursione aerea del 9.5.43. Ormeggiata il giorno successivo alla banchina "Norimberga" affondava durante la notte, poggiandosi con la carena su un fondo di circa m.8 ove tuttora trovasi.	Richiesto ed ottenuto benestare dal Comitato Ricupero Navi del Ministero R. Marina per il ricupero a cura dell'Amministrazione F.S. Si è chiesta ed ottenuta dall'Ecc. il Ministro l'autorizzazione a bandire la gara per il ricupero della nave.
Colpita e fortemente danneggiata da bombe durante le incursioni aeree della prima decade di Agosto 43 mentre era, per riparazioni, assicurata alla spiaggia del Villaggio di S. Agata (Messina) dove trovasi tuttora interrata e parzialmente allagata.	Sono in corso trattative con il Comitato Ricupero Navi del Ministero R. Marina per il ricupero della motobatta. Detto Comitato telefonicamente ha comunicato che del ricupero se ne interesserà il Ministero della Marina.
Autosaffondata il 16.8.43 a circa m.200 dalla spiaggia di Rade Paradiso (Messina) in fondo di circa m.18 ove tuttora trovasi capovolta.	Date le particolari difficoltà, in relazione alla posizione della nave, sono stati presi accordi perchè il Comitato Ricupero Navi provveda coi suoi mezzi al ricupero della "Gariddi".
Affondata nel Canale di Sicilia il 2.12.42 a seguito azione bellica.	Non è stata ancora prospettata la possibilità di ricupero dell'"Aspromonte". Roma, 5 Marzo 1945

ALLIED COMMISSION
Transportation Officer
Sicily

IL/al
Ref : RST/57
Date: 11 June 45

SUBJECT: Cylinder Castings 735/740 Locos.

TO : HQ.AC.Tn. SUB-COM (Rail Div.)
c/o Tn. (BR) Main, C.M.F.
attention of Maj. Baister

Reference your letter AC/151/Tn 4, 25/5/45.

1. U.S. Navy informs us they can undertake the casting of cylinders for 735 and 740 locomotives.
2. They have already started making patterns. This job, according to their statement, will take about 90 days.

[Signature]
IRVINE-LYNCH, S/Capt. R.E.
Transportation Officer
Sicily.

4891

SHIP REPAIR DEPARTMENTCOPY

HTK/dr

12 May 1945

SHIP REPAIR ORDER NO. 23:

Subject: Locomotive and Other Railroad Rolling Stock Repair Work for Italian State Railway - Authorization and Procedure for.

Reference: (a) Allied Force Headquarters (AFHQ) Letter AC313/051 GEG-C of 19 January 1945; Subj: Centralization of Records of Charges Assessable to the Italian Govt.

1. In order to insure that proper records are kept of repair work performed by the Base for the Italian State Railway, the procedure outlined below will be followed hereafter:

2. No work will be performed on any locomotive and tender unit or on any other railroad repair job until a formal written request has been received from the ISR representative and approved by the local AC Transportation Sub-Commission representative (At present Capt Irvine Lynch, RE). The basic request must be in sufficient detail to indicate what parts and fittings are missing and require replacement as well as the approximate amounts of stock material which will be required.

3. Except in unusual cases, to be determined by the Machinery Supt., the ISR or the AC Sub-Commission will furnish necessary unworked material or fabricated replacements parts.

4. Costs of railroad repair work, as in the past, will be reported to the Supply Officer for further transmission to the Chief Accountant, AC, in accordance with the requirements of ref. (a.) Until further notice each locomotive and tender overhaul will be billed at a rate of eleven thousand dollars (\$11,000). Other jobs will be billed at costs to be reported by the shops concerned after completion.

5. Railroad repair work will be given priority below ship repair work, and will be prosecuted with all the diligence and dispatch possible under its priority.

signed: H.T. KOONCE

1. In order to insure that proper records are kept of repair work performed by the Base for the Italian State Railway, the procedure outlined below will be followed hereafter:
2. No work will be performed on any locomotive and tender unit or on any other railroad repair job until a formal written request has been received from the ISR representative and approved by the local AC Transportation Sub-Commission representative (At present Capt Irvine Lynch, RE). The basic request must be in sufficient detail to indicate what parts and fittings are missing and require replacement as well as the approximate amounts of stock material which will be required.

3. Except in unusual cases, to be determined by the Machinery Supt., the ISR or the AC Sub-Commission will furnish necessary unworked material or fabricated replacement parts.

4. Costs of railroad repair work, as in the past, will be reported to the Supply Officer for further transmission to the Chief Accountant, AC, in accordance with the requirements of ref. (a.) Until further notice each locomotive and tender overhaul will be billed at a rate of eleven thousand dollars (\$11,000). Other jobs will be billed at costs to be reported by the shops concerned after completion.

5. Railroad repair work will be given priority ⁴⁸⁸² below ship repair work, and will be prosecuted with all the diligence and dispatch possible under its priority.

Signed: H.T. KOONCE

Copies to: Commandant 1
 Capt Irvine Lynch RE 2
 Supply Officer 2
 Trans+S/C AC,
 Sicilian Region
 All S/R Divs. & Officers.

ALLIED COMMISSION
 AC TRANSPORTATION OFFICER
 PALERMO

IL/or

Ref: 100/29

Date: 14 May 1945.

SUBJECT: Cylinder Castings - 740 class Locomotives;

TO : Capt. NICHOLAS, U.S.A. Navy

Attn of: Capt. Keene.

1. It is requested that you cast 10 locomotive cylinders of the 740 class from the pattern in your possession on account of the Italian State Railways.
2. If you are in a position to carry out this work, please advise this Sub-Commission for IIS what your requirements are in the Cast Iron and Tennite pig to cover the job.

IRVING-IRISH, S/Capt. R.E.
 Transportation Officer
 Sicily.

Distr:

Capt. NICHOLAS
 Lt. Col. Topha
 Lt. Col. Kingberg
 Rail File
 A.C. File.

May Barker AC
 4889
 11/6

16/14/25
SLB/ic

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

2 June 1945

Tel. 843403
Ref. AC/151/Tn 4

SUBJECT : Ship Repair Order N°23

TO : Officer Commanding US N.O.B. Palermo Sicily
Via Ship Repair Officer.

1. Reference paragraph 2 of the above order, (copy forwarded to this Sub-Commission by Capt Irvine Lynch).
2. In view of increased commitments and shortage of Transportation Officers it is anticipated that the AC Transportation representative in Palermo will be withdrawn and not replaced.
3. When this happens will it be possible, please, for N.O.B. to accept in respect of each locomotive repair the written request of the ISR representative without the approval of an AC Transportation Officer?
4. If this suggestion is not acceptable it would seem that the only possible course will be for ISR to submit their repair requests to this HQ for approval in the first instance.

For the Chief Commissioner:

S.L.B.
Director

4888

SLB/1c

HEADQUARTERS ALLIED COMMISSION

-APO 394

Transportation Sub-Commission

Tel. 843403

Ref. AC/16/14/Tn 4

June 1945

SUBJECT : Centralization of Records of Chargee Assessable
to the Italian Government.

TO : AFHQ G-5 Section Financial Adviser
(attention Commander F. Southard).

1. The firm Cantiere Navale of Palermo formerly contracted to repair locomotives for the Italian State Railways but on the invasion of Sicily their works and yards were taken over by M.O.B. Palermo and the U.S. Navy has continued to repair locomotives as circumstances permitted. This work has been most valuable to the Allied war effort.
2. M.O.B. Palermo have raised the question of costs for this work and proposed to debit ISR with a flat rate charge per locomotive repaired. This Sub-Commission referred them to AFHQ letter AC/313/051 G.E.G.-0 dated 19 January 45 on the above subject.
3. The Ship Repair Officer, N.O.B. Palermo has now issued Ship Repair Order No 23 dated 12 May 45, copy attached.
4. Para 4 of this order appears to conflict with the provisions of AFHQ letter AC 313/051 G.E.G.-0 of 19 January 45 as interpreted by Finance Sub-Commission AC and this Sub-Commission.
5. It is requested that an authoritative interpretation of the instructions referred to in para 2 above be forwarded to N.O.B. Palermo.

By order of the Chief Commissioner

Director

4887

15071

TO : AFHQ G-5 Section Financial Adviser
(attention Commander F. Southard).

1. The firm Cantiere Navale of Palermo formerly contracted to repair locomotives for the Italian State Railways but on the invasion of Sicily their works and yards were taken over by N.O.B. Palermo and the U.S. Navy has continued to repair locomotives as circumstances permitted. This work has been most valuable to the Allied war effort.
2. N.O.B. Palermo have raised the question of costs for this work and proposed to debit ISR with a flat rate charge per locomotive repaired. This Sub-Commission referred them to AFHQ letter AO/313/051 G.E.G.-O dated 19 January 45 on the above subject.
3. The Ship Repair Officer, N.O.B. Palermo has now issued Ship Repair Order No 23 dated 12 May 45, copy attached.
4. Para 4 of this order appears to conflict with the provisions of AFHQ letter AC 313/051 G.E.G.-O of 19 January 45 as interpreted by Finance Sub-Commission AC and this Sub-Commission.
5. It is requested that an authoritative interpretation of the instructions referred to in para 2 above be forwarded to N.O.B. Palermo.

By order of the Chief of Commission

Director 4887

Copy to: Capt Irvine Lynch RE, the Officer AC Palermo, Sicily.

SHIP REPAIR DEPARTMENTCOPY

HTK/az

12 May 1945

SHIP REPAIR ORDER NO. 23:

Subject: Locomotive and Other Railroad Rolling Stock Repair Work for Italian State Railway - Authorization and Procedure for.

Reference: (a) Allied Force Headquarters (APO512) letter AC313/051 GEG-C of 19 January 1945: Subj: Centralization of Records of Charges Assessable to the Italian Govt.

1. In order to insure that proper records are kept of repair work performed by the Esse for the Italian State Railway, the procedure outlined below will be followed hereafter:
2. No work will be performed on any locomotive and tender unit or on any other railroad repair job until a formal written request has been received from the ISR representative and approved by the local AC transportation Sub-Commission representative (At present Capt Irvine Lynch, RE). The basic request must be in sufficient detail to indicate what parts and fittings are missing and require replacement as well as the approximate amounts of stock material which will be required.
3. Except in unusual cases, to be determined by the Machinery Supt., the ISR or the AC Sub-Commission will furnish necessary unworked material or fabricated replacements parts.
4. Costs of railroad repair work, as in the past, will be reported to the Supply Officer for further transmission to the Chief Accountant, AC, in accordance with the requirements of ref.(a.) Until further notice each locomotive and tender overhaul will be billed at a rate of eleven thousand dollars (\$11,000). Other jobs will be billed at costs to be reported by the shops concerned after completion.
5. Railroad repair work will be given priority next below ship repair work, and will be prosecuted with all the diligence and dispatch possible under its priority.

4886
signed: H.T. KOONCE

1509

Reference: (a) Allied Force Headquarters (APO512) letter AC313/051
GEG-0 of 19 January 1945: Subj: Centralization of
Records of Charges Assessable to the Italian Govt.

1. In order to insure that proper records are kept of repair work performed by the Base for the Italian State Railway, the procedure outlined below will be followed hereafter:
2. No work will be performed on any locomotive and tender unit or on any other railroad repair job until a formal written request has been received from the ISR representative and approved by the local AC Transportation Sub-Commission representative (At present Capt Irvine Lynch, RE). The basic request must be in sufficient detail to indicate what parts and fittings are missing and require replacement as well as the approximate amounts of stock material which will be required.
3. Except in unusual cases, to be determined by the Machinery Supt., the ISR or the AC Sub-Commission will furnish necessary unworked material or fabricated replacements parts.
4. Costs of railroad repair work, as in the past, will be reported to the Supply Officer for further transmission to the Chief Accountant, AC, in accordance with the requirements of ref.(a.) Until further notice each locomotive and tender overhaul will be billed at a rate of eleven thousand dollars (\$11,000). Other jobs will be billed at costs to be reported by the shops concerned after completion.
5. Railroad repair work will be given priority next below ship repair work, and will be prosecuted with all the diligence and dispatch possible under its priority.

4886
Signed: H.R. KOONCE

Copies to: Commandant 1
Capt Irvine Lynch RE 2
Supply Officer 2
Irene S/C AC,
Sicilian Region
All S/R Divs. & Officers.

ALLIED COMMISSION
Transportation Officer
Palermo

IL/al
Ref : Loc/30
Date: 19 May 45.

SUBJECT: Loco Heavy Repair

TO : HQ Alcom Tn. Sub-Commission AC
: Tn Increment Section
Attn. : D.M.R.I. Col. Tophan

I enclose a copy of Ship repair order, No. 23
for your information.


IRVINE-LYNCH, S/Capt. R.E.
Transportation Officer
Sicily.

4885

SHIP REPAIR DEPARTMENT

HTK/dr

12 May 1945

SHIP REPAIR ORDER NO. 23:

Subject: Locomotive and Other Railroad Rolling Stock Repair Work for Italian State Railway - Authorization and Procedure for.

Reference: (a) Allied Force Headquarters (APO512) letter AC313/051 GEG-9 of 19 January 1945: Subj; Centralization of Records of Charges Assessable to the Italian Govt.

1. In order to insure that proper records are kept of repair work performed by the Base for the Italian State Railway, the procedure outlined below will be followed hereafter:

2. No work will be performed on any locomotive and tender unit or on any other railroad repair job until a formal written request has been received from the I.S.R. representative and approved by the local AC Transportation Sub-Commission representative (At present Capt. Irvine-Lynch, RE). The basic request must be in sufficient detail to indicate what parts and fittings are missing and require replacement as well as the approximate amounts of stock material which will be required.

3. Except in unusual cases, to be determined by the Machinery Supt., the I.S.R. or the AC Sub-Commission will furnish necessary unworked material or fabricated replacement parts.

4. Costs of railroad repair work, as in the past, will be reported to the Supply Officer for further transmission to the Chief Accountant, AC, in accordance with the requirements of ref. (a). Until further notice each locomotive and tender overhaul will be billed at a rate of eleven thousand dollars (\$11,000.). Other jobs will be billed at costs to be reported by the shops concerned after completion.

5. Railroad repair work will be given priority next below ship repair work, and will be prosecuted with all the diligence and dispatch possible under its priority.

H. T. KOONCE

Copies to:
 Commandant 1
 Capt. Irvine Lynch, RE 2
 Supply Officer 1
 Trans. Sub-Comm. AC,
 Sicilian Region.
 All S/R Divs. & Offices

4884

Financial Admin. (Sec) AFHQ
G-5 Section

AFHQ Financial Admin. G-5

Attache General F. Southard, Jr.

15131

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

16/14/16/14
21

TS INC (Ta sub-commission)

211100

LYNCH AS REPRESENTATIVE PERSONS STATE PLEASANT

014 (.) RECHISTRE (.) FURNISH IMMEDIATELY LIST O.P. I.S.B. LOCOMOTIVE
PATRONS HELD AT NAVY TANK PLEASANT (.)

C. L. L. L. L. L.

IMPORTANT

HBB/10

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Br) Main
C.E.P.

25 May 1945

Tel. 843403
Ref. AC/151/Tn 4

SUBJECT : Cylinder Castings 735 and 740 Class Locom.

TO : Officer Commanding US M.C.B. Palermo - Sicily
via Ship Repair Officer

1. Further to our letter AC/151/Tn 4 dated 24 April 45 it is requested that in addition to the 10 locomotive cylinders 1SR 740 Class, 10 cylinders of 1SR 735 class may be put in hand also.

2. 735 Class cylinder drawings are enclosed.

3. If you can undertake this work please advise this Sub-Commission or Military Railway Service what quantities of Cast Iron Scrap and Hematite pig you will need.

For the Chief Commissioner :

S. E. Saintin May
Director

Copy to: Transportation Officer AC Palermo
" " DSHS for AC Tn 3 (M) Bldg.
" " Director General ISR - Bldg.

4883

ALLIED COMMISSION
Transportation Officer
Palermo

IL/al
Ref : Loc/30
Date: 19 May 45.

SUBJECT: Loco Heavy Repair

TO : HQ Alcom Tn. Sub-Commission AC
: Tn Increment Section
Attn. : D.M.R.I. Col. Tophan

I enclose a copy of Ship repair order, No, 23
for your information.


IRVINE-LYNCH, S. Capt. R.E.
Transportation Officer
Sicily.

4882

SHIP REPAIR DEPARTMENT

HTK/dr

12 May 1945

SHIP REPAIR ORDER NO. 23:

Subject: Locomotive and Other Railroad Rolling Stock Repair Work for Italian State Railway - Authorization and Procedure for.

Reference: (a) Allied Force Headquarters (AF0512) letter AC313/051 GEG-0 of 17 January 1945: Subj; Centralization of Records of Charges Assessable to the Italian Govt.

1. In order to insure that proper records are kept of repair work performed by the Base for the Italian State Railway, the procedure outlined below will be followed hereafter:

2. No work will be performed on any locomotive and tender unit or on any other railroad repair job until a formal written request has been received from the I.S.R. representative and approved by the local AC Transportation Sub-Commission representative (At present Capt. Irvin-Lynch, RE). The basic request must be in sufficient detail to indicate what parts and fittings are missing and require replacement as well as the approximate amounts of stock material which will be required.

3. Except in unusual cases, to be determined by the Machinery Supt., the I.S.R. or the AC Sub-Commission will furnish necessary unworked material or fabricated replacement parts.

4. Costs of railroad repair work, as in the past, will be reported to the Supply Officer for further transmission to the Chief Accountant, AC, in accordance with the requirements of ref. (a). Until further notice each locomotive and tender overhaul will be billed at a rate of eleven thousand dollars (\$11,000.). Other jobs will be billed at costs to be reported by the shops concerned after completion.

5. Railroad repair work will be given priority next below ship repair work, and will be prosecuted with all the diligence and dispatch possible under its priority.

H. T. KOONCE

Copies to:

Commandant 1
Capt. Irvin-Lynch, RE 2
Supply Officer 2
Trans. Sub-Comm. AC 1
Sicilian Region.
All S/R Dirs. & Officers

4881

1517

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

ALLIED COMMISSION
AC TRANSPORTATION OFFICER
PALERMO

16/14/14

II/er

Ref : F/12

Date: 14 May 1945.

SUBJECT: MESSINA FERRY

TO : Capt. NICHOLLS, U.S.A. NAVY.

Attn : Capt. Koonce

1. Can you kindly put the following work in hands.

10 hollow cylinders for making piston rings for the motors of the MESSINA Ferry. Cast iron will be furnished by the railway. Dimensions as follows: internal diameter m/m 380, external diameter m/m 470, length m/m 500. How much cast iron the Navy requires to do this work? First priority should be given it, as the ferry is entering dock yard at the end of the present month.

IRVINE-LYNCH, S/Capt.R.E.
Transportation Officer
Sicili

Dist:

Capt. NICHOLLS
Lt. Col. Tophan
Lt. Col. Lingberg
Rail File
A.C. File

1883

ALLIED COMMISSION
AC TRANSPORTATION OFFICE
PALERMO

16/14
16/14

IL/er

Ref. Loc/29

Date: 14 May 1945

SUBJECT: Cylinder Castings - 740 Class Locomotives.

TO : Capt. Nicholls, U.S.A. Navy
Attn of : Capt. Roonce

1. It is requested that you cast 10 locomotive cylinders of the ISR 740 class from the pattern in your possession on account of the Italian State Railways.
2. If you are in a position to carry out this work, please advise this Sub-Commission for MRS what your requirements are in the Cast Iron and Hematite pig to cover the job.

IRVINE-LYNCH, S/Capt.R.E.
Transportation Officer
Sivily.

Diat:

Capt. NICHOLLS
Lt. Col. Tophan
Lt. Col. Lingberg
Rail File
A.C. File

4879

ALLIED COMMISSION
AC. TRANSPORTATION OFFICER
SICILY

16/14

IL/er

Ref : LCC/28
Date: 10 MAY 1945

SUBJECT: Locomotive Repairs.

TO : Trans Sub-Commission,
c/o Trans Increment, CMP.

Reference AC/151/TN 4.

1. On receipt of your letter I decided to go straight to Capt. Nicholls and trash out this question of payment.
2. I referred him to letter AC 313/051 GEG-0 10/Jan/45.
3. The interview was most satisfactory. I impressed on him the importance of this work and suggested a special officer should be detailed for loco repairs.
4. The cylinders will be put in hand and I anticipate no further trouble in this direction.



IRVINE-LYNCH, S/Capt.R.E.
Transportation Officer
Sicily.

1878

1520

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

ARMY FORM C2136 (Small)		MESSAGE FORM		Register No.												
Call	Set No.	Priority	Transmission Instructions													
351			15/14													
ABOVE THIS LINE FOR SIGNALS USE ONLY																
FROM		Originator	Date/Time of Origin	Office Date Stamp												
329 T.S.D.			141700	ARMY 14-10-1955												
TO		For Action	Message Instructions													
		TN MAIN.	GII													
		(W) For Information (INFO)														
		H.Q. NO. 3 Tn Stores Group R.E.														
		Tn. Sub. Commission A.C. (Rail Division)														
Originator's No.																
9/776 (.) Restricted (.) Yours 406 Tn 2 of 29th elto (.) 15																
Tons Scrap Brass also one thousand tube ends despatched to Loco Repair																
Section H.O.E. Palermo wagon No. 1030600 on 12th May																
THIS MESSAGE MAY BE SENT AS WRITTEN BY ANY MEANS		IF LIABLE TO BE INTERCEPTED OR TO FALL INTO ENEMY HANDS, THIS MES- SAGE MUST BE SENT IN CIPHER	ORIGINATOR'S INSTRUCTIONS DEGREE OF PRIORITY													
SIGNED		SIGNED	<table border="1"> <thead> <tr> <th>Time</th> <th>System</th> <th>Op.</th> </tr> </thead> <tbody> <tr> <td>THI or TOR</td> <td></td> <td></td> </tr> <tr> <td>141725</td> <td>SP</td> <td></td> </tr> <tr> <td>Time cleared</td> <td></td> <td></td> </tr> </tbody> </table>		Time	System	Op.	THI or TOR			141725	SP		Time cleared		
Time	System	Op.														
THI or TOR																
141725	SP															
Time cleared																

ALLIED COMMISSION
AC. TRANSPORTATION OFFICER
SICILY

IL/er

Ref : LOC/28
Date: 10 MAY 1945

SUBJECT: Locomotive Repairs.

TO : Trans Sub-Commission,
c/o Trans Increment, CMF.

Reference AC/151/TN 4.

1. On receipt of your letter I decided to go straight to Capt. Nicholls and trash out this question of payment.
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4. The cylinders will be put in hands and I anticipate no further trouble in this Direction.


IRVINE-LYNCH, S/Capt.R.E.
Transportation Officer
Sicily.

4877

SLB/lc

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

24 April 1945

Tel. 843403
Ref. AG/151/Tn 4

SUBJECT : Cylinder castings - 740 class locomotives.
TO : Officer Commanding United States N.O.R. Palermo - Sicily
Via Ship Repair Officer.

1. It is requested that you cast 10 locomotive cylinders of the ISR 740 class from the pattern in your possession on account of the Italian State Railways.

2. If you are in a position to carry out this work, please advise this Sub-Commission for MRS what your requirements are in Cast Iron and Hematite pig to cover the job.

For the Chief Commissioner :

S. A. Dainton Wain
for DIRECTOR

Copy to: DMRS for A.D.Tn 3 (M) Bldg
" " Transportation Officer AC Palermo
" " Director General ISR (Bldg).

4876

Tel. ROML 840171/5 (Firebox)
EXT 52

ALLIED FORCE
MILITARY RAILWAY SERVICE ITALY
OFFICE OF THE DIRECTOR (DMRSI)

Subject:- Materials for Palermo, Sicily.

Tn.A.3(M)/12

To:- Tn.2 (Bdg).

22 Apr 45

Copy to:- A.C. Tn. Sub-Commission (Bdg). *attention Maj. Baister.*

1. I have had sight of your letter Tn.A.2/76/7 of 15 Apr to 326 T.S.D., copy Tn. Sub-Commission, etc., re despatch of materials to PALERMO. It is confirmed that these are materials for repairs to locomotives in the Naval Dockyard. They should therefore be billed to Locomotive Repair Section, N.O.B., PALERMO, Sicily.
2. I confirm conversation with Capt. Ellis that I should like 15 tons of scrap brass despatching to the same people. I have asked R & H Coy. in re 1000 tube ends, and on having a favourable reply I will inform you so that you can instruct me where to send them in order that they may be despatched to N.O.B. in the same wagon as the scrap brass.
3. It is suggested that Maj. Baister arrange for the despatch, also to N.O.B., of 50% of the pig bronze from PAOLA shed.
4. Will Maj. Baister please place an order early on N.O.B. for ten 740-class cylinders to be cast and sent to PIETRARSA, letting me have copy of the order.
5. Maj. Baister also to let me have copy of Capt. Irvine Lynch's list of patterns at N.O.B.

[Signature]
ADTn.3(M)
for Brigadier
Director Military Railway Service

4875

52

Lt-Col W.L. Topham, R.E.
A.D.Tn.3(M).

21 Apr 45

Dear

First of all let me thank you and your friends for your hospitality whilst we were in Sicily, which was greatly appreciated.

Now to clear up one or two of the points we discussed when I was down there.

I have decided not to send you any boilers from the mainland to repair as it is quite obvious you have got a big job on there already and plenty of boilers to repair in Sicily. It is preferable, therefore, that you do the Sicilian ones, and then we can always bring over complete repaired locomotives as and when Sicily can spare them.

I am attaching you correspondence from the Egyptian State Railways about steel stays in copper fire-boxes, and you will see that any decent steel, provided it is really ductile, will serve the purpose, and probably you will not have much difficulty in getting that. As I suspected, copper stay material here is practically non-existent.

I am hoping to send you 1000 steel boiler tube ends for 740 and 744 class, and am asking Florence if they can spare them, and will advise you.

I am also asking our Stores Department to send you 15 tons of scrap brass - it will probably be mostly old shell cases, but good enough anyway. I shall get A.C. to despatch this material in ²⁸⁷⁴ wagon addressed to you at the Navy Yard.

I am asking A.C. to definitely order on you on behalf of the Italian State Railways ten 740-class cylinders which, when made, should be despatched to Pietrarsa Shops, Naples.

As regards other castings, I am awaiting from Irvine Lynch the list of patterns you have, and then I'll tie up with A.C. to put a reasonable order on you.

I am also asking the I.S.R. for drawings of cylinders for 735-class, and will forward when I receive, and again we'll put an order on you.

You should let me know what your minimum requirements

1525
first of all let me thank you for your hospitality whilst we were in Sicily, which was greatly appreciated. Now to clear up one or two of the points we discussed when I was down there.

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I am also asking the I.S.R. for drawings of cylinders for 735-class, and will forward when I receive, and again we'll put an order on you.

You should let me know what your minimum requirements of Cast Iron and Hematite pig are for these jobs.

Now as regards payment, I have found out that the directive left by Major Baister with Comm. Kounce during our visit had already been issued through the correct channels and was in the hands of Capt. Nichols. There is nothing very difficult about it. All work done for the I.S.R. (or for us - Military Railway Service - or A.C. In. Sub-Commission - on behalf of the I.S.R.) should be charged and a list sent to the Chief Accountant, Allied Commission, who then debits it against the Italian State Railway section of the Italian Government, as is done

/with other.....

as is done/

with other firms working under Allied military auspices on the mainland.

Well, that is about that, I think. You might like to show this note to Mr. Conolly and Comm. Kounce.

Give my kindest regards to the Padre - or has he vamoosed to Malta?

Yours

BW

Lt. Boutros U.S.N.R.
N.O.B.
Palermo
Sicily

P.S.

Attached also a list of some other material being sent to you. Should think you'll get a big kick out of receiving two flat files in a Naval Dockyard! No copper firebox plate going. It's all made in Leghorn, and the firm hasn't got going yet.

4873

Materials required for Loco Repairs - Palermo

Description.	Unit.	Quantity.
White metal Grade "A". $\emptyset\emptyset$	lbs.	1000
Cast Iron.	ton.	15
M.S. Flat, 1" x 1/8".	ft.	200
" " 3/16" x 1-1/8".	"	200
Screws, flat head, 5/8" x 1-5/8".	each.	300
" " " 1/2" x 1-1/4".	"	1500
" " " 7/16" x 1-1/4".	"	500
" round head, 3/16" x 10 mm.	"	1000
" flat head, 3/8" x 30 mm.	"	1000
Welding rods, 2 mm.	Kg.	10
Files, flat, 300 mm.	each.	2
" round, 200 mm.	"	2
" square, 400 mm.	"	10

Note $\emptyset\emptyset$:- If N.A. your Depot arrange transfer.

C O P Y

W & Tn (Tn.5)
GHQ MEF.

16 May 1944.

Dear Col. Topham,

I read your letter with interest and wandered down to the E.S.R. to obtain the necessary information. Mr. WALTERS was extremely helpful and here is a summary:-

1. Steel in present use by the E.S.R. is:
B.S.S. 24-9, Class B, Acid, 1.1/2" round.
Physical properties : 35-tons/sq. in. max. tensile.
33% elongation.
2. Recommendations from the E.S.R. specifications:
Longstrand steel, Dunc steel or Best Yorkshire.
(Very helpful! I expect you will have stacks of this stuff over there.) Anyway, what it boils down to is that a good quality mild steel may be used - 21-23.1/2-tons/Sq.in., 30-33% elongation.
3. Fitting shops. No limitation has been placed on the use of steel stays in copper boxes. The stays are necked to at least 3/4" to allow for stresses set up by the box.
4. Fitting sheds. Un-necked stays are fitted in sheds and, again, no limitation was placed on their use.
5. As you will realise, the most important feature is that the steel should be as ductile as possible. I enclose two E.S.R. circular instructions for your information.

All the Best,

Yours,

(Sgd) J.E. BIRD Capt R.E.

P.S. There is no limitation on age of box in use of steel stays.

4872

1 5 2 9 |

EGYPTIAN STATE RAILWAYS,
Mechanical Department,
BULAK.

1 Aug 1943.

CIRCULAR NO. 206.
(File No. 4.3/17)

Loco Works Manager, ABU ZABAL.
Cairo D.L.S., BULAK.
Alex D.L.S., GABBARRY.
L.E., D.L.S., TANTA.
U.E., D.L.S., MINIA.
Chief Boiler Inspector, BULAK.

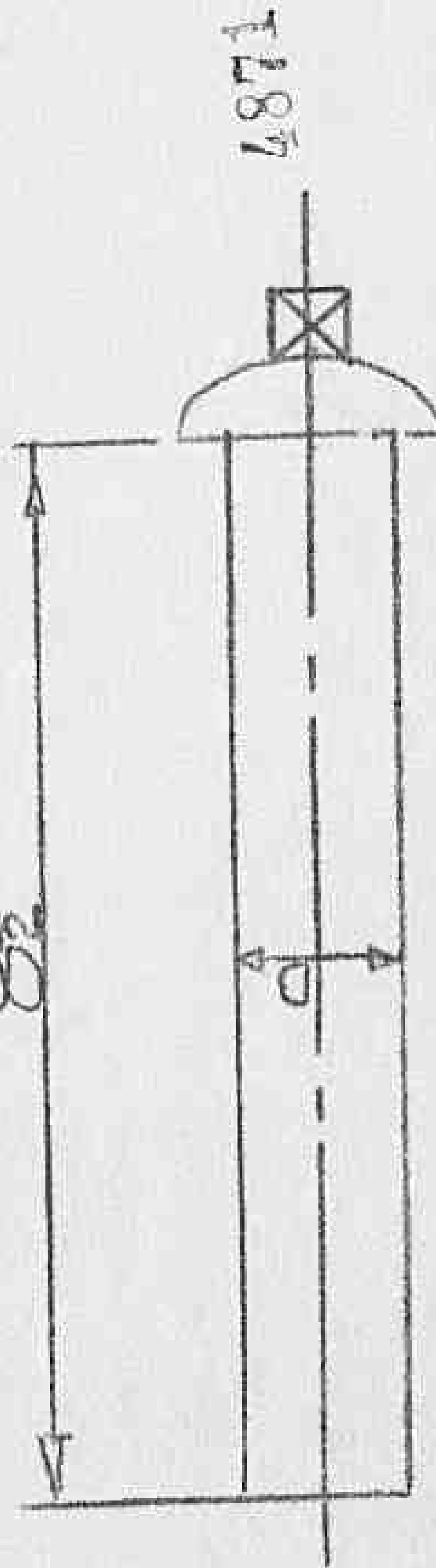
COPPER BOILER STAYS.

In view of the impossibility at present of obtaining suitable copper bar from which to make Boiler Stays, it has been decided to use Steel (Cat. No. 10/04/04) of which 20-tons has been stocked at ABU ZABAL Stores and earmarked specially for this purpose.

This steel is exceptionally ductile.

Shops - Will make stays of this material to usual pattern - necked down to 3/4" in the centre portion.

Divisions - Will be supplied with stays in the rough - to drawing below - which will be stocked in all Main Stores. These are now being made in Carr. Works and will be available almost immediately.



For the time being finish machined steam tight stays will not be stocked in Stores.

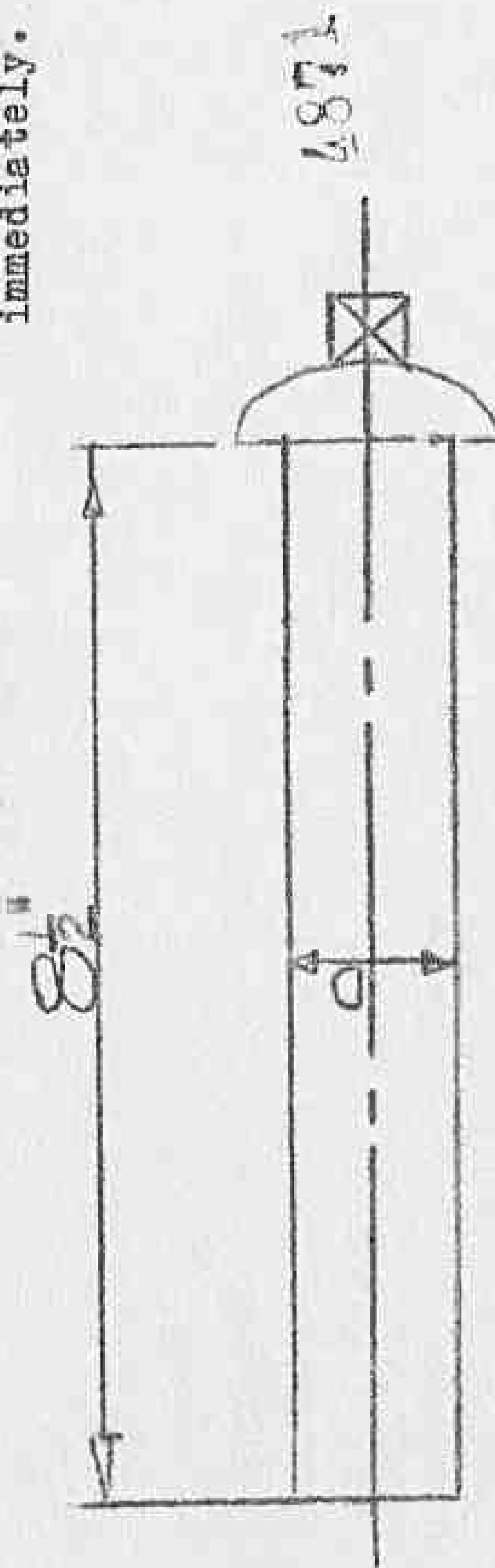
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Divisions - Will be supplied with stays in the rough - to drawing below - which will be stocked in all Main Stores. These are now being made in Carr. Works and will be available almost immediately.



For the time being finish machined steam tight stays will not be stocked in Stores.

No.	D	Cat. No.	Alternative to
1	1 1/8"	4825/131	4826/73 (Copper Stay)
2	1 1/4"	4825/132	4826/94 " "

????

Chief Mechanical Engineer.

A.N.

E.S.R. MECH. DEPT.

Our No. 4.3/17.

Bulak, 2:9:43.

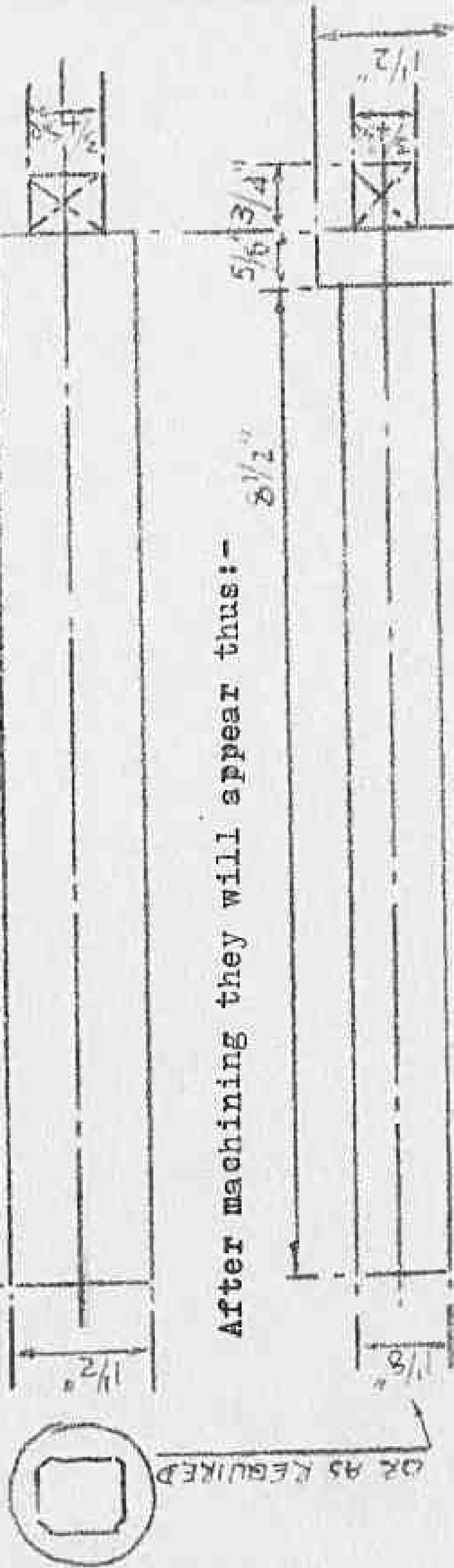
THE L.W. MANAGER. ABU ZABAL.
THE CHIEF. B. INSP. BULAK.
THE CAIRO D/L.S. BULAK.

THE ALEX. D.L.S. GABBARY.
THE L.E. D.L.S. TANTA.
THE U.E. D.L.S. MINYA.

COPPER BOILER STAYS.

Circular No. 206 is temporarily suspended owing to break down of machinery for manufacture of the steel boiler stays No. 4936/131. When all the formed head steel stays issued have been used up in substitution the following scheme is to be employed:-

(1) All stays up to 1-1/8 diam are to be machined from pieces that will be supplied thus:-



After machining they will appear thus:-

(2) All stays exceeding 1-1/8 diameter will be made from copper bar.

Copy to:-

THE C.W. MANAGER. BULAK.

For information.

Please make on W.D. H 254 of 14:3:1943 and distribute as.

(a) Under 1050 pieces as sketch from 1-1/8 Bar 10/04/04, 8:40

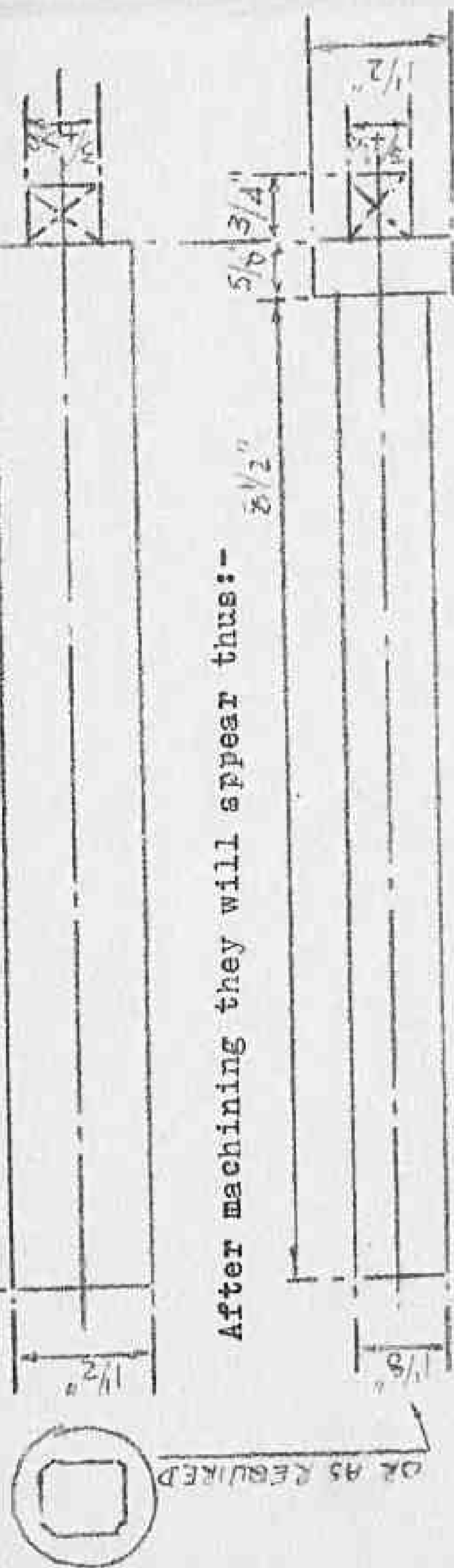
150 each to Tanta, Minia, Alex Shed, Cairo Shed, Zag., Luxor & Bulak No.1.

(b) Please divert all copper bar being made to Divisions instead of to L.W.M. - A.Z.

Tanta, Minia, Alex, & Cairo Divisions are to have approximately equal quantities. Zagazig and Luxor about half any of the others.

P.S.

The following copper bar is being distributed immediately under F.O. No. 15/15/27:-



After machining they will appear thus:-

(2) All stays exceeding 1-1/8 diameter will be made from copper bar.

Copy to:-

THE C.W. MANAGER. BULAK.

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(a) Under 1050 pieces as sketch from 1-1/8 Bar 10/04/04 ⁸⁷⁰

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(b) Please divert all copper bar being made to Divisions instead of to L.W.M. - A.Z.

Tanta, Minia, Alex, & Cairo Divisions are to have approximately equal quantities. Zagazig and Luxor about half any of the others.

P.S.

The following copper bar is being distributed immediately under F.O. No. 15/15/27:-

- 5 Bars to Tanta Loco Stores.
- 4 Bars to Gabbary Shed Stores.
- 4 Bars to Minia Loco Stores.
- 4 Bars to Bulak No.1.

CHIEF MECH. ENGINEER.

Tel. ROME 843191/5 (direct)
Ext. 53

ALLIED FORCE
MILITARY RAILWAY SERVICE ITALY
OFFICE OF THE DIRECTOR (DMRSI)

Subject: Materials required for loco repairs - Palermo.

File: Tn.A.2/76/7.
16 Apr. 45.

To: 126 T.S.R.

Copy to: Tn. Sub Commission A.C. (Rail Division).
Ing. G. Brecci, Stores Dept, H.Q. I.S.R.
H.Q., 3 Tn. Stores Group.

1. Reference your 326/TSD/147/193/ dated 3 Apr. 45.

2. The only material whose release from your depot for use in Palermo is authorized is as detailed in the enclosure to this letter.

3. It is the responsibility of the I.S.R. to arrange movement to Palermo, and the only action required by you is to ensure that all the items are available for collection when required.

4. This H.Q. should be advised when movement has taken place.

4869
C. J. Ellis
C.J. ELLIS, S/Capt.,
for Brigadier,
Director Military Railway Service.

Enc.

LOCOMOTIVE SHOP
SIX MONTH'S REQUIREMENTS

PART NO.	DESCRIPTION	QUANTITY
	BRONZE BEARINGS	12 TONS
	BABBIT METAL CLASS 46	7,500 LBS
	CAST IRON	15 TONS
	STEEL BAR STOCK:	5000 LBS
46-S-8550	1 1/2" ACROSS FLAT BAR.	500 LBS
	2 1/4" DIA. ROUND	
	TUBING:	
	3 15/16" (O.D.) X 2 3/16" (I.D.)	
	2 3/8" (O.D.) X 1 3/8" (I.D.)	
	STUDS:	540
	1/2" X 2 1/4"	325
	3/4" X 2 3/4"	400
	5/8" X 2 5/8"	1500
	7/8" X 3 1/4"	1000
	1" X 3 9/16"	
	FLAT STOCK:	200 LBS
46-S-7900	1/8" X 3/4" 150 yds.	750 LBS
7965	1/4" X 1 3/4" 150 yds.	
	MACHINE SCREWS:	
43-S-11761	1/2" X 1 3/4" FILLISTER HEAD	500
11652	5/16" X 1 3/4" " "	3000
11638	1/4" X 1 3/4" " "	3000
12606	5/8" X 2" FLAT HEAD	3000
12546	1/2" X 2 1/4" " "	3000
	1" X 3 9/16" FILLISTER HEAD	500
	7/8" X 3 9/16" " "	1000
	3/4" X 3 5/32" " "	2000
	5/8" X 2 9/16" " "	5000
12528	1/2" X 1" FLAT HEAD	500
12434	3/8" X 1 3/4" " "	500
43-S-11761	1/2" X 1 3/4" FILLISTER HEAD	7500
13650	1/4" X 5/8" ROUND HEAD	4000
13702	5/16" X 5/8" " "	4000
12364	5/16" X 3/4" FLAT HEAD	2000
12366	5/16" X 1" " "	2000
13754	3/8" X 3/4" ROUND HEAD	2000
	TUBING:	
	2 1/4" (O.D.) X 2" (I.D.) COPPER	500 YDS
	7/8" (O.D.) X 3/4" (I.D.) "	240 YDS
	1/2" (O.D.) X 3/8" (I.D.) "	400 YDS
44-T-4616	7/16" (O.D.) X 5/16" (I.D.) "	800 YDS
	5/16" X (O.D.) X 7/32" (I.D.) "	450 YDS
	PIPE FITTINGS:	
	1 5/8" SCREWED UNION	50

26868

PART NO.	DESCRIPTION	QUANTITY
52-9-12700	RED LEAD FOR BOILERS	100 LBS
52-9-1285	BLACK FOR LOCOMOTIVES	500 GALS
51-9-96	OIL WICKS: 1/4" FLAT	26 DOZ
33-C-1831	GASLET MATERIAL:	24 SHEETS
	1/8" X 36"	
	1/8" RUBBER	
33-P-2602	VALVE PACKING	50 LBS
32-P-14006	1/4" STEAM VALVE PACKING	50 LBS
	WHITE LEAD	
	LUBE OIL:	200 GALS
14-C-2770	NAVY SYMBOL 6136	

BOILER SHOP
SIX MONTH'S REQUIREMENTS

PART NO.	DESCRIPTION	QUANTITY
NOTE:	ALL ITEMS MARKED WITH AN ASTERISK (*) MAY POSSIBLY BE OBTAINED FROM ITALIAN STATE RAILWAYS THRU A.S.C.	

PART NO.	DESCRIPTION	QUANTITY
34-B-4840	LEATHER BELTING:	
" " "	25' 8" X 2 5/8"	1
" " "	20' 8" X 2 5/8"	1
" " "	50' 8" X 2 5/8"	1
" " "	16' 4" X 2 5/8"	1
" " "	24' 0" X 2 5/8"	1
" " "	36' 4" X 2 5/8"	1
" " "	14' 1" X 2 5/8"	1
34-B-6065	27' 1" X 5"	1
" " "	19' 0" X 5"	1

BELT CLIPS:

NO. 4 FOR BELTS LESS THAN 3"	20 FT
NO. 6 FOR BELTS MORE THAN 3"	20 FT

NOTE: ABOVE COMES IN 10' LENGTHS.

26 LENGTHS NO. 4

24 LENGTHS NO. 6

COPPER LOGG TYPE 744

SH. TBS 5500 MM X 2300 MM X 16 MM WEIGHT 3700 KGS. 2 °

TUBE SHEETS TYPE - 744 WEIGHT 2000 KGS. 3 °

BACK SHEETS TYPE - 744 WEIGHT 1300 KGS. 3 °

BAR STOCK (COPPER)

WEIGHT REQ'D IN KGS. 1400 DIA. IN MM 26 °

" " " " 400 " " MM 28 °

" " " " 600 " " MM 30 °

" " " " 300 " " MM 32 °

" " " " 200 " " MM 34 °

(COPPER) TUBING (FOR NIPPLES)

WEIGHT REQ'D IN KGS. 76 - DIA. IN MM 40 (TENSILE) 50 (OUTER)

WIRE FOR WELDING (COPPER)

WEIGHT REQ'D IN KGS. 65 (130 LBS) 1/4" - DIA. IN MM - 8

" " " " 25 (50 LBS) 3/16" - DIA. IN MM - 4

SHEETS (COPPER)

DIMENSIONS: 2300 MM X 2100 MM X 2 MM WEIGHT 174 KGS. 2 °

46-R-885
46-R-880

4867

- 3 -

BOILER PLATE (STEEL)DIMENSIONS IN MMWEIGHT IN KGS.

7000 X 2050 X 16	3600	2 °
5000 X 1700 X 16	1100	1 °
4500 X 1650 X 20	1180	1 °
1800 X 1800 X 25	648	1 °

WIRE FOR GAS WELDING STEEL

46-R-1414

6 MM DIA. - (340 LBS) 40 KGS. REQ'D. 1/4"

46-E-1412

3 MM DIA. - (100 LBS) 50 KGS REQ'D. 3/32"

BOILER TUB STEELDIMENSIONS IN MMWEIGHT IN KGS.

52 O.D. X 47 I.D. X 5900	2700	150 °
133 O.D. X 125 I.D. X 5900	1880	25 °
36 O.D. X 29 I.D. X 4000	1000	100 °
SUPER HEATER TUB "H" 29 I.D. X 38 O.D. 25	70 °	

(RACCONDI OGIVARI)

MILD STEEL SHAPED NIPPLES 52 O.D. X 42.9 I.D.
X 100

170 466 °

(CANNOTTI DI ACCIAIO ESTRADOLCE)

113 O.D. X 107.75 I.D. X 110 90 65 °

STEEL STOCK - BAR

46-S-1125-60

ROUND - 40 MM DIA (1200 LBS) 650 KGS. REQ'D (15/8")

46-S-1430

HEX. WIDTH ACROSS FLATS 50 MM (200 LBS) 100 KGS. REQ'D

46-S-1435

HEX. " " " 55 MM (500 LBS) 300 KGS. REQ'D

ORDERED BY LBS. - 1200 LBS

- 3000 LBS

- 200 LBS

- 500 LBS

TYPE 740 1000COPPER

TUBE SHEETS 5000 KGS

8 °

BACK SHEETS 2000 KGS.

8 °

SHEETS 5500 MM X 2400 MM X 26 MM 11,620 KGS

6 °

SHEETS 2100 MM X 1600 MM X 2 MM 333 KGS

6 °

BAR STOCK (COPPER)DIA. IN MM.WEIGHT REQ'D IN KGS.

26	3750
28	1160
30	1700
32	800
34	600

(COPPER) TUBING (FOR NIPPLES)

40 I.D. X 50 O.D. 200

4866

WIRE FOR WELDING (COPPER)

46-R-888

8 MM DIA. (350 LBS) 190 KGS. REQ'D. 1/4"

46-R-880

4 MM DIA. (160 LBS) 80 KGS. REQ'D. 3/16"

BOILER PLATE (STEEL)DIMENSIONS IN MMWEIGHT IN KGS.

6000 X 1750 X 16	8065	6 °
5300 X 1650 X 16	4100	4 °
4500 X 1650 X 20	2304	2 °
3600 X 1600 X 25	2800	2 °

WIRE FOR WELDING STEEL

46-R-1414

5 MM DIA (240 LBS) 120 KGS. REQ'D. 1/4"

46-R-1412

- 4 -

WIRE FOR WELDING STEEL (CONT'D)		QUANTITY	
46-R-1412	3 MM DIA. (500 LBS) 160 KGS. REQ'D. 3/32"		
	BOILER TUBE (STEEL)		
	DIMENSIONS IN MM	WEIGHT IN KGS.	
	58 (O.D.) X 47 (I.D.) X 5100	7750	500 °
	128 (O.D.) X 125 (I.D.) X 5100	6470	85 °
	SUPER HEATER TUBE 50"		
	36 (O.D.) X 29 (I.D.)	100	300 °
	(BACORON OGNIVAL)		
	MILD STEEL SHAPED RIPPERS		
	52 (O.D.) X 42.9 (I.D.) X 100	410	1100 °
	(CANNOTTI DI ACCIAIO ESTRADOLCE)		
	118 (O.D.) X 107.75 (ID) X 100	240	770 °
	STEEL STOCK - BAR		
46-S-1193-60	ROUND - 40 MM DIA. (4000 LBS) 2000 KGS. REQ'D		
46-S-1193-60	ROUND - 42 MM DIA (7000 LBS) 3500 KGS REQ'D.		
46-S-1480	HEX WIDTH ACROSS FLATS 50 MM 200 KGS REQ'D.		
46-S-1485	HEX WIDTH ACROSS FLATS 55 MM 1000 KGS REQ'D.		
32-B-745	AIR HOSE - 1000 FT. (INSIDE DIA. 1 INCH) 1 1/4"		
	EXTENSION LIGHTS - COMPLETE WITH BULBS, SWIRLS		
	AND PLUGS 50' LENGTHS		50
32-B-200	PLASTIC - SUPER PLASTIC, SUPER DUTY MISSOURI FIRM		
	BRICK IN PLASTIC FORM, A.P. GREEN FIRM		
	BRICK CO. MEXICO, MISSOURI USA		8000 LBS
	FIRE CLAY (ITALIAN)		8000 LBS
	FIRE BRICK (AMERICAN)		
32-B-396	6" X 4 1/2" X 2 1/2"		2000
	ASBESTOS BLANKET (AMERICAN)		
32-B-113	2" X 24" X 36"		500
	RIVET DRILLERS		
40-1-100	SIZE INS. 1/4		20
201	9/32		20
202	5/16		20
204	3/8		20
206	7/16		20
207	15/32		20
208	1/2		20
209	9/16		15
210	5/8		15
211	11/16		15
212	3/4		15
213	13/16		15
214	7/8		15
215	15/16		15
216	1		15
217	1 1/16		15
218	1 1/8		20
203	1 1/32		20
	FILES:		
41-F-933	CUT - HALF ROUND	BASTARD	20
41-F-863	FLAT	"	12
41-F-1307	ROUND	"	12
41-F-1306	THREE SQUARE	"	12
41-F-1366	SQUARE	"	12

4865

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	<u>TAPS:</u>	<u>quantities</u>
41-T-456	SIZE 8	3 SETS
457	10	3 SETS
458	12	3 SETS
459	1 1/4"	3 SETS
460	5/16"	3 SETS
461	3/8"	3 SETS
462	7/16"	3 SETS
463	1/2"	3 SETS
464	9/16"	3 SETS
465	5/8"	3 SETS
466	3/4"	3 SETS
467	7/8"	3 SETS
468	1"	3 SETS
	<u>DIES - ROUND SPLIT H.D.</u>	
41-D-806	8	3
807	10	3
808	12	3
809	1 1/4"	3
810	5/16"	3
811	3/8"	3
812	7/16"	3
813	1/2"	3
814	9/16"	3
815	5/8"	3
816	3/4"	3
817	7/8"	3
818	1"	3
	<u>GRINDING WHEELS</u>	
	<u>DIMENSIONS</u>	
	6 7/8" DIA. X 1 1/4" FACE 1 1/4" HOLE	10
	6 7/8" DIA X 1 1/4" FACE 1 7/16" HOLE	
	<u>CHUCKS, DRILL JACOBS TYPE</u>	
	SIZE 1/4" TO 3/4"	6
	<u>HANDLES</u>	
41-H-1412	16" MACHINIST'S	50
41-H-1489	36" SLEDGE	100
	<u>TUBE EXPANDER</u>	
41-E-360	SIZE 1 3/8" TO 1 17/32"	2
	<u>FORGE SHOP</u>	
	<u>SIX MONTH'S REQUIREMENTS</u>	
	<u>LEATHER BELTING</u>	
	<u>DIMENSIONS</u>	
34-B-6085	29' 6" X 8"	PLY TWO 1
34-B-6065	33' 3" X 5"	" 1
34-B-6065	34' 0" X 5"	" 1
	<u>BELT CLIPS</u>	
	NO. 6 CLIPS	15
	<u>COKE</u>	
	1 TON	
	<u>FIRE BRICK</u>	
	2000 (ITALIAN) 8 3/4" X 4 1/2" X 1 5/4"	4864
	<u>PIPE CLAY</u>	
	2000 LBS (ITALIAN)	

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		<u>quantity</u>
14-C-2770	<u>LUBE OIL - NAVY SYMBOL 6135</u>	50 GALS
	<u>BOLT DRESSING</u>	20 LBS
14-B-186	<u>STICK</u>	
	<u>GASKET MATERIAL</u>	100 SQ. YDS.
38-G-1892	<u>SHEETS 1/8 X 36"</u>	
	<u>PACKING</u>	10 YDS
38-P-231	<u>COTTON SQUARE BRAIDED 1 1/4"</u>	10 YDS
38-P-247	" " " 1"	10 YDS
38-P-241	" " " 5/8"	10 YDS
38-P-238	" " " 7/16"	10 YDS
	<u>TOOL STEEL</u>	200 LBS
46-C-22303	<u>1/2" X 1" FLAT TUNG. MOLY.</u>	
	<u>SEALING COMPOUND</u>	50 LBS.
	<u>PERMATEX OR MIGHTITE</u>	

SUBMITTED:

Lt. (JG) BOUTROS
2-6-46

4863

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394

IL/cc

Ref: LOC/26

Date: 29 April, 1945.

SUBJECT: List of ISR Locomotive Patterns.

TO : HQ. AC TN. INCRMENT

Reference your signal 014 dated 21 April 1945
received here 24 April 1945.

1. Attached list of ISR Locomotive Patterns.

2. Delay in sending this list is due to the fact *that*
no copy was found in our files and we were obliged to
call upon the courtesy of the U.S. Naval Base for it.

for
IRVINE-LYNCH, S/Capt. R.E.
Transportation Officer
Sicily.

Enclosure:
1 list (7 pages).

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MODELLI
LOCOMOTIVE 740

Par. 1

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MODELLI
LOCOMOTIVE 740

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MODELLI
LOCOMOTIVE 744

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Valvola	
Stantuffo di rifiuto iniettore L.F.	

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MODELLI
LOCOMOTIVE 745

Page.1.

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Cuscinetto per ruotino
Cuscinetto per sale
Cuscinetti per bielli motrice
Cuscinetti per biella accoppiata motrice
Cuscinetto per bielle accoppiate intermedie
Cuscinetto sferico per biella anteriore
Cuscinetto per biella posteriore
Corpo per rubinetto di spurgo
Raccordi per tubi d'alimento
Pressaguarniture asta distributore
Scatola per guarniture cilindri
Raccordo per guida asta invertitore L.F.
Tappo camera del filtro L.F.
Coperchio anteriore dei cilindri
Coperchio posteriore dei cilindri
Gomito per attacco valvole multiple
Cuscinetto per piede biella motrice
Cuscinetto per settori
Tubo gomito del regolatore
Piastrina iniettori L.F.
Cuscinetto per albero cambio marcia
Corpo per gruppi d'alimento Das. e Sin.
Slitte per guide parallele
Spessore articolato
Coperchio pompa ollatrice Friedman
Parapolvere per ruote e ruotino

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ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394

16/14/45

IL/cc
Ref : Loc/25
Date: 18 Apr.45

SUBJECT: Loco Repair Shop. Navy Yard PALERMO

TO : Trans Sub-Commission (For att Major Baister)
c/o Trans Increment.C.M.F.

Handed to Col. Topham & Major Baister

1. During the recent visit of Col Topham & Major Baister we visited the Navy Yard and I undertook to provide them with a list of patterns (for casting loco parts) copy enclosed - please forward copy to Col Topham.

2. Lt. Butrous handles all our loco work in a most efficient manner & I cannot speak too highly of this officer but unfortunately he is handicapped in our railway work by Lt. Connolly his senior officer who I fear has failed to realise the importance of the Railway as part of our L of C & keeps on raising this point of payment & Lend Lease.

3. In my opinion this question should be settled by a much higher level, as A.G.315/051 GEG-O 19/1/45 is not accepted.

4. No doubt Col. Topham & Major Baister have already formed their opinion of Lt. Butrous & Lt. Connolly. I would strongly advise that if possible the entire responsibility for the work of the Railway shops be left in the hands of Lt. Butrous for the following reasons:

- (1) The work is increasing from day to day.
- (2) Materials urgently required would be available
- (3) Lt Butrous has been accused of over stepping production and may be deprived of some of our best men. 4857

(5. I propose ^{to} tactfully approach Capt. Nichols to ascertain if this could be arranged. I feel sure Col. Topham would be in favour of this proposal. I also enclose a list of parts missing in a 625 EX 600 N.06316.

sent in for repair

Irvin Lynch
IRVINE-LYNCH, Capt. R.E.,
Transportation Officer
Sicily.

MEMORANDUM

CALDAIA LOCOMOTIVA GR. 625 EX 600 N. 06316

PEZZI ARRIVATI MANCANTI

- N. 1 Porta per focolaio completa.
- " 1 Guida orizzontale superiore per porta focolaio.
- " 4 Portine autoclave di ferro con cavalletti tipo G.
- " 6 " " " " " " " AB.
- " 4 " " " " " " " H.
- " 1 " " " " " " " N.
- " 4 " di sciacquamento a valvola di bronzo
- " 4 Piastrone di ferro per portine a valvola
- " 1 Bocchetta ad arco di bronzo per asta regolatore
- " 1 Pressaguarniture di bronzo
- " 1 Cavalletto per asta regolatore
- " 1 Molla per asta regolatore
- " 1 Cappelletto per asta regolatore
- " 1 Testa del regolatore
- " 1 Valvola di bronzo per regolatore
- " 1 Controvalvola di ferro per regolatore
- " 1 Porta completa di camera a fumo
- " 1 Volantino per porta camera a fumo
- " 1 Perno " " " " "
- " 1 Traversone " " " " "
- " 1 Camera colletttrice
- " 1 Batteria completa tubi elementi surriscaldatori da 17 X 22
- " 136 Tubi bollitori di acciaio da m/m. 64 X 70 X 3900
- " 26 " " " " " m/m. 47 X 52 X 3900

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MODELLI
LOCOMOTIVE 625

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Dr. Tolpelt
Col. Tolpelt

MODELLO
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Regila B. 2

NUMERO DEL GIORNO PRATTELLINI ED OLIVIERO
ATTUALITÀ 1988

Supporto dell'asta di raccolta dell'Indotone L.P.

1111 UNIVERSITY TOWNSHIP, TOWNSHIP OF

Standardi per valvole vapori di sodio L.P.

Colonias por tubo de cultivo (medio sólido)

Parro d'alto dalla nuova del anno iniziative

Gruppo 4: via per braccio

Corpo per pubblico di Giorgio per collana ardore

Präparatur für Indol 1,2.

Ante o vidro di cromo

Valvola di sicurezza

Quemada a vitis

Vol. 1901a

Contatto di rifugio industriale 1-800-

James L. Smith

Corpo per rubinetto di spurgo per eliatore motore

Pressoguaranture per iniettori L.I.

Asta a vite di comando

Valvola di ritenuta

Retrocedo a vite

Valvola

Stantuffo di riflusso iniettori L.I.

Final

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CONFERENCIA DE LOS PRESIDENTES
DE LOS ESTADOS UNIDOS

1	Cuscinetto per biella motrice
2	Cuscinetto per ruotino
3	Cuscinetto per, sale
4	Cuscinetti per bielle motrici
6	Cuscinetto per biella accoppiata motrice
7	Cuscinetto per bielle accoppiate intermedie
8	Cuscinetto aforico per biella anteriore
9	Cuscinetto per biella posteriore
10	Corpo per rubinetto di spruzzo L.F.
11	Raccordi per tubi d'alimentazione
24	Pressagguarniture asta distributore
26	Scatola per guarniture cilindri
29	Raccordo per guida asta invertitore L.F.
30	Tappo camera del filtro L.F.
32	Coperchio anteriore dei cilindri
33	Coperchio posteriore dei cilindri
42	Conito per attacco valvole multiple
45	Cuscinetto piede piccolo biella motrice
52	Cuscinette per settori
54	Tubo a gomitolo del regolatore
55	Mastrino iniettore L.F.
56	Cuscinetto per assi albero cambio sercia
109	Corpo per gruppi d'alimentazione des. e sda.
	Alitte per guide parallele

1.844

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Cuscinetto aforico per biella anteriore	8
Cuscinetto per biella posteriore	9
Corpo per rubinette di spurgo L.F.	10
Raccordi per tubi d'alimento	21
Pressaguarniture asta distributore	24
Scatola per guarniture cilindri	26
Raccordo per guida asta invertitore L.F.	29
Tappo cassetta del filtro L.F.	30
Coperchio anteriore del cilindri	32
Coperchio posteriore del cilindri	35
Gomito per attacco valvole multiple	42
Cuscinetto piede piccolo biella marcia	45
Cuscinetto per settori	52
Peto a gomito del regolatore	54
Piastrina iniettore L.F.	55
Cuscinetto per assi albero cambio marcia	56
Corpo per gruppi d'alimento deu. e lin.	109
Slitte per guida parallela	
Spessore articolato	
Coperchio pompa oliatrice Frischauf	
Parapolvere per ruote e ruotino	

6844

Tracy

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: CITE RTC 287

Date/Time of Origin: APR 291000B

Message Centre No: D/9174

Date Time Rec'd: APR 301335B

Precedence: PRIORITY

FROM: ALCOM SICILIA SIGNED LYNCH

TO : HQ ALCOM FOR TRANS SUBCOMMISSION (TN INCREMENT) ROMA

RESTRICTED

RESTRICTED.

Reference your signal 014 (?) dated 21 April and received here 24 April list of loco patterns mailed today.

ACTION

DIST

ACTION: Tn S/C 2
INFO: A/President
Chief Commissioner
Econ Sec
File

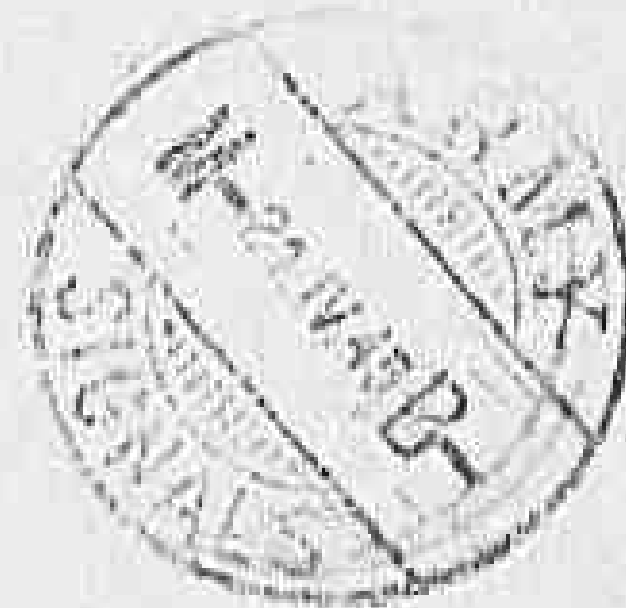
4843

RESTRICTED



TM INC (TM SUB-COMMISSION)

211100



LYNCH AO REPRESENTATIVE PERROVIE STAYO PALERMO

014 (.) RESTRICTED (.) FORWARD IMMEDIATELY LIST O.P. I.S.R. LOCOMOTIVE
PATTERNS HELD AT NAVY YARD PALERMO (.)

S. L. Laine

211115
[Signature]

IMPORTANT

1570

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

INCOMING MESSAGE
HEADQUARTERS ALLIED COMMISSIONOriginator's Reference: CITE RTC 219
Date/Time of Origin: MAR 29NFTMessage Centre No: D/6348
Date Time Rec'd: MAR 291500A
Precedence: ROUTINEFROM: ALCOM SICILIA (LYNCH)
TO: HQ ALCOM FOR TRANS SUBCOM

RESTRICTED

RESTRICTED.

1. Reference your signal 3846 ACTFT.
2. Flanges available for 740 not 734. 735
3. Can make if material available.

DISTACTION: Tn S/C 2
INFO: A/President
Chief Commissioner
Econ Sec
File 2
Fleet

ACTION

HEADQUARTERS
29 MAR 1945

A. S. C.

4812

RESTRICTED

FILE

ALCOM SICILY FOR LYNCH

3546

19 MARCH 45

PRIORITY

RESTRICTED PD

PARA ONE PD HAVE NAVY YARD PALERMO FURNISHING BLOCKS FOR FIRE BOX
PLATES CLASS SEVEN THREE FIVE AND SEVEN FOUR ZERO ITALIAN STATE
RAILWAYS LOCOMOTIVES PD

PARA TWO ALCOM SICILY FOR LYNCH FROM HQ ALCOM CITE ACTPT PARA
BOILERS THESE CLASSES NEEDING NEW FIRE BOXES AVAILABLE FOR REPAIR PD

281

TRANSPORTATION SC

390

Allegretti

NICHOLAS FIORBINO
CWO U.S.A.
Asst. Adjutant

G-4 Mo. & Tn,
Allied Force Headquarters,
Tel. No. Freedom 878.

MOV 3/157

Subject : R.C.Ws.

To : D.M.R.S. ROME.

1. It is reported that the following ROWs are either undergoing or awaiting repair in SICILY : -

<u>Place</u>	<u>Number</u>	<u>Position</u>
CATANIA	13	Under repair.
	39	Awaiting repair.
MESSINA	8	Awaiting repair.
TOTAL	60	

2. It is stated that the majority of the ROWs are damaged by bullet holes, and appear to be sound from the point of view of movement by rail.
3. ST(Pet) consider that these ROWs are surplus to SICILIAN requirements, and would be more useful in service on the mainland.
4. Will you please investigate the matter, and if surplus to AC requirements, expedite repair and transfer to ITALY.

G. ARMITAGE BEEWS, Major,
for Brigadier,
D. Q. M. G. (MOV & TN).

9 Mar 45.

Copy to : - Pet Sec, A.F.H.Q.
ST(Pet).
HQ Movements West Italy.
Mov L O MRS.

48/0

16/14/8
SLB/lc

RESTRICTED

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

Tel. 843403
Ref. AC/16/14/Tn 4

24 February 45

TO : Regional Commissioner Sicilia Region

SUBJECT : Financial Adjustment.

1. Reference you letter P & T/10 dated 30 Jan. 45 and discussions between Major Matson, Capt Lynch and US Naval Officers at the Navy Yard, Palermo on Feb. 12 & 13.
2. Attached is a copy of instructions issued by AFHQ under reference A.G. 315/051 GEG-O dated 19 Jan. 1945.
3. Please bring these instructions to the notice of the Officer commanding the Navy Yard and ascertain whether this information is sufficient for his purpose.

By Command of Rear Admiral Stone.


O.H. LINDBERG
Lt. Col. R.E.,

for MERRITT H. TAYLOR
Director.

Copy to : Capt Irvine LYNCH RE, c/o HQ Sicilia Region.

1 Enclosure.

4839

COPY

RESTRICTEDALLIED FORCE HEADQUARTERS
APO 512

19 January 1945

AG 313/051 GEG-O

SUBJECT : Centralization of Records of Charges
Assessable to the Italian Government.

TO : All concerned.

1. These instructions are issued in accordance with combined Chiefs of Staff message TAM 310 of 6 October 1944, directing that copies of reports on certain costs incurred by the British/United States Armed Forces in Italian territory should be furnished to the Allied Commission so that a complete centralized record will be available in the theatre for later evaluation purposes.

2. In compliance with the reference message from the Combined Chiefs of Staff, copies of costs reports will be forwarded to the Chief Accountant, Allied Commission, through such channels as may be directed by the service concerned. In order that theatre records may be as complete as possible, copies of cost reports covering the period 9 July 1943 through 31 December 1944 should be forwarded to the Chief Accountant where this has not already been done. Beginning 1 January 1945 copies of periodic reports should be forwarded as completed.

3. These reports are intended to be those which have been or will be prepared in accordance with instructions of the respective services on the basis of existing directives as to the scope and nature of cost reports required to be prepared, and thus need not be identical in form and content. In general, however, it is desired that the reports should cover cost of construction, improvements, modifications, repairs, and reconstructions incurred by the British/United States Armed Forces in Italian territory. Where extra costs are unobtainable, estimates should be submitted.

4. Temporary installations, or work performed for purely operational purposes and considered temporary in character, need not be reported. Expenditures for civilian labour and local materials may be excluded; if included, they should be shown separately. The cost of military labour and equipment should be included in records and shown in terms of man-hours and mechanical-equipment hours. Reports covering repairs or improvements to private property should include the name and address of the owner.

./.

= 2 =

By Command of Field Marshal ALEXANDER:

(signed) C.W. CHRISTENBERRY
Colonel, AGD;
Acting Adjutant General

4837

Subject:- Centralization of Records
of Charges Assessable to
the Italian Government.

Military Railw Service,
C.M.F.

Tel. Firebox Ext. 33.

Outside Line 843487.

Ref. Tn.F/77

21st February 1945.

To :- Major Ping,
Tn. Sub-Commission.

I enclose as promised, a copy of A.F.H.Q. Instruction
AG/313/051 GEC-O dated 19 January 45 relative to the recording
of charges against the Italian Government.

Major Basler

L.P. Pannell

(L.C. PANWELL) Lt. Col.

for Brigadier.

Director, Military Railway Service.

4826

RECEIVED.

COPY.

JC/3cm

ALLIED FORCE HEADQUARTERS.

ABO 512

AG 313/051 GEO-0

19 January 1945.

SUBJECT:- Centralization of Records of Charges Assessable to the Italian Government.

TO :- All concerned.

1. These instructions are issued in accordance with Combined Chiefs of Staff message TAM 310 of 6 October 1944, directing that copies of reports on certain costs incurred by the British/United States Armed Forces in Italian territory should be furnished to the Allied Commission so that a complete centralized record will be available in the theatre for later evaluation purposes.

2. In compliance with the reference message from the Combined Chiefs of Staff, copies of cost reports will be forwarded to the Chief Accountant, Allied Commission, through such channels as may be directed by the service concerned. In order that theatre records may be as complete as possible, copies of cost reports covering the period 9 July 1943 through 31 December 1944 should be forwarded to the Chief Accountant where this has not already been done. Beginning 1 January 1945 copies of periodic reports should be forwarded as completed.

3. These reports are intended to be those which have been or will be prepared in accordance with instructions of the respective services on the basis of existing directives as to the scope and nature of cost reports required to be prepared, and thus need not be identical in form and content. In general, however, it is desired that the reports should cover cost of construction, improvements, modifications, repairs, and reconstructions incurred by the British/United States Armed Forces in Italian territory. Where extra costs are unobtainable, estimates should be submitted.

4. Temporary installations, or work performed for purely operational purposes and considered temporary in character, need not be reported. Expenditures for civilian labour and local materials may be excluded; if included, they should be shown separately. The cost of military labour and equipment should be included in records and shown in terms of man-hours and mechanical-equipment hours. Reports covering repairs or improvements to private property should include the name and address of the owner.

By Command of Field Marshal ALEXANDER:

(signed) C.W. CHRISTENSEN.
Colonel, AGD,
Acting Adjutant General.

4835

16/14/7

CML/av

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

5 March 1945

Tel. Firebox-11 ✓
Our Ref: AO/Mat/16/14

SUBJECT : Materials Required for Loco repairs - Palermo.

TO : D.A.D. Tn 2 Bldg.
Attn: Major Chaplin

1. There is attached, a list of materials required for a period of six (6) months, to keep the Locomotives Shop at Palermo in operation.
2. It is known that the amounts requested cannot be furnished but if possible small amounts are requested to keep this plant in operation.
3. The items of leather betting and rivet reamers have been taken care of for the present.
4. It will be appreciated if you can furnish a part of this material. Most if the locomotives repaired at the Palermo shop are transferred to the mainland.

C. Lindberg
O.H. LINDBERG
Lt.Col. R.E.,
Chief, Rail Division 4834

Encl - 1 List of 6 sheets.

16/44/6

CML/av

TRANSPORTATION SUB-COMMISSION, AC.
(RAIL DIVISION)
C/o Transportation Increment
U.S.F.

Tel. 643191-11
Our Ref: AC/Wat/16/14

5 March 1945

SUBJECT: Materials Required for Locomotive Repairs - Palermo.

To : Chief of Stores I.S.R. Bldg.
Attn: Ing. Bracci.

1. There is attached a list of materials required for a period of six (6) months at the U.S. Navy Shop, Palermo, in order to continue locomotive repairs.
2. It is not possible to furnish the materials in the amounts requested but it may be possible to furnish a sufficient quantity to keep the shop in service.
3. Please advise which of these materials you can obtain.
4. Leather betting for this shop has been requested from the Commerce Sub-Commission AC.
5. Rivet reamers have been furnished in most of the sizes requested from Tiburtina Store.
6. M.R.S. will also be contracted, but I.S.R. must make an effort to obtain the materials first.

Curt
O.H. LINDBERG
Lt.Col. R.E. 1883
Chief, Rail Division

Encl - 1 List of 6 sheets.

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394

PGM/cc
Date: 21 Feb 45.

SUBJECT: Materials required for loco repairs
U.S. NOB Palermo.

TO : Chief Rail Section, Trans Sub-Commission AC.

1. Enclosed is the list of materials required by the Navy here in Palermo in order to continue loco repairs.

2. This is the list referred to in my letter regarding this subject dated 15 February.

Peter G. Matson
Peter G. Matson
Major T.C.
Trans Sub-Commission.

4832

LOCOMOTIVE SHOP
SIX MONTH'S REQUIREMENTS

PART NO.	DESCRIPTION	QUANTITY
	BRONZE BEARINGS	12 TONS
	BABBIT, METAL CLASS 46	7500 LBS
	CAST IRON	15 TONS
46-S-8550	STEEL BAR STOCK:	
	1 1/2" ACROSS FLAT HEX.	5000 LBS
	2 1/4" DIA. ROUND	500 LBS
	TUBING:	
	3 15/16" (O.D.) X 2 3/16" (I.D.)	
	2 3/8" (O.D.) X 1 3/8" (I.D.)	
	STUDS:	
	1/2" X 2 1/4"	540
	3/4" X 2 3/4"	325
	5/8" X 2 5/8"	400
	7/8" X 3 1/4"	1500
	1" X 3 9/16"	1000
46-S-7900	FLAT STOCK:	
7965	1/8" X 3/4" 150 yds.	200 LBS
	1/4" X 1 3/4" 150 yds.	750 LBS.
43-S-11781	MACHINE SCREWS:	
11662	1/2" X 1 3/4" FILLISTER HEAD	500
11638	5/16" X 1 3/4" " "	3000
12606	1/4" X 1 3/4" " "	3000
12548	5/8" X 2" FLAT HEAD	3000
	1/2" X 2 1/4" " "	3000
	1" X 3 9/16" FILLISTER HEAD	3000
	7/8" X 3 9/16" " "	500
	3/4" X 3 5/32" " "	1000
	5/8" X 2 9/16" " "	2000
12528	1/2" X 1" FLAT HEAD	5000
12434	3/8" X 1 3/4" " "	500
43-S-11781	1/2" X 1 3/4" FILLISTER HEAD	500
13650	1/4" X 5/8" ROUND HEAD	7500
13702	5/16" X 5/8" " "	4000
12364	5/16" X 3/4" FLAT HEAD	4000
12368	5/16" X 1" " "	2000
13754	3/8" X 3/4" ROUND HEAD	2000
	TUBING:	
	2 1/4" (O.D.) X 2" (I.D.) COPPER	500 YDS
	7/8" (O.D.) X 3/4" (I.D.) "	240 YDS
44-T-4816	1/2" (O.D.) X 3/8" (I.D.) "	400 YDS
	7/16" (O.D.) X 5/16" (I.D.) "	800 YDS
	5/16" X (O.D.) X 7/32" (I.D.) "	450 YDS
	PIPE FITTINGS:	
	1 5/8" SCREWED UNION	50
	PAINT:	
52-P-12700	RED LEAD FOR BOILERS	100 LBS
52-P-1386	BLACK FOR LOCOMOTIVES	500 GALS
31-W-90	OIL WICKS: 1/4" FLAT	25 DOZ
	GASKET MATERIAL:	
33-G-1392	1/8" X 36"	24 SHEETS
	1/8" RUBBER	
	VALVE PACKING	
33-P-3602	1/4" STEAM VALVE PACKING	50 LBS
52-P-14000	WHITE LEAD	50 LBS

<u>PART NO.</u>	<u>DESCRIPTION</u>	<u>QUANTITY</u>
14-0-2770	LUBE OIL: NAVY SYMBOL 6135	200 GALS.

BOILER SHOP
SIX MONTH'S REQUIREMENTS

<u>PART NO.</u>	<u>DESCRIPTION</u>	<u>QUANTITY</u>
NOTE: ALL ITEMS MARKED WITH AN ASTERISK (*) MAY POSSIBLY BE OBTAINED FROM ITALIAN STATE RAILWAYS THRU A.C.C.		

	<u>LEATHER BELTING:</u>	
34-B-4840	28' 8" X 2 5/8"	SINGLE PLY
" " "	20' 8" X 2 5/8"	" "
" " "	30' 8" X 2 5/8"	" "
" " "	18' 4" X 2 5/8"	" "
" " "	24' 0" X 2 5/8"	" "
" " "	26' 4" X 2 5/8"	" "
" " "	14' 1" X 2 5/8"	" "
34-B-6065	27' 1" X 5"	TWO PLY
" " "	19' 0" X 5"	" "

<u>BELT CLIPS:</u>	
NO. 4 FOR BELTS LESS THAN 3"	30 FT
NO. 6 FOR BELTS MORE THAN 3"	20 FT
NOTE: ABOVE COMES IN 10" LENGTHS.	
36 LENGTHS NO. 4	
24 LENGTHS NO. 6	

<u>COPPER LOCO TYPE 744</u>	
SHEETS 5500 MM X 2300 MM X 16 MM WEIGHT 3700 KGS.	2 *
TUBE SHEETS TYPE - 744 WEIGHT 2000 KGS.	3 *
BACH SHEETS TYPE - 744 WEIGHT 1300 KGS.	3 *

<u>BAR STOCK (COPPER)</u>	
WEIGHT REQ'D IN KGS. 1400 DIA. IN MM 26 *	
" " " " 400 " " MM 28 *	
" " " " 600 " " MM 30 *	
" " " " 300 " " MM 32 *	
" " " " 200 " " MM 34 *	

<u>(COPPER) TUBING (FOR NIPPLES)</u>	
WEIGHT REQ'D IN KGS. 70 - DIA. IN MM 40 (INSIDE) 50 (OUTSIDE) *	
<u>WIRE FOR WELDING (COPPER)</u>	

46-R-885	WEIGHT REQ'D IN KGS. 65(130 LBS) 1/4" - DIA. IN MM - 8
46-S-880	" " " " 25 (50 LBS) 3/16" - DIA IN MM - 4

<u>SHEETS (COPPER)</u>	
DIMENSIONS: 2300 MM X 2100 MM X 2 MM WEIGHT 174 KGS.	2 *

<u>BOILER PLATE (STEEL)</u>	
DIMENSIONS IN MM	WEIGHT IN KGS.
7000 X 2020 X 16	3600
5000 X 1700 X 16	1100
4500 X 1650 X 20	1150
1800 X 1800 X 25	648

<u>WIRE FOR GAS WELDING STEEL</u>	
6 MM DIA. - (840 LBS) 40 KGS. REQ'D. 1/4"	
3 MM DIA. - (1000 lbs) 50 KGS REQ'D. 5/32"	

46-R-1414
46-R-1412

<u>BOILER TUBE, STEEL</u>	
DIMENSIONS IN MM	WEIGHT IN KGS.
52 O.D. X 47 I.D. X 5900	2700
133 O.D. X 125 I.D. X 5900	1850
36 O.D. X 29 I.D. X 4000	1000
SUPER HEATER TUBE "U" 29 I.D. X 36 O.D. 35	
(RACCORDI OGIVALI)	

4830

150 *
25 *
100 *
70 *

46-S-1193-60
46-S-1480
46-S-1485

BOILER TUBING, STEEL (CONT'D)
MILD STEEL SHAPED NIPPLES 52 O.D. X 42. I.D. X 100 170 quantity
(CANNOTTI DI ACCIAIO ESTRADOLCE) 118 O.D. X 107.75 I.D. X 110 90 465 *
65 *

STEEL STOCK - BAR
ROUND - 40 MM DIA (1300 LBS) 650 KGS. REQ'D (15/8")
HEX. WIDTH ACROSS FLATS 50 MM (200 LBS) 100 KGS. REQ'D
HEX. " " " 55 MM (600 LBS) 300 KGS. REQ'D
ORDERED BY LBS. - 1300 LBS
- 3000 LBS
- 200 LBS
- 600 LBS

TYPE 740 L000

COPPER
TUBE SHEETS 5000 KGS 8 *
BACK SHEETS 2800 KGS. 8 *
SHEETS 5500 MM X 2400 MM X 26 MM 11,520 KGS 6 *
SHEETS 2100 MM X 1600 MM X 2 MM 362 KGS 6 *

BAR STOCK (COPPER)
DIA. IN MM. WEIGHT REQ'D IN KGS.
* 26 3730
* 28 1160
* 30 1700
* 32 800
* 34 600

(COPPER) TUBING (FOR NIPPLES)
40 I.D. X 50 O.D. 200

WIRE FOR WELDING (COPPER)
8 MM DIA. (380 LBS) 190 KGS. REQ'D. 1/4"
4 MM DIA. (160 LBS) 80 KGS. REQ'D. 3/16"

46-R-885
46-R-880

BOILER PLATE (STEEL)
DIMENSIONS IN MM WEIGHT IN KGS. 6 *
6000 X 1750 X 16 8065 4 *
5300 X 1650 X 15 4100 2 *
4500 X 1650 X 20 2304 2 *
3600 X 1800 X 25 2800

46-R-1414
46-R-1412

WIRE FOR WELDING STEEL
6 MM DIA (240 LBS) 120 KGS. REQ'D. 1/4"
3 MM DIA. (300 LBS) 150 KGS. REQ'D. 3/32"

BOILER TUBE (STEEL)
DIMENSIONS IN MM WEIGHT IN KGS. 500 *
52 (O.D.) X 47 (I.D.) X 5100 7750 85 *
133 (O.D.) X 125 (I.D.) X 5100 5470
SUPER HEATER TUBE "U" 100 300 *
36 (O.D.) X 29 (I.D.)
(RACCORDI OGIVALI)
MILD STEEL SHAPED NIPPLES 1100 *
52 (O.D.) X 42.9 (I.D.) X 100 410
(CANNOTTI DI ACCIAIO) ESTRADOLCE 170 *
118 (O.D.) X 107.75 (I.D.) X 100 240

46-S-1193-60
46-S-1193-60
46-S-1480
46-S-1485
33-R-746

STEEL STOCK - BAR
ROUND - 40 MM DIA. (4000 LBS) 2000 KGS. REQ'D
ROUND - 42 MM DIA (7000 LBS) 3500 KGS REQ'D.
HEX WIDTH ACROSS FLATS 50 MM 200 KGS REQ'D.
HEX WIDTH ACROSS FLATS 55 MM 1000 KGS REQ'D.
AIR HOSE --- 1000 FT. (INSIDE DIA. 1 INCH) 1 1/4"

1889

1584

PART NO.	DESCRIPTION	QUANTITY
32-R-200	EXTENSION LIGHTS - COMPLETE WITH BULBS, SHIELDS AND PLUGS 50' LENGTHS PLASTIC - SUPER PLASTIC, SUPER DUTY MISSOURI FIRE BRICK IN PLASTIC FORM, A.P. GREEN FIRE BRICK COL MEXICO, MISSOURI USA	50 8000 LBS 8000 LBS 2000 ~~LBS~~
32-B-396	FIRE CLAY (ITALIAN) FIRE BRICK (AMERICAN) 9" X 4 1/2" X 2 1/2"	500
32-B-115	ASBESTOS BLANKET (AMERICA) 2" X 24" X 36"	20
40-B-200	RIVET REAMERS SIZE INS.	20
201	1/4	20
202	9/32	20
204	5/16	20
206	3/8	20
207	7/16	20
208	15/32	15
209	1/2	15
210	9/16	15
211	5/8	15
212	11/16	15
213	3/4	15
214	13/16	15
215	7/8	15
216	15/16	15
217	1	15
218	1 1/16	20
203	1 1/8	30
	11/32	20
41-F-933	FILES: CUT - HALF ROUND	12
41-F-863	FLAT	12
41-F-1307	ROUND	12
41-F-155 5	THREE SQUARE	12
41-F-1366	SQUARE	3 SETS
41-T-456	TAPS: SIZE 8	3 SETS
457	10	3 SETS
458	12	3 SETS
459	1/4"	3 SETS
460	5/16"	3 SETS
461	3/8"	3 SETS
462	7/16"	3 SETS
463	1/2"	3 SETS
464	9/16"	3 SETS
465	5/8"	3 SETS
466	3/4"	3 SETS
467	7/8"	3 SETS
468	1"	3
41-D-806	DIES - ROUND SPLIT N.C.	3
807	8	3
808	10	3
809	12	3
810	1/4"	3
811	5/16"	3
812	3/8"	3
	7/16"	3

PART NO.	DESCRIPTION	QUANTITY
	<u>DIES - ROUND SPLIT N.C. CONT'D)</u>	
41-D-813	1/2"	3
814	9/16"	3
815	5/8"	3
816	3/4"	3
817	7/8"	3
818	1"	
	<u>GRINDING WHEELS</u>	
	<u>DIMENSIONS</u>	10
	6 7/8" DIA. X 1 1/4" FACE 1 1/4" HOLE	
	6 7/8" DIA X 1 1/4" FACE 1 7/16" HOLE	6
	<u>CHUCKS, DRILL JACOBS TYPE</u>	
	SIZE 1/4" TO 3/4"	50
	<u>HANDLES</u>	100
41-E-1212	16" MACHINIST'S	
41-H-1489	36" SLEDGE	2
41-E-360	<u>TUBE EXPANDER</u>	
	SIZE 1 3/8" TO 1 17/32"	
	<u>FORGE SHOP</u>	
	<u>SIX MONTH'S REQUIREMENTS</u>	
	<u>LEATHER BELTING</u>	
	<u>DIMENSIONS</u>	
34-B-6085	29' 6" X 8"	1
34-B-6065	33' 6" X 5"	1
34-B-6065	34' 0" X 5"	1
	<u>BELT CLIPS</u>	15
	NO. 6 CLIPS	
	<u>COKE</u>	
	1 TON	
	<u>FIRE BRICK</u>	
	2000 (ITALIAN) 8 3/4" X 4 1/2" X 1 3/4"	
	<u>FIRE CLAY</u>	50 GALS
	2000 LBS (ITALIAN)	
14-O-2770	<u>LUBE OIL - NAVY SYMBOL 6135</u>	20 LBS
	<u>BELT DRESSING</u>	
14-B-155	STICK	100 SQ. YDS.
	<u>GASKET MATERIAL</u>	
33-G-1392	SHEETS 1/8 X 36"	10 YDS
	<u>PACKING</u>	10 YDS
33-P-251	COTTON SQUARE BRAIDED 1 1/4"	10 YDS
33-P-247	" " " 1"	10 YDS
33-P-241	" " " 5/8"	10 YDS
33-P-235	" " " 7/16"	200 LBS
	<u>TOOL STEEL</u>	
	1/2" X 1" FLAT TUNG. MOLY.	50 LBS.
46-S-22303	<u>BEALING COMPOUND</u>	
	PERMATAX OR MAGNESITE	

SUBMITTED:

 1007
 Lt. (JG) BOUTROS
 2-6-45

TRANSPORTATION SUB-COMMISSION A.C.
(Rail Section)
TRANSPORTATION INCIDENT

C.M.F.

REGGIO CAL. 15 FEB. 1945

TO : Chief Rail Section In Sub-Comm A.C.
From : Major Peter G. Watson M.C.
Subject: Loco repairs Palermo navy yard.

1. Feb. 12 and 13 I visited the navy yard with Capt. Lynch as there were these important things to settle:

- (a) navy cut the railways oxygen supply to sixty bottles per month
- (b) loco work is being seriously delayed and soon will be entirely stopped due to the lack of materials
- (c) who is going to pay for the labor and material.

REGGIO

2. In Reggio to (A) above the navy supply officer agreed to furnish 100 bottles per month and possibly more when I explained to him that practically all good equipment was eventually taken by M.A.S. and also any breakdown in rolling stock in Sicily would indirectly effect military controlled lines.

3. In regard to (B) Par. 2, copper bar stock is now practically exhausted, in fact while I was in the shop, I saw several blacksmiths up setting bar stock because the regular sizes had all been used up and the small sizes that they were building up to proper size would be exhausted in two weeks and all boiler work would then cease due to the lack of stay bolts. Many other materials are badly needed, a list of which is being prepared but copper bar stock is vitally needed now and copper boiler plate is also getting scarce. Here we have a boiler shop capable of getting out four boilers per month if we get them the materials, MRS have received much benefit from the work of this shop so it is important to them and us to obtain the materials to keep this shop going.

4. Reference to "C" in Par. 2 castings are now made and available to the railway in the foundry and delivery will not be made until the navy knows who to charge for the work and material. Up to this time the Military has received practically all the benefit of the production of this shop because they would reach over and snatch the newly repaired locos and the railway furnished the material. Now however the situation is changing because the railway is out of material and the statement I made about the good locos eventually going to MRS was not satis factory. The navy wants a letter from a reliable source telling them who to bill for work and labor performed for the railway.

P. G. Watson
P. G. WATSON
MAJOR M.C.

1 5 8 7

- (a) navy cut the railways oxygen supply to sixty bottles per month
- (b) loco work is being seriously delayed and soon will be entirely stopped due to the lack of materials
- (c) who is going to pay for the labor and material.

Page 2

2. In ~~regard~~ to (A) above the navy supply officer agreed to furnish 100 bottles per month and possibly more when I explained to him that practically all good equipment was eventually taken by M.R.S. and also any breakdown in rolling stock in Sicily would indirectly effect military controlled lines.
3. In regard to (B) Par. 2, copper bar stock is now practically exhausted, in fact while I was in the shop, I saw several blacksmiths up setting bar stock because the regular sizes had all been used up and the small sizes that they were building up to proper size would be exhausted in two weeks and all boiler work would then cease due to the lack of stay bolts. Many other materials are badly needed, a list of which is being prepared but copper bar stock is vitally needed now and copper boiler plate is also getting scarce. Here we have a boiler shop capable of getting out four boilers per month if we get them the materials, MRS have received much benefit from the work of this shop so it is important to them and us to obtain the materials to keep this shop going.
4. Reference to "G" in Par. 2 castings are now made and available to the railway in the foundry and delivery will not be made until the navy knows who to charge for the work and material. Up to this time the military has received practically all the benefit of the production of this shop because they would reach over and snatch the newly repaired locos and the railway furnished the material. Now however the situation is changing because the railway is out of material and the statement I made about the good locos eventually going to MRS was not satis factory. The navy wants a letter from a reliable source telling them who to bill for work and labor performed for the railway.

P. G. Matson
P. G. MATSON
MAJOR U.S.

P. G. MATSON
MAJOR T.O.

2598

16/14/3

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

Tel. 843238
Ref. AG/16/14/Tn 4

14 February 49

To : Lt. Col. R. D. Pannell - A.D. (Finance) HRS,
Chairman, Finance Sub-Committee,
Allied Railway Board,
HRS - Building.

SUBJECT : Cantieri Navale, Palermo.

1. Reference is to attached documents.
2. May this matter be tabled for discussion next meeting of Finance Sub-Committee, please?

at Rm may
for
J. H. LINDSEY
Lt. Col. R.E.,
Chief, Rail Division.

Copy to: Col. Crawshaw - Finance Sub-Commission, HRS, AG.

1895

1587

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
AFD 394

IL/oo
For 13. & 2/10
Enter 30. Jan. 45.

Subject: Personnel Adjustment.

NO : Transportation Sub-Commission SC
o/o Transportation Department C.A.F.

1. The position regarding railway repairs at the Naval Yard, is not quite clear. The U.S. Naval Yard have done a splendid job of work for the Railways & Dr. Lucido speaks very highly of what has been achieved to keep the Railways running.
2. I arranged a conference at the Yard between Ing. Mangert, the Railway engineers and Lt. Butters in connection with work in hand and also regarding the casting & finishing of a crank shaft for the Ferry. In addition there is a request from the I.R. to put in hands the casting of a number of loco parts urgently wanted for repairs and replacement, but in a previous conversation I had with Capt. Maguire U.S.A. he broached the question of putting these repairs on a sand beach basis, presumably between the U.S.A. and British.
3. The I.R. are willing to pay for this work and they can provide most of the material. I feel that this is outside my province and would be glad to have instructions regarding this point.
4. This work is most urgent but I fear that Capt. Maguire will not proceed with this work until he has a decision. I might mention that the Naval Yard previously was run by a firm of contractors who carried all the heavy repairs for the railway, there are no other firms capable of handling this work.

WYVERN-4474H
Capt. M. J. (M. J. Sec)
Trans Sub-Commission.

1. The position concerning Railway repairs at the Naval Yard, is not quite clear. The U.S. Naval Yard have done a splendid job of work for the Railways & Dr Eucotic speaks very highly of what has been achieved to keep the Railways running.

2. I arranged a conference at the Yard between Ing. Sageri, the Railway engineers and Lt Durova in connection with work in hand and also regarding the casting & finishing of a crank shaft for the Ferry. In addition there is a request from the ISB to put in hand the casting of a number of loco parts urgently wanted for repairs and replacements, but in a previous conversation I had with Capt Reginald U.S.A. he broached the question of putting these repairs on a Land Based Basis, presumably between the U.S.A. and British.

3. The ISB are willing to pay for this work and they can provide most of the material. I feel that this is outside my province and would be glad to have instructions regarding this point.

4. This work is most urgent but I fear that Capt Reginald will not proceed with this work until he has a decision. I might mention that the Navy Yard previously was run by a firm of contractors who carried out the heavy repairs for the Railway. There are no other firms capable of handling this work.

TRIVIA-MATHON

Capt RE's (M.C.Sec)
Evans Sub-Commission.

4824

INTER-OFFICE MEMO

Reference : 10/16/14 En 4

TO : Chief of Mail Division
(attention Major A.O. Ping)

SUBJECT : Santiero Navale, Palermo, Financial Adjustment.

1. Reference attached letter from Capt Irvine Lynch.
2. The work done for USA by US Navy Yard at Palermo is of the utmost value and it is hoped that in the near future it may be extended to cover repairs to boilers for the mainland. It is therefore important that no hitch should occur in the arrangements.
3. USA are quite willing to pay for the work as they would have done if it had been carried out in the normal way by the civilian firm, Santiero Rinaldi Navale, with whom they have a contract which expires on 30 June 45.
4. It is understood that the above firm has not at present any part in the direction of the Navy at Palermo which is, I believe, operated directly by the US Navy.
5. The position appears to be analogous to that which obtains in Railways workshops operated by R.S. M., and in the US Navy agree, a similar system of accounting for material supplied and work done might meet the situation.
6. Under this system all material supplied from Naval sources would be costed and an account kept. Similarly an account would be kept of all men hours worked by U.S. Naval personnel and, if desired, by Italian Civilian workmen and employees.
7. In the case of R.S. M. workshops and stores Depots a monthly return is rendered to the Financial Adviser (Mr) at Avila.
8. G.R.O. 479 (1934) refers to this procedure.
9. I have discussed this matter with Capt. Butler U.S.N. of the Naval Sub-Commission A.O. but he was not aware of any recognized procedure covering the points raised. He expressed his readiness to co-operate in any negotiations with the U.S. Navy Yard at Palermo if desired to do so.

J.L. Gaister Major

Transportation Sub-Comm. (Mails)

11 February 45

Tel. 843402

7823

value and it is hoped that in the near future it may be extended to cover repairs to boilers for the mainland. It is therefore important that no hitch should occur in the arrangements.

3. ISZ are quite willing to pay for the work as they would have done if it had been carried out in the normal way by the civilian firm, Cantieri Riuniti Navali, with whom they have a contract which expires on 30 June 45.

4. It is understood that the above firm has not at present any part in the direction of the Navy at Palermo which is, I believe, operated directly by the US Navy.

5. The position appears to be analogous to that which obtains in Railways workshops operated by R.M. It, and if the US Navy agrees, a similar system of accounting for material supplied and work done might meet the situation.

6. Under this system all material supplied from Naval Sources would be costed and an account kept. Similarly an account would be kept of all man hours worked by U.S. Naval personnel and, if desired, by Italian civilian workmen and employees.

7. In the case of R.M. the workshops and stores Depots a monthly return is rendered to the Financial Adviser (32) at AMM.

8. G.R.O. 479 (1934) refers to this procedure.

9. I have discussed this matter with Capt. Butler U.S.N. of the Naval Sub-Commission A.C. but he was not aware of any recognized procedure covering the points raised. He expressed his readiness to co-operate in any negotiations with the U.S. Navy Yard at Palermo if desired to do so.

S.L. Gaister Major

Transportation Sub-Comm. (Rails)
11 February 45
Tel. 843402

1823

SEB/ic

INTER-OFFICE MINUTE

Reference: AC/16 /14/Tn 4

TO : Chief of Rail Division
(Attention Major A.C.Ping)

SUBJECT : Cantiere Navale, Palermo, Financial Adjustment.

1. Reference attached letter from Capt Irvine Lynch.
2. The work done for ISR by the US Navy Yard at Palermo is of the utmost value and it is hoped that in the near future it may be extended to cover repairs to boilers for the mainland. It is therefore important that no hitch should occur in the arrangements.
3. ISR are quite willing to pay for the work as they would have done if it had been carried out in the normal way by the civilian firm, Cantieri Riuniti Navali, with whom they have a contract which expires on 30 June 45.
4. It is understood that the above firm has not at present any part in the direction of the Navy Yard at Palermo which is, I believe, operated directly by the US Navy.
5. The position appears to be analogous to that which obtains in Railways workshops operated by R.E.Tn, and if the US Navy agree, a similar system of accounting for material supplied and work done might meet the situation.
6. Under this system all material supplied from Naval Sources would be costed and an account kept. Similarly an account would be kept of all man hours worked by U.S. Naval personnel and, if desired, by Italian Civilian workmen and employees.

7. In the case of R.E. Tn workshops and store Depots a monthly return is rendered to the Financial Adviser (Br) at AFHQ.

8. G.R.O. 479 (1943) refers to this procedure.

9. I have discussed this matter with Capt. Butler U.S.N. of the Naval Sub-Commission A.C. but he was not aware of any recognised procedure covering the points raised. He expressed his readiness to co-operate in any negotiations with the U.S. Navy Yard at Palermo

2. The work done for ISR by the US Navy Yard at Palermo is of the utmost value and it is hoped that in the near future it may be extended to cover repairs to boilers for the mainland. It is therefore important that no hitch should occur in the arrangements.
3. ISR are quite willing to pay for the work as they would have done if it had been carried out in the normal way by the civilian firm, Cantieri Riuniti Navali, with whom they have a contract which expires on 30 June 45.
4. It is understood that the above firm has not at present any part in the direction of the Navy Yard at Palermo which is, I believe, operated directly by the US Navy.
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6. Under this system all material supplied from Naval Sources would be costed and an account kept. Similarly an account would be kept of all man hours worked by U.S. Naval personnel and, if desired, by Italian Civilian workmen and employees.
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9. I have discussed this matter with Capt. Butler U.S.N. of the Naval Sub-Commission A.C. but he was not aware of any recognised procedure covering the points raised. He expressed his readiness to co-operate in any negotiations with the U.S. Navy Yard at Palermo if desired to do so.

Transportation Sub-Comm. (Rails)
11 February 45
Tel. 843402

S.L. Baister
S.L. Baister Major

1892

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394

IL/cc

Ref : F & T/10

Date: 30 Jan 45.

SUBJECT: Financial Adjustment.

TO : Transportation Sub-Commission AC
c/o Transportation Increment C.M.F.

1. The position regarding Railway repairs at the Naval Yard, is not quite clear. The U.S. Naval Yard have done a splendid job of work for the Railways & Dr Tuccio speaks very highly of what has been achieved to keep the Railways running.
2. I arranged a conference at the Yard between Ing. Maugeri, the Railway engineers and Lt Butrous in connection with work in hand and also regarding the casting & finishing of a crank shaft for the Ferry. In addition there is a request from the ISR to put in hands the casting of a number of Loco parts urgently wanted for repairs and replacements, but in a previous conversation I had with Capt Ragsdale U.S.A. he broached the question of putting these repairs on a Lend Lease Basis, presumable between the U.S.A. and British.
3. The ISR are willing to pay for this work and they can provide most of the material. I feel that this is outside my province and would be glad to have instructions regarding this point.
4. This work is most urgent but I fear that Capt Ragsdale will not proceed with this work until he has a decision. I might mention that the Navy Yard previously was run by a firm of contractors who carried all the heavy repairs for the Railway, there are no other firms capable of handling this work.

Amended

1. The position regarding Railway repairs at the Naval Yard, is not quite clear. The U.S. Naval Yard have done a splendid job of work for the Railways & Dr Tuccio speaks very highly of what has been achieved to keep the Railways running.

2. I arranged a conference at the Yard between Ing. Maugeri, the Railway engineers and Lt Butrous in connection with work in hand and also regarding the casting & finishing of a crank shaft for the Ferry. In addition there is a request from the ISR to put in hands the casting of a number of Loco parts urgently wanted for repairs and replacements, but in a previous conversation I had with Capt Ragsdale U.S.A. he broached the question of putting these repairs on a Lend Lease Basis, presumable between the U.S.A. and British.

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4. This work is most urgent but I fear that Capt Ragsdale will not proceed with this work until he has a decision. I might mention that the Navy Yard previously was run by a firm of contractors who carried all the heavy repairs for the Railway, there are no other firms capable of handling this work.


IRVINE-LYNCH
Capt RE's (M.C. Sec)
Trans Sub-Commission.

Tel. 843403

Our Ref. AC/15/Tn 4

5 February 1945

TO : Regional Commissioner Sicilian Region
(For Rail Officer, Palermo)

SUBJECT : Boiler Repairs at US Navy Yard, Palermo.

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

1. Reference weekly Sicilian Rail Report dated 28 Dec. 44, para 9 (a) and discussion between Capt Philby, Tn Sub-Comm. - Rail Division and Lt Boutros, US Navy, C I/c boiler shop, Cantiere Navale, Palermo.
2. Arrangements are now in hand for sending stripped boilers from the mainland to Palermo for repair in the Navy Yard boiler shop.
3. Attached is a translation of a letter addressed by the Director General's Office, USR to their equipment section Chiefs at Reggio and Palermo.
4. The question of the provision of tools and material required by the Navy Yard for this work is in hand, and tools and stores will be dispatched as and when available.
5. The fitting of steel fireboxes in place of copper when new boxes are required has been fully considered, and, whilst no suitable steel plate is yet available, it is anticipated that it will be possible to ship complete steel fireboxes from the mainland in the near future.

By command of ~~the~~ Rear Admiral Stone

A. Lindsey, G. Col.
G. E. LINDSEY
For Mr. H. Taylor
Director, Tn Sub-Comm.

TO : Regional Commissioner Sicilian Region
(For Rail Officer, Palermo)

SUBJECT : Boiler Repairs at US Navy Yard, Palermo.

1. Reference weekly Sicilian Rail Report dated 28 Dec. 44, para 9 (c) and discussion between Capt Thibby, Tn Sub-Comm. - Rail Division and Lt Neutros, US Navy, O i/c boiler shop, Cantiere Navale, Palermo.
2. Arrangements are now in hand for sending stripped boilers from the mainland to Palermo for repair in the Navy Yard boiler shop.
3. Attached is a translation of a letter addressed by the Director General's Office, IRR to their equipment section Chiefs at Reggio and Palermo.
4. The question of the provision of tools and material required by the Navy Yard for this work is in hand, and tools and stores will be dispatched as and when available.
5. The fitting of steel fireboxes in place of copper when new boxes are required has been fully considered, and, whilst no suitable steel plate is yet available, it is anticipated that it will be possible to ship complete steel fireboxes from the mainland in the near future.

By command of ~~the~~ Rear Admiral Stone

A. Lindberg, L. Col.

O. H. LINDBERG

for Merritt H. Taylor
Director, Tn Sub-Comm.

1880

Ministry of Transport
ISR General Direction
Equipment Dept.

27 Jan. 1945

TO

Equipment Sect.
Equipment Sect.

Reggio Cal.
Palermo

ref. TV.NR.322.5/200.7

for information

D. MRS - attn. Tn.3 (M)

Tn. S/C AC - attn. Maj. Baister

Subject: Boilers repair at Navy Yard Workshops - Palermo

It is Allied Authorities' intention that 5 steam loco boilers be sent monthly to the Navy Yard Workshops - Palermo, for repair.

Please arrange that a first lot of five boilers, to be chosen among those which, being already destined to a Workshop, have the smallest requirements of both work and material, be despatched to said Navy Yard Workshops Palermo. Boilers salvaged from the dismantling of 10 locos class 625 whereof our letter TV.NR.Loc.6 of 16.12.44 are to be given preference.

Above boilers to be taken also from other locos class 625 damaged by the war, for which OS (special repair to be carried out in a Workshop) has been established, included in the repair programme of the first semester 1945, when the opportunity to dismantle the machinery has been felt while the boiler is still worth repairing.

The boilers destined to the Navy Yard Workshops to be stripped and all fittings and accessories to be inspected, repaired and stored by the Depots depending on that Section;

Please carry out above instructions and communicate this HQ the serial numbers of the locos which have been dismantled and the serial numbers of the boilers which have been sent for repair to Palermo, giving also the dates when they have been actually dispatched.

The Chief of the Liaison Office
sgd. Grande

1819

BEST COPY POSSIBLE

MINISTERO DEI TRASPORTI

MINISTERO DELLE COMUNICAZIONI

FERROVIE DELLO STATO - DIREZIONE GENERALE
Servizio Materiale e Trazione

(1) Ufficio di corrispondenza - Roma

OGGETTO. Riparazione caldaie presso i
Centieri Navali Riuniti di
Palermo.Sezione Materiale e Trazione Servizio Cal.
Sezione Materiale e Trazione Palermo

e p.n.t.

-Direzione del Military Railway Service
all'attenzione del Tn.3 (n) Roma

-Sottocommissione Trasporti (I.G.)

Sezione Ferroviaria

all'attenzione del Maggiore Bainter.

È intenzione del Comando Alleato inviare manualmente alle Offi-
cine dei Centieri Navali Riuniti di Palermo 9 caldaie riparando di
locomotive a vapore.

Si prega pertanto disporre che un primo quantitativo di cinque cal-
daie scelte tra quelle che, destinate alla riparazione in officina
richiedono un minor impegno di lavori e di materiali, siano inviate

4818

Alle suddette officine del C.N.R. di Palermo; possibilmente dovranno essere scelte caldaie riparande risultanti dalla demolizione delle 10 locomotive gr.625 recentemente disposta con la nota TV.NR.100.6 del 16.12.44.

Le caldaie suddette possono anche essere scelte tra quelle di altre locom. gr.625, danneggiate di guerra e preventivate di OS, nel programma riparazioni I° semestre 1945, le quali presentino la convenienza di demolizione per quanto riguarda il meccanismo, mentre le caldaie sono riparabili.

Alle caldaie inviate ai Cantieri N.R. di Palermo dovranno essere tutti tutti gli accessori che saranno riparati e riordinati a cura dei depositi di codesta Sezione e versati a magazzino.

Si prega voler disporre per questo scopo, segnalando a questa Sede numeri delle locomotive demolite nonché quello delle caldaie inviate Palermo, con la data delle rispettive spedizioni.

IL CAPO DEL NUCLEO DI COLLEGAMENTO

Graude

TN 8/c AC-1000 stores. 12/1/45 Bari

TO : S.M. BARRER, Major

FROM : T.C. ELLIOT, Capt.

SUBJECT : Loco repair U.S. Navy yard
Palermo

The U.S. Navy at Palermo has for the past several months devoted a major portion of its time and its repair facilities at its base for the general repair of I.S.R. steam locomotives. Twenty one (740 class) locomotives have received class I repair. The Naval boiler shop is at present devoting 90% of its time to I.S.R. locomotives & boiler repair, while the machine shop is devoting 50% of its time to I.S.R. locomotive machine work. The machine shop where locomotives are dismantled is assembled in devoting all of its time to I.S.R. locomotive work. It results that the boiler shop can turn out one boiler than the machine shop can do the repair machine work for. The Navy has asked that stripped boilers (may) be sent to their boiler shop for the purpose of utilizing their full time. Arrangements were made with I.S.R. to place 3 stripped boilers with the Navy for general overhaul which was done. It appears by virtue of the location of our damage locomotives in Sicily and the lack of boiler repair as well as damage done to gear that stripped boilers cannot in sufficient number be sent to the Navy from Sicily.

Is it possible that stripped boilers (625 - 740 - 744 - 854 class) from the mainland be sent to Palermo at the rate of 3 per month? If, however, is in charge of the boiler shop and if sufficient work is not provided, it will be cancelled to Palermo a large portion of his civilian mechanical staff.

The Navy has used much of its own materials for I.S.R. locomotive repair and they now ask that the materials be returned for (which you have) be placed at their disposal for I.S.R. work.

It is quite obvious that if this work continues materials must be forth coming. OWN

The Navy operates its own foundry and the facilities of this first class shop are likewise used for I.S.R. locomotive repair work. If metals are provided this shop can and will furnish 1000 pounds of castings per month for the minimum. They have complete iron, brass and bronze patterns for 65 - 740 - 744 class locomotives and can make any pattern if I.S.R. design number is furnished. They have a substantial supply of various size available however they will not release any because of an experience a year ago when they supplied 2 private foundries which were requisitioned in Palermo by the Army and after 3 months of service these foundries were dequarantined and no materials were returned to the Navy including capabilities as previously agreed.

The JC suggested that if certain companies continued and mechanical liaison with the Navy as long as I.S.R. locomotive repair work is done by them. They ask that a technical and mechanical representative be assigned to Palermo for this purpose.

[Handwritten signature]

24847

OWN

proceeding rapidly.

Al Sig. Magg. Baister
dal Cap. Philby

Oggetto: Riparazioni locomotive al Cantiere Navale di Palermo.

Durante gli ultimi mesi la Marina Americana ha dedicato la maggior parte delle giornate lavorative e della attrezzatura della propria base di Palermo alle riparazioni generali delle locomotive a vapore delle F.S. 21 locomotive gruppo 740 hanno subito riparazioni di prima classe. Il reparto caldereria del Cantiere Navale sta presentemente dedicando il 90% della propria attività alla riparazione delle caldaie delle locomotive F.S. mentre il reparto meccanico riserva il 50% della propria attività alle lavorazioni meccaniche sulle locomotive di cui sopra. Il reparto montaggio, dove le locomotive vengono smontate e rimontate, lavora esclusivamente per le locomotive delle F.S. Ne risulta che la caldereria potrebbe portare a termine un numero di locomotive caldaie tale che il reparto meccanico non può stare dietro con la propria produzione. La Marina Americana ha chiesto che al proprio reparto caldereria vengano d'ora in poi inviate solo caldaie sciolte, in modo di poter utilizzare in pieno il lavoro del reparto stesso. Furono presi accordi con le F.S. perché 3 caldaie sciolte venissero inviate al Cantiere Navale per revisione generale, e così fu fatto. Sembra però che, sia per danni di guerra, sia per la mancanza di gru adatte e per danni vari alle attrezzature, la Sicilia non possa alimentare il Cantiere con un sufficiente numero di caldaie sciolte.

E' possibile spedire a Palermo dal Continente dette caldaie sciolte (gruppi 625 - 740 - 745) in ragione di 5 al mese? Il ten. Boutros, che sovrintende il reparto caldereria, dice che se non si potrà fornire lavoro in misura sufficiente, egli sarà costretto a sospendere una buona parte del suo personale civile di officina.

La Marina ha adoperato molto materiale di sua proprietà per la riparazione delle locomotive F.S., ed ora essi chiedono che il materiale da essi richiesto, e che voi avete, sia messo a loro disposizione per i lavori per conto delle F.S.

E' ovvio che se questi lavori debbono continuare, il materiale deve essere fornito.

La Marina fa funzionare la propria fonderia ed anche la attrezzatura e le possibilità di questo eccellente reparto sono a disposizione dei lavori di riparazione per conto delle F.S. Se possono essere forniti i metalli greggi, questo reparto è in grado di fornire 6000 libbre (ca 3 tonn.) di getti al mese per il Continente. Essi hanno la serie completa dei modelli per i getti in ghisa, ottone e bronzo per le locomotive gruppi 624 - 670 - 744, e possono fare ogni altro modello se si precisa il numero del disegno F.S. Un notevole numero di crogioli di varie dimensioni è disponibile, però il Cantiere non è disposto a lasciarne uscire alcuno, anche se la fonderia ha fatto un anno fa, quando due fonderie private di Palermo, requisite dalla AGC e dall'Esercito, vennero attrezzate del Cantiere Navale, e a due mesi di distanza, quando le fonderie stesse vennero de-requisite, nessun materiale venne restituito al Cantiere, e quindi, nem-

può stare dietro con la propria produzione. Da ora in poi inviate solo caldaie che al proprio reparto caldereria vengano d'ora in poi inviate solo caldaie sciolte, in modo di poter utilizzare in pieno il lavoro del reparto stesso. Furono presi accordi con le F.S. perchè 3 caldaie sciolte venissero inviate al Cantiere Navale per revisione generale, e così fu fatto. Sembra però che, sia per danni di guerra, sia per la mancanza di gru adatte e per danni vari alle attrezzature, la Sicilia non possa alimentare il Cantiere con un sufficiente numero di caldaie sciolte.

E' possibile spedire a Palermo dal Continente dette caldaie sciolte (gruppi 625 - 740 - 745) in ragione di 5 al mese? Il ten. Boutros, che sovrintende il reparto caldereria, dice che se non si potrà fornire lavoro in misura sufficiente, egli sarà costretto a sospendere una buona parte del suo personale civile di officina.

La Marina ha adoperato molto materiale di sua proprietà per la riparazione delle locomotive F.S., ed ora essi chiedono che il materiale da essi richiesto, e che voi avete, sia messo a loro disposizione per i lavori per conto delle F.S.

E' ovvio che se questi lavori debbono continuare, il materiale deve essere fornito.

La Marina fa funzionare la propria fonderia ed anche la attrezzatura e le possibilità di questo eccellente reparto sono a disposizione del lavoro di riparazione per conto delle F.S. Se possono essere forniti i metalli li greggi, questo reparto è in grado di fornire 6000 libbre (o 3 tonn.) di getti al mese per il Continente. Essi hanno la serie completa dei modelli per i getti inghisa, ottone e bronzo per le locomotive gruppi 624 - 670 - 744, e possono fare ogni altro modello se si precisa il numero del disegno F.S. Un notevole numero di crogioli di varie dimensioni è disponibile, però il Cantiere non è disposto a lasciarne uscire alcuno, ammesso che la maestria della esperienza fatta un anno fa, quando due fonderie private di Palermo, requisite dalla ACC e dall'Esercito, vennero attrezzate del Cantiere Navale, e a due mesi di distanza, quando le fonderie stesse vennero de-requisite, nessun materiale venne restituito al Cantiere, e quindi meno i crogioli, contrariamente agli accordi presi in precedenza.

L'Ufficiale comandante il Cantiere ha suggerito che la AC mantenga un continuo contatto, tecnico e meccanico, col Cantiere stesso, fino a quando esso eseguirà lavori per conto delle F.S. Si richiede pertanto da parte del Cantiere, che un rappresentante tecnico e meccanico sia destinato a Palermo a tale scopo.

f.to Cap. Philby

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394



T/cc
Ref : M/T/57
Date: 30 Dec 44/

SUBJECT: Supply of Materials for repair of
Locomotives at US Navy Yard.

TO : Major S.L.Baister c/o MOVEMENTS EAST ITALY.

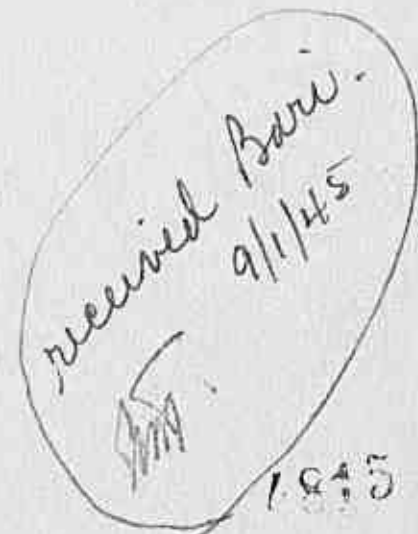
1. Attached is copy of list in English and
Italian of the requirements of the Navy Yard which has
been forwarded to the Sub-Commission.

2. The list was supplied to me by the US Navy.

C.W.G. Taylor → hA.

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

*S.L.B.
forwarded as per your
telephone instruction
Baister-Puley Reggio - 28/12/44.
J.C. Puley
Capt.
9/1/45*



RAME TONDO PER TIRANTINI CALDAIE LOCOMOTIVE

ROUND - COPPER - STAY BOLT - BOILER - LOCOMOTIVE

RAME TONDO		ROUND COPPER	
Dia.	26 - Kilos - 6000	Dia.	1 2.5/64" - LBS. - 12000
Dia.	28 - " - 4000	Dia.	1 1/8" - " - 8000
"	29 - " - 3000	"	1 5/32" - " - 6000
"	30 - " - 2000	"	1 3/16" - " - 4000
"	31 - " - 2000	"	1 1/4" - " - 4000
"	32 - " - 2000	"	1 9/32" - " - 4000
"	33 - " - 1000	"	1 5/16" - " - 2000
TOTAL.....	" 20.000	TOTAL.....	" 40.000

TUBI DI RAME PER CANNOTTI TUBI BOLLETTORI

COPPER - TUBING - OF - STEEL - TUBING

TUBI DI RAME		COPPER TUBING	
Dia.	m/m 40 X 50 Kgs. 1500	Dia.	1 19/32" X 2" - LBS. 3000

LAMIERINI DI RAME RIVESTIMENTO - CC CALDAIE

SHEET COPPER - BOILER - LOCOMOTIVE

LAMIERINI DI RAME		SHEET - COPPER	
N	10 m/m 2100 X 1600 X 2	N	10 - 7'00 X 5'03" X 5/64"

PUNTE ELICOIDALI

DRILL

Nº *Regard* *Legh* Dia. - 1 m/m. N 15 Dia. - 2.5/64" 1/16"

" - 32 -	" - 2000
" - 33 -	" - 1000
TOTAL.....	" 20.000

TUBI DI RAME PER CANNOTTI TUBI BOLLETTORI

COPPER - TUBING - OF - STEEL - TUBING

TUBI DI RAME	COPPER TUBING
Dia. m/m 40 X 50 Kgs.1500	Dia.1 19/32" X 2" - LBS.3000

LAMIERINI DI RAME RIVESTIMENTO - CC CALDAIE

SHEET COPPER - BOILER - LOCOMOTIVE

LAMIERINI DI RAME	SHEET - COPPER
N 10 m/m 2100 X 1600 X 2	N 10 - 7'00 X 5'03" X 5/64"

PUNTE ELICOIDALI

<i>N° sequenze</i>	<i>Spiz</i>		DRILL
N 15 - Dia. - 1	mm.	N 15 Dia. - 2.5/64"	
N 15 - " - 1.5	"	N 15 " - 1/16"	
N 15 - " - 2	"	N 15 " - 5/64"	
N 15 - " - 2.5	"	N 15 " - 3/32"	
N 15 - " - 3	"	N 15 " - 1/8"	
N 15 - " - 3.5	"	N 15 " - 4/32"	
N 15 - " - 4	"	N 15 " - 5/32"	
N 15 - " - 4.5	"	N 15 " - 3/16"	
N 15 - " - 5	"	N 15 " - 13/64"	
N 15 - " - 5.5	"	N 15 " - 7/32"	
N 15 - " - 6	"	N 15 " - 1/4"	

6814

N 15	-	Dia.	-	17/64"
N 15	-	"	-	9/32"
N 15	-	"	-	19/64"
N 15	-	"	-	21/64"
N 15	-	"	-	3/8"
N 15	-	"	-	24/64"
N 15	-	"	-	25/64"
N 15	-	"	-	7/16"
N 15	-	"	-	27/64"
N 15	-	"	-	29/64"
N 15	-	"	-	15/32"
N 15	-	"	-	32/64"
N 15	-	"	-	1/2"
N 15	-	"	-	34/64"
N 15	-	"	-	17/32"

N 15	-	Dia.	-	6.5 m/m
N 15	-	"	-	7
N 15	-	"	-	7.5
N 15	-	"	-	8.5
N 15	-	"	-	9
N 15	-	"	-	9.5
N 15	-	"	-	10
N 15	-	"	-	10.5
N 15	-	"	-	11
N 15	-	"	-	11.5
N 15	-	"	-	12
N 15	-	"	-	12.5
N 15	-	"	-	13
N 15	-	"	-	13.5
N 15	-	"	-	14

PUNTE ELICOIDALI

DRILL

DRILL

N 10	-	Dia	-	19/32"
N 10	-	"	-	5/8"
N 10	-	"	-	2L/32"
N 10	-	"	-	45/64
N 10	-	"	-	23/32"
N 10	-	"	-	25/32"
N 10	-	"	-	7/8"
N 10	-	"	-	27/32"
N 10	-	"	-	29/32"
N 10	-	"	-	15/16"
N 10	-	"	-	1"
N 10	-	"	-	1 2.5/64"
N 10	-	"	-	1 6/63"
N 10	-	"	-	1 1/8"
N 10	-	"	-	1 5/32"
N 10	-	"	-	1 3/16"
N 10	-	"	-	1 1/4"
N 10	-	"	-	1 9/32"
N 10	-	"	-	1 5/16"
N 10	-	"	-	1 23/64"
N 10	-	"	-	1 3/8"
N 10	-	"	-	1 27/64"
N 10	-	"	-	1 15/32"

PUNTE ELICOIDALI

hwh.

N 10	-	Dia	-	15
N 10	-	"	-	16
N 10	-	"	-	17
N 10	-	"	-	18
N 10	-	"	-	19
N 10	-	"	-	20
N 10	-	"	-	21
N 10	-	"	-	22
N 10	-	"	-	23
N 10	-	"	-	24
N 10	-	"	-	25
N 10	-	"	-	26
N 10	-	"	-	27
N 10	-	"	-	28
N 10	-	"	-	29
N 10	-	"	-	30
N 10	-	"	-	31
N 10	-	"	-	32
N 10	-	"	-	33
N 10	-	"	-	34
N 10	-	"	-	35
N 10	-	"	-	36

N 15 - 1 1/2"
N 15 - " - 34/64"
N 15 - " - 17/32"

N 15 - " - 13
N 15 - " - 13.5
N 15 - " - 14

PUNTE ELICOIDALI

DRILL

PUNTE ELICOIDALI

N 10 - Dia - 15
N 10 - " - 16
N 10 - " - 17
N 10 - " - 18
N 10 - " - 19
N 10 - " - 20
N 10 - " - 21
N 10 - " - 22
N 10 - " - 23
N 10 - " - 24
N 10 - " - 25
N 10 - " - 26
N 10 - " - 27
N 10 - " - 28
N 10 - " - 29
N 10 - " - 30
N 10 - " - 31
N 10 - " - 32
N 10 - " - 33
N 10 - " - 34
N 10 - " - 35
N 10 - " - 36
N 10 - " - 37
N 10 - " - 38
N 10 - " - 39
N 10 - " - 40
N 10 - " - 41
N 10 - " - 42
N 10 - " - 43
N 10 - " - 44
N 10 - " - 45
N 10 - " - 46

DRILL

N 10 - Dia - 19/32"
N 10 - " - 5/8"
N 10 - " - 2L/32"
N 10 - " - 45/64
N 10 - " - 23/32"
N 10 - " - 25/32"
N 10 - " - 7/8"
N 10 - " - 27/32"
N 10 - " - 29/32"
N 10 - " - 15/16"
N 10 - " - 1"
N 10 - " - 2.5/64"
N 10 - " - 1 6/63"
N 10 - " - 1 1/8"
N 10 - " - 1 5/32"
N 10 - " - 1 3/16"
N 10 - " - 1 1/4"
N 10 - " - 1 9/32"
N 10 - " - 1 5/16"
N 10 - " - 1 23/64"
N 10 - " - 1 3/8"
N 10 - " - 1 27/64"
N 10 - " - 1 15/32"
N 10 - " - 1 1/2"
N 10 - " - 1 17/32"
N 10 - " - 1 19/32"
N 10 - " - 1 5/8"
N 10 - " - 1 21/32"
N 10 - " - 1 45/64"
N 10 - " - 1 23/32"
N 10 - " - 1 25/32"
N 10 - " - 1 7/8"

1843

N 10 - Dia - 47
 N 10 - " - 48
 N 10 - " - 49
 N 10 - " - 50
 N 10 - " - 51
 N 10 - " - 52
 N 10 - " - 53
 N 10 - " - 54
 N 10 - " - 55

- ALESATORE CONICI PER CHIODI -

- RIVET - REAMER -

ALESATORI PER CHIODI

N 15-Dia - 3 X 6 m/m
 N 15- " - 4 X 7
 N 15- " - 5 X 8
 N 15- " - 6 X 9
 N 15- " - 7 X 10
 N 20- " - 8 X 11
 N 20- " - 9 X 12
 N 20- " - 10 X 13
 N 20- " - 11 X 14
 N 15- " - 12 X 15
 N 20- " - 13 X 16
 N 20- " - 14 X 17
 N 15- " - 15 X 18
 N 20- " - 16 X 19
 N 20- " - 17 X 20
 N 20- " - 18 X 21
 N 20- " - 19 X 22
 N 20- " - 20 X 23
 N 20- " - 21 X 24
 N 20- " - 22 X 25
 N 20- " - 23 X 26

- RIVET - REAMER -

N 15 - Dia - 1/8" X 1/4"
 N 15 - " - 5/32" X 9/32"
 N 15 - " - 3/16" X 5/16"
 N 15 - " - 1/4" X 23/64"
 N 15 - " - 9/32" X 3/8"
 N 20 - " - 5/16" X 27/64"
 N 20 - " - 23/64" X 15/32"
 N 20 - " - 3/8" X 1/2"
 N 20 - " - 27/64" X 12/32"
 N 15 - " - 15/32" X 19/32"
 N 20 - " - 1/2" X 5/8"
 N 20 - " - 17/32" X 21/32"
 N 15 - " - 19/32" X 45/64"
 N 20 - " - 5/8" X 23/32"
 N 20 - " - 21/32" X 25/32"
 N 20 - " - 45/64" X 7/8"
 N 20 - " - 23/32" X 27/32"
 N 20 - " - 25/32" X 28/32"
 N 20 - " - 7/8" X 29/32"
 N 20 - " - 27/32" X 1"
 N 20 - " - 28/32" X 1 2.5/64"

CINGHE DI CUOIO PER MACCHINE

LEATHER - BELT - OF - MACHINE 4812

- CHIGHE DI CUOIO -

- LEATHER - BELT -

Quantity
 1 DA m/m - 7200 X 65

- 1 - 23" X 2 5/8"

ALESATORI PER CHIUDI

N	15	Dia	3	X	6	W/m
N	15	-	-	X	6	W/m
N	15	-	-	X	7	
N	15	-	-	X	8	
N	15	-	-	X	9	
N	15	-	-	X	10	
N	20	-	-	X	11	
N	20	-	-	X	12	
N	20	-	-	X	13	
N	20	-	-	X	14	
N	15	-	-	X	15	
N	20	-	-	X	16	
N	20	-	-	X	17	
N	15	-	-	X	18	
N	20	-	-	X	19	
N	20	-	-	X	20	
N	20	-	-	X	21	
N	20	-	-	X	22	
N	20	-	-	X	23	
N	20	-	-	X	24	
N	20	-	-	X	25	
N	20	-	-	X	26	

CINGHE DI CUOIO PER MACCHINE

CHIGHE DI CUIOIO -		LEATHER - BELT - OF - MACHINE		LEATHER - BELT -	
Quantity	Size				
+ - 1	DA m/m -	7200	X 65	- 1	- 23'8" X 2 5/8"
- 1	" "	6200	X 65	- 1	- 20'8" X 2 5/8"
- 2	" "	9300	X 65	- 2	- 30'8" X 2 5/8"
- 1	" "	5600	X 65	- 1	- 18'4" X 2 5/8"
- 1	" "	7320	X 65	- 1	- 24' X 2 5/8"
- 1	" "	8000	X 65	- 1	- 26'4" X 2 5/8"
- 1	" "	4300	X 65	- 1	- 14'1" X 2 5/8"

2 - DA m/m - 8250 X 125
 1 - " " - 12200 X 100
 1 - " " - 4270 X 50
 1 - " " - 7625 X 60
 1 - " " - 8235 X 60
 1 - " " - 7320 X 65
 2 - " " - 5185 X 100
 1 - " " - 4580 X 60
 1 - " " - 5490 X 100
 1 - " " - 7015 X 25
 1 - " " - 5900 X 125
 1 - " " - 5670 X 125
 1 - " " - 6710 X 125
 1 - " " - 5670 X 125
 1 - " " - 6710 X 125
 1 - " " - 10400 X 125
 1 - " " - 8000 X 100
 1 - " " - 4880 X 60
 1 - " " - 3650 X 50
 1 - " " - 3970 X 50
 1 - " " - 5945 X 65
 1 - " " - 2300 X 100

2 - 27'1" X 5"
 1 - 40' X 4"
 1 - 14' X 2"
 1 - 25' X 2 3/8"
 1 - 27' X 2 3/8"
 1 - 24' X 2 5/8"
 2 - 17' X 4"
 1 - 15' X 2 3/8"
 1 - 18' X 4"
 1 - 23' X 1"
 1 - 19' X 5"
 1 - 18'7" X 5"
 1 - 22' X 5"
 1 - 18'7" X 5"
 1 - 22' X 5"
 1 - 24'1" X 5"
 1 - 26'4" X 4"
 1 - 16' X 2 3/8"
 1 - 12' X 2"
 1 - 13' X 2"
 1 - 19'6" X 2 5/8"
 1 - 7'7" X 4"

1615