

ACC

AG 108/9/TN.4

10000/148/2196

REPAIR S

AUG. 1944. F

10000/142/2196

REPAIR SHOPS SOC. ITAL. HELPING  
AUG. 1944 - FEB. 1945

1420

Subject: Messrs "Societa Rueping"  
Treatment of Wood.

Military Railway Service,  
C.M.F.

Tel: Firebox 53.

File: Tn.A.2/115/1.

17 Feb. 45.

To: Tn. Sub Commission, A.C.  
( Rail Division ).

1. Attached are copies of correspondence received from the Stores Section of the I.S.R. relative to the de-requisitioning of the above factory. No trace of the letter dated 7 Oct.44 can be found in this H.Q.

2. In the above cited letter mention is made to a previous letter written to you on this subject. Please say whether any action is being taken regarding the I.S.R. request.

G.J. ELLIS, S/Capt.,  
for Brigadier,  
Director Military Railway Service.

Enc.

3531

1421

Rome, 9 February, 5 X

A.245/431

XXXXXXXXXXXXXXXXXX  
DEI TRASPORTI

SERVIZIO APPROVVIGIONAMENTI

D. Da. STORES

BRITISH TRANSPORTATION

Messrs. "SOCIETA' RUBBING"

treatment of wood.

R O M E

1. We revert to our letter No. A.245/257 of the 7th October, 1944, copy of which is attached herewith.
2. We beg to ask you to kindly appeal again to the competent Allied Authorities in order to obtain that the Naples Works of the "SOCIETA' ITALIANA RUBBING" for the treatment of Railway ties, may be derequisitioned without delay.
3. It is essential for us that the above Works may operate again as soon as possible.

THE CHIEF OF THE STORES SERVICE

*File - 245/431*

3530

TRANSLATION

MINISTERO DELLE COMUNICAZIONI  
FERROVIE DELLO STATO  
Servizio Approvvigionamenti

Rome, 7th October,  
No.A.246/287

Subject:  
Messrs " Soc. RUEPING"  
for treatment of timber.

D. Tn. STORES  
BRITISH TRANSPORTATION  
ROME.

Enclosure: No.1

1. The "Societa Italiana Reuping" for the treatment of timber informs us, that the D.W.H.Q.A.A.T., C.M.F. who have requisitioned a part of the Works of the above named Firm at Naples, in order to comply with the request of putting the Firm in a condition to restore to an efficient state the said Works, would wish the D. Tn. (British Transportation) to express directly to the D.W. that they share their opinion on the matter.

2. We have already sent to the Transportation Sub-Commission the letter of which we enclose copy, and we confirm that we are greatly concerned in the fact that the Naples Works of the "Societa Italiana Reuping" may become again operative as soon as possible.

3. We shall be very glad if you will give the matter your kind consideration.

THE CHIEF OF THE STORES SERVICE  
sgd. BRACCI.

3529

MANAGEMENTS ISSUES COMMISSION  
 APO 394  
 ECONOMIC SERVICES

ARMY/01

Ref. 237

10 January 1945

Ref. AC/5074/INF.

SUBJECT : Deregistration of Premises of Soc.  
 Italiana Sospina - Via Taddeo da Cesena  
 Naples.

TO : Allied Force Headquarters - 1-7 Section.

1. The reactivation of this plant has been urgently necessary since the liberation of Naples, as it is not only the largest wood preservation plant in Italy, but the only one in liberated Italy, and is capable of treating the whole of the railway sleepers required for the reconstruction of the Italian State Railways, and of telephone poles for the telecommunication system.

2. The fact that the plant has remained inactive throughout the whole of the intervening period has necessitated the use of untreated bench for railway sleepers, which have a life of only 18 months to 2 years as compared with 25 years of life for creosoted sleepers.

3. A part of the premises was requisitioned on 28th November 1943 by the U.S. Army and served as a field bakery until 15th December 1943, when it was derequisitioned but immediately re-requisitioned by D.F., R.C., AAF for use as a vehicle park by 38 Vehicle Coy. S.A.C.C. which has remained in occupation and opposed the operation of the plant since that date. The sawmill which forms an essential part of the plant has been in continuous operation under the D.F.

4. In June and July 1944, following the liberation of Rome, the Italian State Railways approached Transportation Sub-Commission, A.C., with a view to securing the derequisition of the premises to enable reactivation (App. 1).

5. The Company was invited to give a written report to A.C. with all necessary details and lists of materials necessary for rehabilitation and reactivation. This information was contained in two letters from the dated 14th and 17th August 1944.

10 January 1945

Ref. AG/5673/IRU.

SUBJECT : Requisitioning of Premises of Soc. Italiana Sussidi - Via Taddeo da Cesena Naples.

TO : Allied Force Headquarters - 3rd Section.

1. The requisitioning of this plant has been entirely necessary since the liberation of Naples, as it is not only the largest wood preservation plant in Italy, but the only one in liberated Italy, and is capable of treating the whole of the railway sleepers required for the reconstruction of the Italian State Railways; and of telephone poles for the telecommunication system.

2. The fact that the plant has remained inactive throughout the whole of the intervening period has necessitated the use of untreated beams for railway sleepers, which have a life of only 18 months to a year as compared with 25 years of life for creosoted sleepers.

3. A part of the premises was requisitioned on 18th November 1943 by the U.S. Army and served as a field bakery until 15th December 1943, when it was derequisitioned but immediately re-requisitioned by D.S., N.C., AAF for use as a vehicle park by 38 Vehicle Coy. R.A.S.C. which has remained in occupation and opposed the operation of the plant since that date. The sawmill which forms an essential part of the plant has been in continuous operation under the D.S.

4. In June and July 1944, following the liberation of Rome, the Italian State Railways approached Transportation Sub-Commission, A.C., with a view to securing the derequisition of the premises to enable reactivation (app. 1).

5. The Company was invited to give a written report to A.C. with all necessary details and lists of materials necessary for rehabilitation and reactivation. This information was contained in two letters from them, dated 14th and 13rd August 1944 (app. 2).

6. On 13th September 1944 the company supplied further details and a letter from the State Railways certifying that timber and materials needed for the operation of the plant were available (App. 3).

7. On and October 1944 the company was invited by Industry Sub-Commission, A.C., to contact C.O. 38 Vehicle Coy, R.A.O.C. in Naples. A meeting was arranged at the premises on 22th October 1944 at which were present Brigadier H.B. Philips, D.B.S., Lt. Col. Eusean, 18th Vehicle Coy, R.A.O.C., Capt. Long, Transportation Sub-Commission, A.C., Major Stockman, Industry Sub-Section A.C. (Southern Region), and Maj. Franciosi of U.A. Sleeping.

8. Brigadier Philips regretted that he was unable to release any part of the premises, in spite of his written opinion (letter 20th September to C.O. 38 Vehicle Coy.--App. 4) expressing the opinion that the important part of the plant was not used as a vehicle park.

9. Maj. Franciosi stated that the plant could not operate under such circumstances.

10. A state of stalemate has existed since this visit, though a separate verbal agreement was reached between the Company and D.D. of R. on 18th October following the small portion of the plant. This was not, however, ratified, though submitted for written agreement by the Company through Col. Blending, D.D. of R.

11. With the formation of the Industrial Co-ordination Committee it has now become possible to present the case for consideration at a higher level, and, under the provisional terms of reference a written request was made to Brigadier Philips on 20th December 1944 for the issue of orders for the evacuation of the premises by 38 Vehicle Coy, R.A.O.C. (App. 5). No answer has yet been received to this request.

12. Materials for the reconstruction of the damaged part of the buildings have been released to the company by A.C. but the plant could operate while repairs are in progress. A delay of 4 to 5 months before full operation can be attained will be inevitable owing to the fact that the occupying units have entirely taken up the small gauge railway system, which is essential to the plant's operation, and must, therefore, be replaced.

7. On and October 1944 the company was invited by Industry Sub-Commission, A.C., to contact C.O. 38 Vehicle Coy. B.A.C. in Naples. A meeting was arranged at the premises on 12th October 1944 at which were present Brigadier R.H. Philips, B.D.C., Lt. Col. Pincus, 38th Vehicle Coy. B.A.C., Capt. Jones, Transportation Sub-Commission, A.C., Major Stockman, Industry Sub-Section A.C. (Southern Region), and Maj. Franciosi of B.A. Naples.

8. Brigadier Philips reported that he was unable to release any part of the premises, in spite of his written opinion (letter 20th September to C.O. 38 Vehicle Coy. App. 4) expressing the opinion that the improve main part of the plant was not used as a vehicle park.

9. Maj. Franciosi stated that the plant could not operate under such circumstances.

10. A state of stalemate has existed since this visit, though a separate verbal agreement was reached between the Company and D.S. of A. on 18th October retaining the small portion of the plant. This was not, however, ratified, though admitted for written agreement by the Company through Col. Vandenberg, D.S. of A.

11. With the formation of the Industrial Co-ordination Committee it has now become possible to present the case for consideration at a higher level, and, under the provisional terms of reference a written request was made to Brigadier Philips on 20th December 1944 for the issue of orders for the evacuation of the premises by 38 Vehicle Coy. B.A.C. (App. 5). No answer has yet been received to this request.

12. Materials for the reconstruction of the damaged part of the building have been released to the company by A.C. but the plant could operate while repairs are in progress. A delay of 2 to 3 months before full operation can be attained will be inevitable owing to the fact that the occupying units have entirely taken up the small gauge railway system, which is essential to the plant's operation, and must, therefore, be replaced.

13. Sufficient supplies of tetrahydrate of soda and creosote are now available to enable one month's operation, (App. 6) and further supplies, sufficient for full operation will be assured,

provided A.C.'s current opposition to the projected seizure of the Solvay chemical works is successful.

14. Though the State Railways have been compelled to employ untreated sleepers, so that the vital reconstruction of the permanent way should not be retarded, it is considered altogether inadmissible that the whole programme of reconstruction should be based upon such an extravagant waste of labour and valuable material, as the whole of the work will require to be carried out again in two to three years time unless this cross-tieing plant at Naples is reactivated.

15. Under these circumstances, it is most strongly recommended by this Headquarters that orders be issued through the proper quarter for the evacuation of these premises without further delay.

For the Chief Commissioners:

*L. D. GIBSON*

L. D. GIBSON,  
Colonel, F.A.;  
Acting Deputy Chief of Staff,  
Economic Section.

Copy to:-  
✓ Transportation S/S.  
File 5517.

6 Incls. 1  
Appendices (1), (2),  
(3), (4), (5), (6).

APPROVED: *W.S. VAUGHAN*  
W.S. VAUGHAN,  
Director,  
Industry Sub-Commission.

Inadmissible that the whole program of... based upon such an extravagant waste of labour and valuable material, as the whole of the work will require to be carried out again in two to three years time unless this erecting plant at Napier is reactivated.

15. Under these circumstances, it is most strongly recommended by this Headquarters that orders be issued through the proper quarter for the evacuation of these premises without further delay.

For the Chief Commissioner:

*L. D. THOMSON*

L. D. THOMSON,  
Colonel, F.A.;  
Acting Deputy Chief of Staff,  
Economic Section.

Copy to:-  
✓ Transportation S/O.  
File 5015.

3 Incls.:  
Appendices (1), (2),  
(3), (4), (5), (6).

APPROVED: *W.S. VAUGHAN*  
W.S. VAUGHAN,  
Director,  
Industry Sub-Commission.

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TRANSLATION

"APPENDIX 1"  
to letter AC/5672/INA.  
dated Jan. 45

MINISTRY OF TRANSPORTS  
I.S.R.  
General Direction  
Supply Service

22 December 1944  
No. 918/888

SUBJECT : Derequisitioning Establishment  
Rapping - Injection of ties.

TO : Allied Commission,  
Industry Sub-Commission, Rome.

1. Following verbal agreements we confirm:
2. It would be very useful for I.S.R. Administration the derequisition of the Establishment belonging to the Società Italiana Rapping per l'iniezione del legname (injection of timber). The I.S.R. in fact have to use, at present raw ties which become quickly waste so that railway operation cannot be assured, as yet some 20,000 raw ties have been used.
3. The above Establishment, in normal times, could treat some 4,000 ties per day. After the derequisition, within three months, they will be able to produce some 1,000 ties per day, and within six months 4,000 ties per day.
4. The works can be started by using the antiseptic stocks, existing at the plant, which consist of some 30 tons of creosote and some 30 tons of sodium tetraborate, sufficient for the treatment of 30,000 ties.
5. It is foreseen that the sodium tetraborate (1 Kilo per tie) can be supplied from the natural sources of Larderello.
6. The creosote (3 Kilos per tie) could be supplied by the Società Cleduc, which manage the tar distillery of the "Società del Gas", Naples.
7. As for the required coal (1,800 Kilo per tie) the sardinian production could be used.

CHIEF OF SUPPLY SERVICE  
/s/ Eng. G. Bracci. 3523

COPY

"APPENDIX 2"  
to letter AC/5672/IND  
dated Jan. 45

SOCIETA' ITALIANA RUSPIRO  
per l'installazione del legname.

ROME, August 23, 1944

Transportation Sub-Commission A.C.C.

Attention of: Maj. W.S. Walker

ROME

Supplementing our previous letter dated August 14, 1944 after careful consideration of the matter, we are able to inform you that it is possible to make to our boilers plant in Naples some technical modifications, such as to enable us to use as fuel either oil or low-grade coal. Therefore, in case high-grade coal was not available, this fact should not be considered as an obstacle for the operation of our factory.

Società Italiana Rusping

/s/

(G.F. Francioni)

Manager

1 4 3 1

COPY

SOCIETA' ITALIANA RINPIG  
per l'iniezione del legname.

ROME August 14, 1944

Transportation Sub-Commission A.C.C.

Attention of: Maj. W.B. Walker

ROME

You are already informed that our wood-preserving plant in Naples was seriously damaged by air-raids and by the destructions operated by the Germans at the end of September 1943; British military authorities have then requisitioned a third of our premises, as shown on the enclosed plan, where they directly operate our saw-mills, and the remaining part of our premises are occupied by U.S. military units, that presently operate there only a field bakery.

The necessity of putting back in working order our preserving plant is evident: it is urgent to have in running order again the main lines of the State Railways and for this purpose ties are required, which, South of Rome, can be made out only of beech and pine, as the very little oak that can be disposed of is employed for bridges and other priority military needs; but beech and pine must be treated, because, if employed in the natural state, last for a very short time and it would be dangerous to plan their use for more than one year.

1) First immediate arrangements to be taken for this purpose are to protect and to repair the building where the machinery is installed. Such machinery did not suffer serious damages, but must be protected from the weather and reconditioned.

To the purpose of starting at once necessary repair works, we beg from Allied Authorities to supply us with:

- cement 30 metric tons
- C.I. sheets (galvanized) 0.4mm / thick 100 sq. m.
- pine or fir boards 20 mm / thick 5 cu. m.
- asphaltum for waterproofing 20 metric tons
- bitumen 2,5 " "
- tar 0,3 " "

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These materials cannot be found on the free market and cannot be directly purchased by us. Besides, for all other necessary materials (stone, sand, gravel, pozzolane), we cannot supply transportation; such transportation should be supplied by the A.C.C. for about 500 tons of materials from places located at a short distance from Naples.

We plan to cover the roof with a thin reinforced concrete slab; but in case it was preferred to save cement, that item could be reduced from 30 to 10 mc. tons, but the following materials should be added to the above list:

- C.I. galvanized sheets, 0.4 mm/ thick 1000 sq.ms.
- fir or pine boards, 1" thick 25 cu.ms.

The building where the preserving operations are actually made is located within the area occupied by the British, but is not connected in any way with the operation of the saw-mill; it would therefore be enough to make the necessary arrangements with the British, so that we could start repairs; and without interfering in any way for the moment with the activity of the saw-mills, we could end in about three months time all urgent and necessary works.

After this it will be necessary to render free of American and British occupation all our grounds, where we shall have to replace all the standard and decauville railway track, that has been removed by the Americans during their occupation, and re-build, all other minor installations that have been demolished; but this second portion of works can be executed while the ties to be preserved will be assembled in our yards; said ties must undergo a proper seasoning before being treated, so as to reach a good penetration with the anti-septic fluids; after this period of seasoning, we could start to deliver regularly preserved ties.

2) Our installations in Naples, the greatest wood-preserving plant in Italy, could produce yearly about one million of railway ties, besides a certain amount of bridge timber and treated poles for electric power and telegraph, if on a continuous shift and with the creosote process.

Treating timber only with creosote

12 Kgs.	of creosote	were employed	for each	beech	railway	tie		
11 "	"	"	"	"	"	pine	"	"
7.5 "	"	"	"	"	"	white-oak	"	"
4.5 "	"	"	"	"	"	oak	"	"

To the purpose of reducing as much as possible the quantity of creosote that had to be imported, we tried out mixtures of various anti-septic fluids and during the last years we operated with a

"iniezione mista" process, employing creosote (small amounts) and a 5% solution of tetraborate of sodium. It was operated as follows:

- 1st period Only creosote was employed in the autoclaves and its consumption was limited, with proper arrangements, to about 3 Kgs. per tie
- 2nd period Timber underwent a treatment with 5% solution of sodium tetraborate; about 1,1/2 Kgs. of that salt were employed for each tie.

Considering therefore an amount of 500.000 rly ties to be treated in Naples, the following quantities of antiseptic fluids would be needed:

Creosote	1.500 metric tons
Sodium tetraborate	750 " "

If no creosote was available for the moment, preserving of timber could be done employing only sodium tetraborate, that ensures preservation of timber for about 10 years, against the 25 years ensured by the use of the creosote process and the slightly shorter duration obtainable when using creosote and sodium tetraborate, as described above and successfully done in this last years.

Tetraborate of sodium was supplied by the Larderello (Volterra) establishment, located on natural sources of borax.

For treating 500.000 rly ties with sodium tetraborate 1000 metric tons of Cardiff coal are needed.

As the process goes, the boilers installed in our plant do not consent to reach the necessary production of steam unless employing coal of at least 7.000 "calorie" (metric thermal unit).

Besides other materials like lubricating oil, belts, tool steel, etc., we also need to dispose at least of 100 KW of electric power for operating subsidiary machines; to the purpose of avoiding as much as possible consumption of fuel, steam is reserved for heating the antiseptic fluids in the boilers.

SOCIETA' ITALIANA RIVETTING  
per l'iniezione del legname  
Il Presidente

/s/ Franciosi

APPENDIX "3"  
to letter AC/5672/IND  
dated Jan. 45

C O P Y

SOCIETA' ITALIANA RUEPING  
per l'Iniezione del Legname

Roma, September 13, 1944

Industry Sub-Commission A.C.C.

Attention of : Maj. Maskrey

Rome.

Supplementing our letters dated August 14 and August 23, 1944, addressed to Transportation Sub-Commission, A.C.C., we enclose (encl.1) a letter addressed to us by the Italian State Railways, certifying that enough timber is available for continuous operation of our creosoting plant in Naples, as soon as rehabilitation of it will be accomplished.

Also antiseptic chemicals to be used in the preserving treatment will be supplied by Italian Railways, as in the past, so that regular operation of our plant will be ensured in the worst case, that is in case conditions do not better in the near future and no importation of creosote will be available by the time the plant will be ready for operation (from three to six months).

We have been working for the Italian State Railways for the past 35 years; we also have been working, on a smaller scale, for very important public utility Companies, such as private railways Companies, Electric and telephone Companies etc. that have been asking us lately to resume work for them on timber they have in stock and is awaiting treatment (enclosures 2, 3, 4).

We beg to emphasize that our application for materials can substantially be reduced to 30 tons of cement and all repair work will be carried out by us counting mainly on ourselves. The only important thing we ask is to be assured against outside interference or further occupation of our grounds, where after war destructions we have been subjected to heavy requisitions of materials, most of them without any receipt at all, and further demolitions.

We are prepared to resume operation with what little material is still left to us, but no rehabilitation could be possible, if we were subjected to further requisitions. On the other hand, our very important operating machinery could not stand another winter under the rain and would irretrievably be lost, if necessary repairs were not undertaken.

We trust that, both from the point of view of helping on its feet an old firm employing 300 people and from the more important point of view of indispensableness and very great general interest of our work for reconstruction of this country, the A.C.C.'s prompt assistance will be extended to us.

/s/ Ing. G. F. Franciosi  
/t/ (Ing. G.F. Franciosi)  
Manager

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APPENDIX "A"  
to letter AC/5672/IRB  
dated Jan. 45

COPY

Subject:- ARMON-DATUM

S.D.S.S. L. of C., S.M.F.  
Phone:- 37 Area, No. 25 & 55315  
Reference:- 6042.  
20th September, 1944

G.C.  
38 Vehicle Coy. (2)

Copy to :- H.Q., A.C.C. Southern Region.  
(For attention Major Stockman, Industry & Commerce Sub Section)

1. I have been approached by A.C.C. as to the possibility of our being prepared to share the facilities of the firm of Societa' Italiana Riepung, Via Daddo da Senna, Naples.
2. I am told that this firm is the only one (worth mention) capable of impregnating the wooden sleepers for the Italian State Railways.
3. A representative of the State Railways, Engr. Giovanni Franciosi of Via Toscana 1, Rome has approached A.C.C. and it is as a result of his approach that A.C.C. contacted me.
4. He is anxious to make use of the firm's capabilities and I am told that it is thought possible that his needs and yours can both be met.
5. With Lt. Col. Duncan I was at the "A" Veh. Park (Wood Impregnation Plant) today. It looks as if the place these people require is not used by you for "A" Vehs. but I have said that you, as G.C. of the unit using the premises of this firm, are the only one to be able to decide on this.
6. Engr. Giovanni Franciosi was in Naples but I believe has now returned to Rome.
7. It is probable that Engr. Franciosi will contact you, but A.C.C. representative may also contact Lt. Col. Duncan and the matter brought to your attention by those channels.
8. Will you please let us know what transpires in due course.

/s/ H. Philips  
/t/ Brigadier,  
D.D.S.S. L. of C.  
(H.H. PHILIPS)

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APPENDIX '5'  
to letter AC/5672/ISD  
dated Jan. 45

C O P Y

HEADQUARTERS ALLIED COMMISSION  
APO 394  
INDUSTRY SUB-COMMISSION

NRLA/48

20 December 1944

Tel. 237

Ref. AC/5615/ISD.

SUBJECT : Derequisition of Timber Cressoting  
Plant belonging to Societa' Italiana Rasping  
Via Taddeo de Sessa, Naples.

TO : Brig. R.S. Philips  
D.D.G.S. L. of C. C.M.P.

1. The derequisitioning of the above premises, now said to be occupied by 38 Vehicle Coy., under your jurisdiction has been requested by the Italian State Railways, the Italian Ministry for Industry, Commerce and Labour, the Ministry for Communications and by the Sub-Commission for Transportation and Communications of Allied Commission, all of whom are interested in the re-activation of the cressoting plant under the control of the company's own direction.
2. The company's services are urgently required for the treatment of railway sleepers which are in critical demand for the continued operation of the railways, which, in turn play a vital part in the transportation facilities of the country, affecting the greater part of the industries in Italy.
3. In addition cressoted telephone poles are urgently needed for the re-establishment of the Italian telecommunication systems.
4. Messrs. Rasping's plant is not only the largest in Italy, but also the only wood-preserving plant in Southern Italy, and is the natural confluence centre of all sleepers and timber produced in Southern Italy.
5. From your letter 6042 of 20th September 1944 (Par. 5) addressed to HQ 400, Southern Region, it would appear that the wood impregnation section of the plant was not being used by the occupying unit, and in view of the highly important part which the firm's services can perform in the rehabilitation

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of the rail and telecommunications of liberated Italy it is requested that alternative premises be found for the vehicle parts, to enable the evacuation and reactivation of Messrs. Ruspini's plant.

6. Before the requisitioning of such alternative premises is effectuated it would be appreciated by this Headquarters if HQ AOC Southern Region, Industry and Commerce Sub-Section, could be notified.

For the Chief Commissioner :

Copy to :  
Transportation S/C  
Southern Region  
(Attn: Industry Sub-Section -  
Maj. Stockman)

W. W. VAUGHAN  
Director,  
Industry Sub-Commission.

3516

1439

"REVENUE"  
Letter AG/3072, IND  
dated 17 Jan. 45

TRANSPORTATION SUB-COMMISSION, AF.  
(RAIL SECTION)  
D/o Transportation Increase  
D.T.S.

Tel: Firchow - Ext. 71  
Our reference: AG/13/1/Tn

27 December 44.

TO: Hq. AC, Industry Sub-Commission AGO 354  
Attn: Capt. MacDonald

SUBJECT: Ruering Greenacting Plant - Naples.

1. Reference telephone conversation this date (Capt. Long and Capt. MacDonald) re supply of creosote and tetraborate of soda for Ruering Plant, Naples.
2. The Italian State Railways have on hand 30 tons of creosote and 40 tons of tetraborate of soda which is sufficient for the treatment of approximately 40,000 ties.
3. Tetraborate of soda was secured from the Larderello's mines, near Volterra, in Tuscany and the railway expect this mine to be in operation very soon.
4. The Railways also advise that the Gas Works in Naples may have a supply of creosote on hand as they use to furnish this oil to the Ruering Plant but they have no knowledge of the amount they may have.
5. The plant can be started with the supply of materials on hand and can continue in operation with chemicals supplied from the Larderello mine.

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C. E. LINDEGREN  
Lt. Col. R.S.,  
Chief, Rail Section.

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