

ACC

AC108/20/TN.4

10000/148/2203

PRIVATE

10000/148/2203 PRIVATE WORKSHOPS AND FACTORIES -
GENERAL

MINISTRY OF TRANSPORTS
ISR ROLLING STOCK AND
TRACTION SERVICE.

Florence 2 August 1945

N.TV.311/312.7

Ref.AC/108/20 Tn.4 dated

18/7/1945.

SUBJECT: Repair of vehicles
by "Cantieri Metallurgici" of
Castellamare di Stabia.

TO : Tn Sub-Comm A.C. (Rail Div.)
R o m e.

1. We make present that this I.S.R. Administration is already under regular contract with the "Cantieri Metallurgici Italiani of Castellamare di Stabia" for the repair of railway vehicles, the above contract expires on the 15 June 1946.

2. The above mentioned contract is of the "syndicate type" being that the Firm in question is a member of the syndicate of constructors and repairers of railway rolling stock.

3. All the technical and Administrative matters regarding the repair of railway vehicles are regulated by the above contract, which has been in force with the Firm before the interruption of the works, due to war events, therefore the Firm and our test Office in Naples are fully acquainted with the matter of which our test office is charged with the supervision of the repair works.

4. Nevertheless the Firm and our test office, are already acquainted with all the dispositions regarding the resuming of the repair works by the Firm in question.

The Chief of Service
Signed CORBELLINI

3608

MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO

DIREZIONE GENERALE

SERVIZIO MATERIALE E TRAZIONE

Firenze, li

194

N.° TV. 311/312.7

Al N.° AG/108/20/Tor 4 del 18.7.45

OGGETTO

Riparazione veicoli
 Cantieri Metallurgici
 di Castellammare.

Transportation - Sub - Commission - A.C.
 (Rail Division)
 o/e Transportation (Br) Main

Allegati N.°

C. M. F.

Roma

1°) Si fa presente che questa Amministrazione F.S. ha già in corso con i Cantieri Metallurgici Italiani di Castellammare di Stabia un regolare contratto per la riparazione dei veicoli ferroviari, con durata fino al 15 Giugno 1946.

2°) Detto contratto è del tipo Consorziale, dato che la Ditta in questione fa parte del Consorzio Costruttori e Riparatori del Materiale Mobile Ferroviario.

3°) Tutte le questioni tecnico - amministrative riguardanti la riparazione dei veicoli ferroviari sono regolate da detto contratto, già in vigore con la Ditta prima della interruzione dei lavori dovuta alle vicende belliche, e quindi a perfetta conoscenza della Ditta e del nostro Ufficio Collaudi di Napoli che ha l'incarico della sorveglianza dei lavori di riparazione.

4°) Pertanto la Ditta ed il nostro Ufficio Collaudi, sono già a conoscenza di tutte le disposizioni riguardanti la ripresa dei lavori di riparazione presso la Ditta in questione.

IL CAPO DEL SERVIZIO

R. G. G. G.

OGGETTO

Riparazione veicoli.
 Cantieri Metallurgici
 di Castellammare.

Transportation - Sub - Commission - A.C.

(Rail Division)

c/o Transportation (Br) Main

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IL CAPO DEL SERVIZIO

R. P. Collaudi

P.E.

3637

MINISTRY OF TRANSPORTS

I.S.R.

ROLLING STOCK AND TRACTION

LIAISON

Rome 29 July 45

N. IV. PR/312.2

SUBJECT: Lathe for wheels by del "Vasto" factory
of the I.M.M. of Naples.

TO : Ministry Industry and Commerce
R o m e

FOR INFO: In Sub-Commission A.C.
(Rail Division)

Bldg.

Ref.AC/108/20/In.4 dated 13 July 1945.

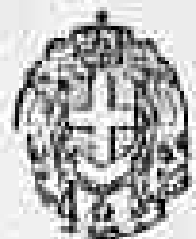
By "Vasto" Factory of the S.A. Industrie Meccaniche Meridionali of Naples (Piazza Dante n°22) there is a lathe for railway vehicles wheels n°152 now, out use. Such lathe with repair and refit, could be utilized by this Administration, while will be no used for long time by the proprietor Firm, because said factory is now requisitioned and very bad damaged.

In consideration that Allied Commission would desire that said lathe may be at once used by I.S.R. Administration, we have informed the Firm to agree for a grant or to hire of such lathe, but Firm has opposed to any agreement for such request without reasonable motive.

Therefore, also by Allied Commission opinion we beg your Ministry to intervene by the Firm in order to let assign to this Administration said lathe.

The General Director
G. Di Raimondo

3606



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Materiale e Trazione

Nucleo di Collegamento - Roma

OGGETTO

Tornio per ruote presso
lo stabilimento del "VASTO"
dell'I.M.M. di Napoli

ALLEGATO N. _____

Roma, 1 29 LUG. 1945 - R.

N. TV.NR/312.2

Al N _____

del _____

MINISTERO INDUSTRIE E COMMERCIO

p.c.

R O M A

COMMISSIONE ALLEATA

Sotto Commissione per i trasporti
(Divisione Ferrovie)

S E D E

(R.to n.AC/108/20/Tn 4 del 13/7/45)

Presso lo Stabilimento del "VASTO" della S.A. Industrie Meccaniche Meridionali di Napoli (Piazza Dante n.22) si trova il tornio per ruote da veicoli ferroviari n.152, attualmente inutilizzato. Tale tornio, previo riordino e riparazione, potrebbe essere utilizzato da questa Amministrazione mentre non potrà per lungo tempo essere utilizzato dalla Ditta proprietaria, essendo il detto Stabilimento attualmente requisito e molto danneggiato.

Poichè la Commissione Alleata desidererebbe che tale tornio venisse subito utilizzato dalla nostra Amministrazione si è interessata direttamente la Ditta suddetta per addivenire alla cessione o al noleggio di tale tornio : ma la Ditta si è opposta a tale richiesta senza giustificato motivo.

Pertanto, anche per espresso parere della Commissione Alleata, si prega codesto Ministero ad intervenire presso la Ditta suddetta al fine di fare assegnare a questa Amministrazione il tornio in oggetto.

IL DIRETTORE GENERALE

Indi Raimondo

3605

MG/

Tel 572

SDB/mm

Ref. AC/5612/IND.

26 July 1945.

SUBJECT : R R Repair Plant
"Reggiane" Officine Meccaniche Italiane

TO : Transportation Sub-Commission ✓
(Attn.: Rail Division)

FROM : Industry Sub-Commission
Mechanical & Automotive Industries Division

1. Enclosed find a copy of a comprehensive report of the Directors of the a/n plant on the rehabilitation of same and a copy of our letter to the Industrial Division Emilia Region AMG HQ asking for an impartial investigation of the condition of the plant.
2. This is sent for your information and comments.

2 Incls. :
As per para 1 above

Copy to :
Economic Section

Sergius S. Broetzkoos
S.D. BROETZKOOS

for A.H. GLENDINNING,
Lt. Colonel,
Acting Director,
Industry Sub-Commission.

3604

COPY

"REGGIONE" - OFFICINE MECCANICHE ITALIANE
SITUATION AND NECESSITIES

1) Main productions made before the liberation.

The firm was originally constructed to build and repair rail-road stocks (steam locomotives, electric locomotives, cars and wagons of any type) and to manufacture industrial and agricultural machines (complete installations of flour mills, macaroni factories, bricks making plants, granaries, elevators, sea ports mechanical equipments, agricultural machines). Just before the war its activities have been enlarged including the production of airplanes and airplanes engines.

2) Actual conditions of the plant.

a) Buildings

Almost all buildings of the premises have been heavily damaged or destroyed by the air raids of January 7-8-1944. Rehabilitation of the plant is already started and so far: the cast iron foundry, the boilers shop, the machine shop, ^{the} ~~forge~~ shop and several small assembly plants have been provisionally repaired with materials on hand. All sections in which ^{airplanes and} ~~airplane~~-engines were made are completely destroyed, and the general reconstruction program does not include their rehabilitation.

b) Machinery and equipments.

Practically all the 2300 machine tools and operating machines previously installed in the premises have been saved, with the exception of twenty-five stolen by the Germans. Of these machines 1050 are at Reggio, one half already in operation, the other half under repair, while 1225 modern most important machines, in full working order, are installed in several small factories located in the neighbour of Varese, Vicenza and the Lake of Garda.

Machines and equipments installed in said shops have to be removed and taken back to Reggio.

3) Reconstruction program

a) The reconstruction program includes the rehabilitation or complete reconstruction of following buildings :

Cars and wagons building-shop.....	18,000	sq.mtrs.	covered area	
Cars and wagons repair shop.....	14,000	"	"	"
General machines shop.....	17,000	"	"	"
Sheet metal work.....	9,000	"	"	"

3603

Industrial and agricultural machines
 assembly plant..... 9,000 sq. mtrs. covered area
 General warehouse 9,500 " " " "
 together with the reconstruction of several offices destroyed or heavily
 damaged.

b) Material needed for the reconstruction of building.

For the realization of the above specified reconstruction program
 following material are needed:

Cement.....	2,000 tons at the rate of 250 tons per month
Lime.....	1,500 " " " " " 150 " " "
Plaster.....	50 " " " " " 5 " " "
Lumber.....	500 " " " " " 100 " " "
Roof-tiles.....	No. 700,000 " " " " 100,000 " " "
Bricks.....	No. 1,000,000 " " " " 100,000 " " "
Window panes	30,000 sq. mtrs " " 5,000 sq. mtrs/month
Reinforced window panes.....	30,000 " " " " 5,000 " " "
Iron for reinforced concrete.....	600 tons at the rate of 70 tons per month
Assorted varnish.....	50 " " " " " 5 " " "
Rails.....	12,000 mtr. " " " " 1000 mtr " "

CEMENT IS THE ITEM MOST BADLY NEEDED AT PRESENT, AND DUE TO TRANSPORTA-
 TION DIFFICULTIES IT IS SUGGESTED TO REHABILITATE THE CEMENT FACTORY
 OF SCARDINO (THAT IS SHORT OF COAL) TO MAKE IT FOR US.

c) Machinery and equipment.

Besides the construction of the buildings, as above said, all machinery
 and equipment removed on the other side of the Po river have to be
 taken back at Reggio.

The weight of these goods is about 4,000 tons, while the average distance
 is about Km. 200 (400 Km. round trip). In order to realize said displacement
 of goods, before the end of the year, it is necessary to make not
 less than 50 trips per month with heavy/equipped with trailers (15-18
 tons per trip.)

The firm has not on hand required trucks, and therefore it is suggested
 that convenient means of transportation shall be made at its disposal.

4) Production program.

The firm is already at work on the old lines of production employing its
 specialized technicians and workmen.

At present 2,000 workers are employed
 of whom 940 employed on the production of rail roads stocks and 2
 industrial and agricultural machines ;
 while 1060 take care of the removal of wreckages and the classifica-

tion of useful material.

The number of workmen employed by the firm will be progressively increased proceeding the reconstruction, up to 6,000 units after complete rehabilitation.

When said quantity of men at work of the production of the firm, that at present is very limited, will be increased in such a manner to reach following monthly quantity:

Construction of	4	steam of electric locomotives ;
Repair of.....	5	locomotives;
Construction of	100	railroad cars;
" "	12	" passengers wagons
Repair "	100	" cars
" "	20	" passengers wagons
Construction of	200	tons of assorted flour mills Macaroni, bricks and tiles machines.
" "	200	" of material for silos granaries and sea ports equipments
" "	50	" of agricultural machines
Production of	100	" of assorted forged pieces
" "	100	" heavy steel work

In order to realize above specified production following materials are needed per month :

	From August to December	From January on
Foundry coke.....	50 tons	60 tons
Coal	150 "	250 "
Pig iron	-	100 "
Scrap cast iron	-	100 "
Lubricating oil	1 tons	3 "
Steel and iron assorted section round and plates.....	40-60 tons	600-800 tons
Lumber	200 cb. Mtrs.	350 cb. Mtrs

CONCLUSION

From above said, it clearly appears that in order to rehabilitate the "Beggiane" and to speed up the re-employment of workmen it is necessary that

"CEMENT BE AVAILABLE AT THE MINIMUM RATE OF 150 TONS PER MONTH, WINDOW PANEES
AT THE RATE OF 10,000 SQ. MTRS. FOR MONTH TOGETHER WITH SUFFICIENT MEANS
OF TRANSPORTATION TO SECURE THE INCOMING IN THE PREMISES OF NOT LESS THAN
800 TONS OF MATERIAL PER MONTH TO BE TAKEN FROM PLACES ABOUT 200 KM. AWAY
(400 KM. ROUND TRIP).

Reggio Emilia July the 16th 1945

3000

C O P Y

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION

SDB/mm

Tel. 489081 - Ext. 572

25 July 1945

Ref. AC/5612/IND.

SUBJECT : "Reggiane", Officine Meccaniche Italiane S/A
TO : Regional Commissioner Emilia Region
(Attn.: Industry Division - Lt. G.E.J. Benn).

1. Your letter of July 7 - 1945, RIX/IND/GN refers.
2. Before any action on the request for materials by the above named plant can be undertaken an impartial investigation of it should be made by an American or British Officer with an industrial background.
3. Your action and a report in this matter is expected.

By command of Rear Admiral STONE :

Copy to :-
Economic Section
Transportation Sub-Commission
(Attn.: "ail Division)

S. D. BROOTZKOOS
for A. H. GLENDINNING
Lt. Colonel,
Acting Director,
Industry Sub-Commission.

3599

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

30 July 45

Sig. Polverari:

Would you please obtain and let me have as early as possible the following information regarding:

"RESOLANE" - Officine Meccaniche Italiane -

1. The extent and type of the work carried out by them for P.S.R. previous to 1939.
2. The possibilities or otherwise of utilizing this firm for wagon and loco repairs in the event of their premises being repaired.
3. Any other information you may be able to obtain on the subject.


G.S. BARNES,
Major. R.E.

3598

File

108/20/13
SIB/af

TRANSPORTATION AND COMMUNICATION A.C.,
(RAIL INTRON)
O/o Transportation (Dr) Main,
C.A.T.

20 July 1945

Tel.: 841403
Ref.: AG/108/20/Tn.4

SUBJECT: Derequisition of
Leghorn Establishments.

TO : Director General
I.S.P. Bldg.

1. With reference to your letter IV NR 304 21/1000/4221/8 dated
9 May 45.

2. We are now informed that the Leghorn works of the Societa
Metallurgica Italiana were de-requisitioned on or about 26 June 45.

Sels
Director.

1636

1505

Ministry of Transports
I & R Rolling Stock and Traction Service
Liaison Nucleus - Rome

Roi 9 May 1945
M IV MR304 21/100A H221/8
To Transport Sub Commission IG

R o m e

Subject: Derequisition of
Leghorn Establishments

- 1) As for Allied Industry Sub Commission suggestion, the "Società Metallurgica Italiana" forwarded an application to Industry Commerce and Labour Ministry, to obtain the derequisition of their Establishments of Leghorn.
- 2) Said Ministry, on date 27 March 1945 sent such request, with favorable recommendation to A.C. (Industry Sub Commission).
- 3) Considering that these Establishments could be able to supply copper materials for loco boilers, their derequisition would be very useful for Railway operation.
- 4) What above is reported in view of your eventual favourable intervention on the matter.

For the General Director
sgl Lo Cigno

Go 9/5ng

2596



MINISTERO DEI TRASPORTI

MINISTERO DELLE COMUNICAZIONI

FERROVIE DELLO STATO - DIREZIONE GENERALE

(1) Servizio Materiale e Trazione

Nucleo di Collegamento - Roma

OGGETTO. Derequisizione Stabilimenti
di Livorno.-

Roma, 31 = 9 10 194 . A

N. TV.NR. 304.21/100A/1221/8

Al N. del

COMMISSIONE ALLEATA

SOTTOCOMMISSIONE DEI TRASPORTI

R O M A

=====

- 1) - La Società Metallurgica Italiana, su invito della Sottocommissione dell'Industria della Commissione Alleata, ha inoltrato domanda al Ministero dell'Industria Commercio e Lavoro per ottenere la derequisizione dei suoi Stabilimenti di Livorno.-
- 2) - Il detto Ministero, in data 27/3 c.a., ha trasmesso tale richiesta, con parere favorevole, alla Commissione Alleata (Sottocommissione per l'Industria).-
- 3) - Poichè tali Stabilimenti potranno eseguire la fornitura di materiali di rame per caldaie da locomotive, la loro derequisizione riuscirà utile allo svolgimento del Servizio Ferroviario.-
- 4) - Tanto si segnala per l'eventuale intervento favorevole di codesta Commissione.-

IL DIRETTORE GENERALE

359 *Diogo*

Stab. Tip. Puccini - Ancona - Ord. 37 - 30-6-42-XX - 1.701.920 1/1

(1) Servizio.

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

File

108/29/12

108/30

Ref. 64303
Ref. AG/108/29/Br 4

18 July 45

SUBJECT : Repairs to Wagons. C.M.F. Factory Castellammare.

TO : Ing. Corbellini IRI - Bologna.

1. The workshops of the Societa' Anonima Carboni Metallurgici Italiani at Castellammare di Stabia are, as you are aware, at present requisitioned by the Allied Forces.
2. It is expected that these works will be handed back to the owning company about the middle of August 1945.
3. In the meantime certain wagons lying in the works sidings are being repaired in these shops in order to enable CMI to return to their normal activities as wagon repairers.
4. It is suggested, therefore, that IRI should contact the management of CMI with a view to entering into suitable arrangements for the repairs of wagons, supply of materials etc. against the time when the works are de-requisitioned.

S.L.

Chief,

Rail Division.

Copy to: A.D.M. (Tech) IRI - Bologna.

3594

Tel. ROME 843191/5 (Pirelli)
EXT 52

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

Subject : Repairs to Wagons CMI Factory - CASTELLAMMARE.

Tn.A.3(N)/60.

To : Tn. Sub Commission, A.C. (Bdg) 15 July 1945.

Copy to : Ing. Corbellini, ISR (Bdg).

Further to my letter of even reference dated
18 June 1945 to Tn. Sub Commission.

The attached copies of correspondence have
been received from G-4(Mov & Tn) concerning the position
of the above firm.

As it appears that these workshops are to be
shortly de-requisitioned it would be as well if the ISR
contacted the management so that steps can be taken to
supply stocks of material and spare parts and arrangements
made for a regular supply of wagons to be sent there.

Major R.E.,
D.A.D.Tn.3(N),
for Brigadier,
Director Military Railway Service.

3593

ENGINEER SECTION
A.F.H.Q.
C.M.F.

COPY

Tel. N° PERWOOD 7

Subject : Repairs to Wagons CMI Factory -
CASTELLAMARE

DEFS/4411

To : G-4(Mov & Tn).

10 Jul 45

Ref. Mov 3/362/6 of 20 Jun 45 and telcon
Lt.Col. Jagger - Major MacKenzie.

1. Owing to the lessening of work at our D.E.L. Workshop at CASTELLAMARE, arrangements are being made to assist the civilian management to be in a position to return to their former business of wagon repairers as soon as the factory is derequisitioned.
2. To this end one shop is now being laid out for wagon repairs and the management are training the men in their jobs.
3. To facilitate this, certain wagons lying in the C.M.I. sidings are being put through the shop.
4. It is agreed that arrangements for turning the works over to the repair of rolling stock should be done through DMRS, but it is pointed out that the work we are doing is merely in the nature of preliminary assistance to ensure that the works when returned to its civilian management is in a position to continue working.
5. It is thought that we shall be in a position to hand over the works about the middle of August. All concerned will then be advised as stated in DEFS/4411 of 23 May 45, copy herewith.

(Sgd) J.W.J. MACKENZIE
Major R.E.,
for Brigadier,
Director of Engineer Stores.

3592

COPY

ENR MEER SECTION (BR)
A.P.H.Q. C.M.F.

Tel : FERNWOOD 7

Subject : S.A. C.M.I. CASTALLAMARE
DI STABIA

DEPS/4411

To : H.Q. A.C. Industry Sub Commission. 23 May 45.

Ref year AC/5615/16/IND of 16 May 1945.

1. The policy of this Directorate in so far as steel fabrication and machine shops is concerned is to concentrate production at No 1 Workshop 60 EBW (CMI CASTELLAMARE) and release other shops for civilian work.
2. In view of the above no date has been set for the handover of CMI to its owners.
3. It is considered in view of past experience with this firm that partial release of the premises would be most unsatisfactory.
4. In order to facilitate a handover to civilian control negotiations are at present taking place with the owners. They are to be allowed to set up a skeleton organisation which will have access to the works and will therefore be capable of taking control when the drop in service demands can permit the works to be released.
5. As soon as it is possible to undertake repairs to railway rolling stock this Directorate will notify all concerned and will make the necessary arrangements to enable any available capacity to be utilised on this work.

(Sgd) J.W.J. MACKENZIE,
Major R.E.,
for Brigadier,
Director of Engineer Service.

Copy to : M.G.R.E.

3591

G-5

G-4(Am)

G-4(Br)

A.P.L.R.S., R.A.A.C.

Economic Section A.C. (Attn Brig D.O. Anderson, CBE)

Transportation S/C A.C.

Labour S/C A.C.

OC 60 E.B.W., S.A.E.C.

OC 1 Det 60 E.B.W., S.A.E.C.

Ministry of Industry, Commerce & Labour

File 108/20/21
SIB/icTRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Br) Main
C.M.F.Tel. 843403
Ref. AC/108/20/Tn 4

13 July 45

SUBJECT : Wheel lathes at "Vasto" plant, Naples.TO : ISR Traction Service - Blag.

1. Referring to your letter TV. NR / 312-3/ICCA/5360/33 dated 6 July 45 and addressed to MRS.
2. The attitude of the firm I.M.M. appears to be unreasonable in view of length of time which must elapse before these lathes can be put to use at their Vasto establishment, whereas they can be used at once on important work in connection with the rehabilitation of Railways in Italy.
3. This appears to be a case in which the Ministry of Transports should approach the Ministry of Industry and Commerce with a view to the latter Ministry putting pressure on I.M.M. in order to have the lathes released to ISR.

S. L. Sain to Major
for Director

3590

60

Ministry of Transports
Equipment and Traction Service
Liaison Office - Rome

Rome Ju^y 6 1945
TV NR 312.3/Deca/5360/33

Headquarters M.R.S.

Subject: Lathes for wheels at "Vasto"
Establishment of Firm I.M.M.

(attn. Tn A 3 (M)

Building

1) With further reference to our previous communications, forwarded through letter same file dated 6 June, we report that on 22 June our representatives have been allowed to visit the "Vasto" establishment, property of Firm I.M.M., at present requisitioned by R.A.F.

2) It resulted that the lathe 153 has been seriously damaged by bombs and is unserviceable, unless complete repairs are made. The lathe 152 is in a better order, and it can be used again, after some repairs.

3) The Firm I.M.M., requested about an eventual sale or hire of these lathes, refused, as they mean to repair and use them for future requirements, when the "Vasto" establishment will be derequisitioned and rehabilitated.

Chief of Traction Liaison Office

Eng. Tonni

3589

ca ng 7/7

File 108/20/20

SLB/1c

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

Tel. 843402
Ref. AC/108/20/Tn 4

10 July 45

SUBJECT : Officina Meccanica della Stanga - Padova

TO : Director General ISR (Bldg)
(attention Ing. Tonni)

1. It is understood that the contract between the above firm and ISR for repair of locomotives and rolling stock has expired. The firm are anxious to have a new contract and it is suggested that this should be arranged as soon as possible.

2. -Messrs-Stanga are experiencing difficulty in obtaining release of certain materials, notably Oxygen, Timber, Steel sections, Carbide, Nuts and Bolts.

- Release of these materials should be effected through the Ministry of Industry and Commerce.

3. Coal needed by the firm should be the subject of an application to AMG Venezia Region, PADOVA.

S. L. Santin May's
Director

Copy to: Regional Commissioner Venezia Region for
Commerce & Industry Officer.

3588

CCPY

Subject : Officina Meccanica Della Stanga -
Padua.

Tn Eighth Army
c/o HQ Transportation
VENICE.
phone 20323 Extn 81
Ref : TM8/2/1/20
24 June 45.

DMRS.

1. Further to conversation Col. TOPHAM/Lt. Col. SINCLAIR.

I have discussed the functions and the needs of the above firm in connection with their present activities in the repair of locos and rolling stock on behalf of the ISR.

Certain broad aspects are immediately apparent, and until they are dealt with and settled on a lasting basis, this firm will be continually in difficulty in carrying out its work.

2. The points in question are as follows :

(a) The firm requires to renew their contract with the ISR: the previous contract has lapsed due to the liquidation of the previous North Italy Railway Administration set up by the Germans.

They have been referred to the Operating Delegation at VERONA but pressure from your end will expedite the drawing up of a new contract.

(b) They are short of materials: these I do not give in detail as much of the total is available in the North of Italy but frozen to the firm.

No good purpose would be served by momentary local intervention by this HQ on specific details and I feel that the matter must be settled on a lasting basis.

Accordingly, would you instruct AC to deal with the firm and make representation on their behalf to the appropriate authorities for permanent release and supply of materials necessary for their work.

3587

I have discussed the functions and the needs of the above firm in connection with their present activities in the repair of locos and rolling stock on behalf of the ISR.

Certain broad aspects are immediately apparent, and until they are dealt with and settled on a lasting basis, this firm will be continually in difficulty in carrying out its work.

2. The points in question are as follows :

(a) The firm requires to renew their contract with the ISR: the previous contract has lapsed due to the liquidation of the previous North Italy Railway Administration set up by the Germans.

They have been referred to the Operating Delegation at VERONA but pressure from your end will expedite the drawing up of a new contract.

(b) They are short of materials: these I do not give in detail as much of the total is available in the North of Italy but frozen to the firm.

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Accordingly, would you instruct AC to deal with the firm and make representation on their behalf to the appropriate authorities for permanent release and supply of materials necessary for their work.

The main requirements are summarised below :-

OXYGEN
COAL
WOOD
STEEL SECTIONS
CARBIDE.

(Sgd) J. SINCLAIR
Lt. Col. R.E.
for Col.
DD TN.

Copy : 2 RLY OF GP.

COPY

TRANSLATION

Repair of Locomotives and Wagons for ISR.

Memo for Lt.Col. Sinclair, VENICE.

1. Oxygen release from FIO VENICE Most urgent.
2. Coal 15 tons release, eventually from Agenzia Marittima ISR MARGHERA.
3. Wood (deal and larch boards) Letter which orders the Comune di Pomo Canale (Belluno) to supply 680 cu metres or else from a firm at UDINE (De Antoni - Conegliano) or anywhere else.
4. "Ilva" plating. Release of 14 tons ready shaped etc, verified 19 June 1945.
5. Price of Carbide. San Marco asking 1500 lire the quintal instead of 264 lire the quintal as quoted last April. (4 tons of carbide have been released by AMG Region padua).
6. Nuts Bolts. A.F.I. FALCK, Milan release needed 4 - 6 tons bolts, rivets, iron nuts. 7 tons iron washers?
7. Orders for materials in course of preparation on 26.4.45 cancelled by C.L.N.A.I. Milan :-
A.F.I. FALCK - bolts etc, various plates, tubes.
ILVA - MARGHERA plates various.
BRUZZO - BOLZANETO thick and medium plates.
DALMINE - DALMINE iron tubes.
We are awaiting arrangements to draw materials urgently needed to avoid suspension of works on loco and wagon repairs.
8. Loco Contract. Lapsed 15 June 1945. Requires renewal for work to start on locos.

MEMO.

The Stanga engineering firm which has about 500 employees has been working without interruption since 1920 on loco and rolling stock repair work on a contract basis for the ISR.

The contract for loco repair terminates 15.6.45 (another contract is in force for wagon repairs).

In the usual manner application for renewal of the loco contract was made on 21 March to the HQ Traction section ISR at VERONA (transferred here on the liberation of FLORENCE).

According to info the Traction service HQ left VERONA and before leaving they sent our application on to FLORENCE, the original 3586 central office.

It has been learned from ISR VERONA that an HQ office of ISR for Northern Italy has been established at Milan, and that the Rome HQ which controls the Florence Offices has not yet taken over

- metres or else from a firm at UDINE (De Antoni - Conegliano) or anywhere else.
4. "Tlva" plating. Release of 14 tons ready shaped etc, verified 19 June 1945.
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It has been learned from ISR VERONA that an HQ office of ISR for Northern Italy has been established at Milan, and that the Rome HQ which controls the Florence Offices has not yet taken over once again in the North of Italy.

As the Stanga works is situated in Northern Italy it is not known which office is competent to deal with the renewal of contracts and other matters with regard to restoration of the railways.

It is evident that this state of affairs does not assist the rehabilitation work and is liable to cause the closing down of workshops employing considerable numbers of men.

TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMORANDUM

Tel : 478704

27 June 1945

331/39/Tn 3

SUBJECT : Solvay Plant, Rosignano
and Rail Transportation

TO : Industry Sub-Commission

1. Reference your AC/5616/IND dated 25 June '45 and conversation (Opatowski - Glendinning - Baker) on the subject of rail transportation for the Solvay Plant.

2. The wagon situation on line 50 Rome - Leghorn has recently been very acute, due largely to the fact that there have been very considerable movements of refugees and heavy rail clearances from the Ports of Piombino and Civitavecchia. The military re-deployment programme has also affected wagon supply. The matter is engaging the constant attention of this Sub-Commission and in conjunction with M.R.S. every effort is being made daily to improve wagon distribution.

3. AFHQ have recently agreed a revision of line capacities, based on the availability of wagons and a definite tonnage allocation has been made to AC for civilian traffic. Under this new arrangement, which takes effect 1 July '45, the Military will no longer control the entire wagon distribution but Italian State Railways become responsible for wagon supply for civilian traffic. This will give the Rail Division of this Sub-Commission a greater degree of control. 3585

4. All concerned have been instructed as to the importance of meeting all demands for the Solvay Plant and it is confidently expected there will be a considerable improvement in the very near future.

TO : Industry Sub-Commission

1. Reference your AC/5616/IND dated 25 June '45 and conversation (Opatowski - Glendinning - Baker) on the subject of rail transportation for the Solvay Plant.
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4. All concerned have been instructed as to the importance of meeting all demands for the Solvay Plant and it is confidently expected there will be a considerable improvement in the very near future.

For the Director


J.W. BAKER, Lt.Col.

Copy to : Rail Division (Tn 4) (Operations Branch)

Tel. ROME 843191/5 (firebox)
EXT 9363.

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

Subject: Factory Reports.

File: Tn.A.2/123.

26 June 1945.

To: Ing. G. Bracci,
Stores Department,
M. I.S.R.

Copy to: Tn. Sub-Commission A.C.
(Rail Division).

1. Further to our Tn.A.2/123 letter dated 22 May 45, attached for whatever action you consider necessary, is a report on Soc. Fornaci Italiane of la Spezia and Migliarina.

[Signature] 3584
G.J. ELLIS, Capt., (Tn),
for Brigadier,
Director Military Railway Service.

Enc.

NAME & ADDRESS OF PLANT.

Soc. Fornaci Italiane,
Viale Umberto 18, La Spezia.
and Via Gavatro 18, Migliarina.

TRADE.

Firebricks and Refractory Materials.

NORMAL MONTHLY PRODUCTION.

300,000 firebricks with one furnace.
Could be doubled if they would get
enough lignite for the other furnace.

NUMBER OF EMPLOYEES WHEN
ON FULL TIME.

150, now 60.

THE FACTORY IS IN WORKING
ORDER.

Partially.

IT IS NOT AT PRESENT
OCCUPIED BY THE MILITARY.

350,000 firebricks and 150 tons
refractory materials at present in
stock.

INTER - OFFICE MEMO

SLB/ic

108/20/17

Ref. AC/108/20/Tn 4

SUBJECT : Finance Sub-Committee, Allied Railway Board.

TO : Major Ping
Rail Div. Tn Sub-Comm.

1. Reference attached Tn A/F/Q4/1/47 dated 19 June 45.
2. Please raise at next meeting of Finance Sub-Committee - the question of payment by ISR for work done by private contractors in repairing rolling stock.
3. - The following firms have been repairing rolling stock since the date shown against them, but no one of them has yet received any payment for work done.
WAGONS LITS, Rome, August & Sept. 44, and re-stated Dec 44 has worked continuously since.

BOMBIRINI-PARODI-DELFINO, Colleferro since Jan.45

CECCHETTI, Civitanova Marche, since March 45.

4. It appears that these firms are still in negotiation with ISR about contract terms, but it is considered that they should receive some payment on account of work done in order to enable them to carry on.

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

Transportation Sub-Commission (Rails)
Tel. 843403
23 June 45

3583

OFFICE OF THE DIRECTOR (DNERSD)

Copy to : Th. Sub Commission, A.C. (Bd).

D. P. L. Co., Inc.
(Attn: V. C. Co.)
Glendinning)

Director of Works with his 1701/DW of 16 Dec. 44 replied, however, that this was out of the question as the shops were then completely devoted to bridge building. The matter was therefore allowed to drop.

2. I am now informed, however, that the programme of bridge building is practically terminated and that our usual capacity exists and that the South African unit in charge has agreed to carry out repairs to certain wagons and has all material to do so.

3. whilst this is most desirable, it is necessary to know with whom this has been agreed and whether the Italian State Railways have been consulted, who has been instructed to order wagons in regularly, etc. and what arrangements have been made to obtain special purpose parts such as brake gear etc., since all such matters have to be co-ordinated by this office in agreement with the ISI.

4. Would you kindly investigate the matter and let me know what tentative arrangements have been made in order that the matter may be regularised on the usual basis.

2025

To : G.4(Mov & Trn), A.F.H.Q.
(Thru' D.D.Tn., A.F.H.Q.)

Copy to : Tn. Sub Commission, A.C. (MGS)

D. J. J. J. J. J.
(Attn: Lt. Col. Clendenning)

1. Towards the end of last year when this branch was seeking all possible avenues of repairing rolling stock, the then Director of Works, A.F.H.Q., was approached tentatively with a view to seeing if anything of this nature could be done at CASTELMARE DI STABIA which previously did a lot of wagon repairs for the ISR.

Director of Works with his 1701/DW of 16 Dec. 44 replied, however, that this was out of the question as the shops were then completely devoted to bridge building. The matter was therefore allowed to drop.

2. I am now informed, however, that the programme of bridge building is practically terminated and that surplus capacity exists and that the South African unit in charge has agreed to carry out repairs to certain wagons and has all material to do so.

3. Whilst this is most desirable, it is necessary to know with whom this has been agreed and whether the Italian State Railways have been consulted, who has been instructed to order wagons in regularly, etc. and what arrangements have been made to obtain special purpose parts such as brake gear etc., since all such matters have to be co-ordinated by this office in agreement with the ISR.

4. Would you kindly investigate the matter and let me know what tentative arrangements have been made in order that the matter may be regularised on the usual basis.

2582


Colonel,
A.F.Tn. (Mech),
For Brigadier,
Director Military Railway Service.

HEADQUARTERS ALLIED COMMISSION

APD 394

INDUSTRY SUB-COMMISSION

NRIM/gp

Tel. 489081 Ext. 227

14 June 1945

Ref. AC/5815/171/IND

SUBJECT : De-requisitioning of Saw Mill Fratelli
Vannoni, Viale G. Marconi, 21, Borgo S. Lorenzo -
Florence.

TO : Area Commander, Florence Area, G.M.F.

1. Strong representations have been made to this Headquarters through the Ministry of Industry, Commerce and Labour for the de-requisitioning of the above-named plant which is stated to be occupied by a detachment of British troops for use as a vehicle repair shop.

2. This Headquarters is not in a position to give factual support to the claims made by the applicant, but it would appear that careful investigation has been carried out by the local Inspectorate of Industry and Labour, who have stated that the plant is the only one within their territory which is specially constructed for the production of railway sleepers which are urgently required for the restoration of the railways in that region, destroyed as a result of military action.

3. It would appear that the premises are not completely occupied and it is only the portion which has been damaged by military action which is at present being utilized. De-requisitioning is requested for the undamaged portion which is not being employed by the occupying unit, according to the applicant.

4. It would be appreciated if your Headquarters would examine the possibility of acceding to the request for partial de-requisitioning of the premises in the event of their still being required for the purpose now being served by the occupying unit.

For the Chief Commissioner :

3581

Copy to :-

Economic Section, A.C.

(Attn: Brig. Gen. Anderson)

Transportation Sub-Commission, A.C.

W.J. MASKREY

Lt. Colonel,

Acting Director,

Industry Sub-Commission.

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION

NRHM/ag

Tel. 489081 - Ext. 237

13 June 1945

Ref. AC/5615/151/IND.

SUBJECT : De-requisitioning of Soc. Industrie
Meccaniche Meridionali - Naples.

TO : Ministry of Industry, Commerce & Labour.

1. Your correspondence of the 15 of May 1945 covering application for the de-requisitioning of these premises refers.
2. This application cannot be supported at the present time by this Headquarters as there are sufficient railway wagon works and coach-manufacturing plants in operation to more than absorb all available material.
3. Investigation has shown that very considerable repairs are required to this plant and that it could NOT operate immediately upon being de-requisitioned to anything approaching 70 percent of its former production.
4. The position will be re-considered in the near future when the over-all position in Italy has been clarified, whereupon your Ministry will be informed as to any action which may be taken by this Headquarters.

Copy to :

AFHQ, G-5 Section.
AFHQ, G-4 American.
AFHQ, G-4 British.
AFHQ, RAAC.
Economic Section, AC (attn: Brig. D.L. Anderson)
Transportation Sub-Commission, AC.
Labour Sub-Commission, AC.

W. J. Maseby
W. J. MASEBY
Lt. Colonel,
Acting Director,
Industry Sub-Commission.

3580

Subject : Wheel Lathes - Vasto Breda, NAPLES.

~~108/12~~
108/20/11
Military Railway Service,
C.M.F.
Telephone : Firebox 52,
Outside Line 843365.
Tn.A.3(M)/60.
23 Mar. 1945.

To : Ing. Corbellini, Capo Trazione, ISR. (Bdg)

Copy to : Tn. Sub Commission, AC. (Bdg) (Att. Major Baister)

1. Reference your letter of 20 Mar. 45, and subsequent conversation with Ing. Grandi. It is evident that, in view of the professional rivalry existing between Bredas' and Colleferro, the best solution is for the Italian State Railway to acquire both the wheel lathes, instal whichever you prefer in Smistamento, and then hand the remaining one to Colleferro on your own financial terms.

2. Until this transaction can be completed and the wheel lathes erected, Ing. Grandi's idea of turning wheels for Colleferro at Wagon Lits seems to be perfectly sound.

F. J. O'Phelan
A.D. Tn.3(M),
for Brigadier,
Director Military Railway Service.

3579.

~~108/20/1~~
108/20/10

HEADQUARTERS ALLIED COMMISSION
AFG 124
INDUSTRY SUB-COMMISSION

HRB/aw

Ref. 237

25 Jan 1945

Ref. AG/3613/24/183

ADDRESS: Società Ernesto Breda,
Corso Molto al Vasto- Naples -

TO : Commanding General AAFSC/AFG
AFG 528 G.S. Army.

1. The railway rolling stock works of the above named firm were heavily damaged by aerial bombardment and are considered to be incapable of reactivation for a considerable period.
2. This Headquarters is nevertheless interested in assisting the owners to safeguard machinery and cannibalize such material as may serve in the construction of rolling stock elsewhere.
3. This is for the reason that the number of railway wagons in Liberated Italy is totally inadequate for the transportation of essential military and civil supplies.
4. The premises are, at present, occupied by AAFSC General Depot No. 3 and permission is requested by this Headquarters for access to be granted to the executives and workmen of Soc. Ernesto Breda to allow of the salvaging of the machinery and materials which are, at present, deteriorating through lack of protection.

For the Chief Commissioner:

(Signed)

W. S. VAUGHAN

Copy to:

~~AFG 124~~

~~U.S. Southern Region~~

~~(Attn: S. L. S. Div.)~~

~~Executive Section~~

~~Transportation S/O.~~

W.S. VAUGHAN

Director,

Industry Sub-Commission.

3578

NTC	BRUDA-MILANO	18/12/42	29/2/44	550	180	31007	Aut. 130	45
Sevigliano-TORINO	5/3/42	31/12/42	140	21	✓			
Moncalerio-TORINO	18/12/42	29/2/44	410	410	✓			
Regiole-SANTORIA	"	"	130	130	✓			
Brada - MILANO	"	"	325	145	✓			
O.M. - MILANO	27/2/42	31/12/42	575	575	✓			(4)nos
Tallero - MILANO	18/12/42	29/2/44	500	373	361			NAL
Piegio-GENOVA S.	27/2/42	31/12/42	225	150	✓			(5)
Bagnara-GENOVA S.	18/12/42	29/2/44	215	215	✓			(5)
S. Giorgio Id.	"	"	300	140	✓			(5)
Reggiano-Reggio E.	"	"	380	350	✓			(5)
Casale-BOLOGNA	"	"	650	565	✓			(5)
SACPM - AREZZO	"	"	60	60	✓			(5)
Cecchetti-CIVITA'	"	"	350	350	✓			(5)
NOVA M.	"	"	275	247	✓			(5)
TOTALI PARZIALI			4710	3741				
Oc O.M. - MILANO	18/12/42	29/2/44	300	300	✓			(5)
Osarella-BOLOGNA	"	"	100	85	✓			(5)
TOTALI PARZIALI			400	385				
F.I.A.P. - TORINO	29/4/44		1000	814	✓			(4)nos
O.M. - MILANO	18/12/42	29/2/44	1000	624	✓			(4)nos
TOTALI PARZIALI			2000	1438				
Pc SEVIGLIANO-TORINO.	27/2/42	31/12/42	100	-	✓			
18/12/42	29/2/44		100	16	✓			
Moncalerio-TORINO	"	"	250	250	✓			
TOTALI PARZIALI			450	266				
Poz o Piegio-GENOVA S.	28/12/42	29/2/44	250	8	✓			
Va SACPM-AREZZO	13/11/41	31/8/42	2	2	✓			(5)
TOTALI GENERALI			8362	6070				
Blet.ETR Brada-MILANO			1	-	✓			
Aut.Alm556 Cecchetti-CIVITA'								
NOVA M.	15/7/43		15	12	✓			(5)(6)
Carri V8 Pocerdi-PINNOLO	6/4/41	31/7/44	15	15	✓			(7)

(4) Consegnati ed iscritti nel parco P.S. come carri privati

Piaggio-UNOVA S.	18/12/42	29/2/44	215	215	(5)
Bagnara-UNOVA S.	"	"	300	140	(5)
S. Giorgio id.	"	"	380	360	(5)
Reggiano-Reggio E.	"	"	650	565	(5)
Casertina-BOLIGNA	"	"	60	60	(5)
SACOM - ARSIZO	"	"	350	350	(5)
Cecchetti-CIVITA'	"	"	275	247	(5)
UNOVA M.	"	"	4710	3741	
TOTALI PARZIALI					
Ge O.M. - MILANO	18/12/42	29/2/44	300	300 X	(5)
Casertina-BOLIGNA	"	"	100	85	(5)
TOTALI PARZIALI					
F.I.A.T. - TORINO	29/4/44		1000	814	(4) n. 13
O.M. - MILANO	18/12/42	29/2/44	1000	55624 ✓	(4) n. 13
TOTALI PARZIALI					
Pe Savignone-TORINO	27 2/42	31/2 42	100	-	
	18/12/42	29/2/44	100	15	
Moncenisio-TORINO	"	"	250	250	
TOTALI PARZIALI					
Poz o Piaggio-UNOVA S.	28/12/42	29/2/44	250	8	
Ve SACOM-ARSIZO	13/11/41	31/8/42	2	2	(5)
TOTALI GENERALI					
			8362	6070	

Elet. STR Breda-MILANO

1

- 3

Aut. Alm 556 Cecchetti-CIVITA'

UNOVA M. 15/7/43

(5)(6)

(7)

Carri VS Poesardi-PDH ROLO 6/4/41 31/7/44

15

15

(4) Consegnati ed iscritti nel parco P.S. come carri privati

(5) La Ditta ha sospeso ogni attività.

(6) Trasformazione per renderle atte a funzionare con gas metano.

(7) Propongono della trasformazione di bagagli con cassa ad ossatura di legno.

3577

Gruppi e serie	DITTE FORNITRICI	Data le ordini azioni	Data di		da a se giugno	NOTA
			consegna ultimo rotabile	ordini azioni		
E. 424	Bavigliano-TORINO	24/2/43	24/2/44	5	5	
	Breda - MILANO	(19/1/42	28/2/43	3	-	
		(24/2/43	24/2/44	20	20	(1)
	C.O.E. - MILANO	24/2/43	"	10	10	(2)
	Marrelli-MILANO	"	"	18	18	
Brown Boveri-	MILANO	"	"	12	12	
	Ansaldo- MILANO	"	"	10	10	
GENOVA						
TOTALI GENERALI				78	75	
TR. BLOC.	Breda-MILANO	30/6/39	31/10/40	8	5	
E. 79	Bavigliano -TORINO	18/4/39	30/9/40	15	2	
	C.O.E. - MILANO	"	"	15	5	(3)
	Ansaldo-GENOVA	"	"	16	3	
TOTALI GENERALI				46	10	
E. Cz	Breda-MILANO	18/1/41	30/4/42	2	2	X
		"	"	10	10	X
TOTALI GENERALI				12	12	

- (1) La parte meccanica viene costruita dalle Officine Meccaniche di Milano.--
- (2) La parte meccanica viene costruita dalle Officine Meccaniche Italiane di Reggio Emilia.--
- (3) La carrozzeria viene costruita dalle Officine Meccaniche di Milano.--

Aug. Ferraro
Elio Off. Colliardi
V. Monte Grappa

E.	Breda - MILANO	(19/1/42 28/2/43	3	20-	(1)
424	C.G.B. - MILANO	(24/2/43 24/2/44	20	20-	(2)
	Marrelli-MILANO	" "	19	10-	
	Brown Boveri-	24/2/43	18	18-	
	MILANO	" "	12	12-	
	Ansaldo- MILANO	" "	10	10	
	GENOVA				
TOTALI GENERALI			78	75	
TR. BLOC.	Breda-MILANO	30/6/39 31/10/40	8	5-	
AL.01					
	Savigliano -TORINO	18/4/39 30/9/40	15	2	(3)
	C.G.B. - MILANO	" "	15	5-	
	Ansaldo-GENOVA	" "	16	3	
TOTALI GENERALI			46	10	
	Breda-MILANO	18/1/41 30/4/42	2	2 X	
	" "	" "	10	10 X	
TOTALI GENERALI			12	12	

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- (2) La parte meccanica viene costruita dallo Officine Meccaniche Italiane di Reggio Emilia.--
- (3) La carrozzeria viene costruita dalle Officine Meccaniche di Milano.--

Mag. Ferrera
Chgo aff. Collaudi
ff. Monte Grappa

3576

-1-

Brown-Boveri - Vado-Ligure

Factory in fair condition, most of the machinery carried away by the Germans. More information could be supplied by Milano Head-office, as it is presumed that the main part of the machinery is still at Milano. They could carry out some boiler-work.

ILVA-Savona

Martin furnaces partially damaged; rolling mills partially damaged; they can still manufacture; axles, steel profiles, plates, large flats, draw-hooks, buffers, etc.

Sevettaz-Basiglio-Savona

Practically in operating condition.

Iron foundry, enamelling plant, mechanical works. (general)

ILVA-Genova Moltri.

Factory undamaged, they can manufacture several kinds of springs (laminated, volute, disc, spiral). Raw material available.

Iron Foundry-Genova Multedo (Ansaldo-Tosetti Factory)

Factory undamaged, they can manufacture brake-blocks, cylinders for locos, cylinder for slide-valves, expansion rings, etc. (for pistons), etc. forged items, draw-hook, buffers, etc.

S.I.A.C. Steelworks - Cornigliano.

Factory in fair condition; they can manufacture steel castings, wheel centres, straight and crank axles for both locos & vehicles, plates and profiles; scarce quantity of coal and scrap is available.

ILVA - Fireproof materials - Bolzaneto.

Factory undamaged, they can manufacture all types of fire bricks; they need coal and raw material; the latter can be obtained near Cuneo, some thousands fire bricks left from previous supplies are available.

Bruzzo Steelworks-Bolzaneto

Factory undamaged they manufacture all kinds of plates and profiles; only very scarce quantities of coal and scrap are available.

ILVA Steelworks-Bolzaneto. - ILVA Steelworks - NOVI

Same as above.

F.lli Mortole Company - Pegli

Factory undamaged; they can manufacture thin sheets, iron sheet barrels, galvanized containers, galvanized sheets; scarce availability of stores.

ILVA Factory-NOVI

Factory nearly undamaged; they can manufacture all kinds of plates and profiles; scarce availability of stores.

3575

ILVA-Savona

Martin furnaces partially damaged; rolling mills partially damaged; they can still manufacture; axles, steel profiles, plates, large flats, draw-hooks, buffers, etc.

Sevitz-Besevi-Savona

Practically in operating condition.

Iron foundry, enamelling plant, mechanical works. (general)

ILVA-Genova Voltri.

Factory undamaged, they can manufacture several kinds of springs (laminated, volute, disc., spiral). Raw material available.

Iron Foundry-Genova Multale (Ansaldo-Tosatti Factory)

Factory undamaged, they can manufacture brake-blocks, cylinders for locos, cylinder for slide-valves, expansion rings, etc. (for pistons), etc. forged items, draw-hooks, buffers, etc.

S.I.A.C. Steelworks - Cornigliano.

Factory in fair condition; they can manufacture steel castings, wheel centres, straight and crank axles for both locos & vehicles, plates and profiles; a scarce quantity of coal and scrap is available.

ILVA - Fireproof materials - Bolzaneto.

Factory undamaged, they can manufacture all types of fire bricks; they need coal and raw material; the latter can be obtained near Cuneo, some thousands fire bricks left from previous supplies are available.

Bruzio Steelworks-Bolzaneto

Factory undamaged they manufacture all kinds of plates and profiles; only very scarce quantities of coal and scrap are available.

ILVA Steelworks-Bolzaneto.

Same as above.

F.lli Mortola Company - Pegli

Factory undamaged; they can manufacture thin sheets, iron sheet barrels, galvanized containers, galvanized sheets; scarce availability of stores.

ILVA Factory-Hovi

Factory nearly undamaged; they can manufacture all kinds of plates and profiles; scarce availability of stores.

Stabilimento-Produzione-Lampadine Elettriche-Hovi (Soc.Nitens.Pulgens,

Dott.Pessini and others)

Factories undamaged; they have no raw materials available (coal, glass bulbs, etc.)

PIR Company - Sestri Levante. (drawn tubes, boiler tubes, etc.)

Factory heavily damaged by air bombardment and completely disassembled by the Germans.

Trafilerie aninatoi Metalli Co.-Casazza Ligure.

Factory thoroughly disassembled by the Germans; they used to manufacture tube plates and plates for fire-boxes (copper), aluminium plates and tubes, etc.

3575

S. Giorgio Company - Genoa, Italy.

Most of the machinery carried away to other localities by order of the Germans; they are still in a position to manufacture pumps, injectors, lubricating pumps, iron castings; they can construct and repair middle and small electric motors; they are negotiating with IRI a contract for repair of electric motors for air compressors, fans, motor-pumps for tri-phase locomotives. Some 37 motors have been sent in for repair. They will be in a position to repair also tri-phase driving motors when some machinery will have been returned, as per agreements already closed.

Above information covers the most important factories, all need, more or less, coal and raw materials.

Pierrel & Co. CompanyRepair shop.Vehicles waiting for repair:

14 coaches
1 baggage van
13 wagons

They can repair 30/35 wagons per month or 8/10 coaches, provided they are willing to show the due co-operation, what is likely to occur, as they cannot get a more proficuous work.

Construction shop.

250 POZ-wagons on order 18 Dec. 1942.

To be delivered 8 wagons which could be turned out in a fortnight's time, provided some slight diffculties they had to meet with in the purchase of the materials, can be surmounted.

The Germans intended to order further 100 POZ-cars and part of the necessary materials had already been prepared. Following materials are presently available in the Factory for said cars:

- 1) part of the steel castings
- 2) part of the timber
- 3) 100 axles
- 4) part of the beams and plates (all longitudinal beams and some plates), the balance of the steel items (beams and plates) is presently ready but it is frozen in various Factory in Liguria.

Should it be decided to carry on the construction, it is anticipated that the purchase of the materials for the brakes would offer the greatest difficulties.

Ferrone Co.Cars waiting for repair:

2 condolas
3 tankers

They are in a position to repair 12/15 cars per month, particularly

3574

sent in for repair. They will be in a position to repair also tri-
phase driving motors when some machinery will have been returned,
as per agreements already closed.

Above information covers the most important factories, all need,
more or less, coal and raw materials.

Piemonte & Co. Company

Repair shop.

Vehicles waiting for repair:

14 coaches

1 baggage van

13 wagons

They can repair 10/35 wagons per month or 6/10 coaches, provided
they are willing to show the true co-operation, what is likely to
occur, as they cannot get a more profitable work.

Construction shop.

250 702-wagons ex order 18 Dec. 1942.

To be delivered 6 wagons which could be turned out in a fortnight's
time, provided some slight difficulties they had to meet with in
the purchase of the materials, can be surmounted.

The Germans intended to order further 100 702-cars and part of the
necessary materials had already been prepared. Following materials
are presently available in the factory for said cars:

- 1) part of the steel castings
- 2) part of the timber
- 3) 700 axles
- 4) part of the beams and plates (all longitudinal beams
and some plates), the balance of the steel items
(beams and plates) is presently ready but it is frozen
in various factory in Liguria.

Should it be decided to carry on the construction, it is anticipated
that the purchase of the materials for the trucks would offer the
greatest difficulties.

Perrone Co.

Cars waiting for repair:

2 gondolas

3 tankers

They are in a position to repair 12/15 cars per month, particularly
tankers; they are scarcely equipped and also the room is scarce.

Baghera C.o.

Construction of 140 cars class 2c (box), order 18 Dec. 1942

15 frames completed, the body is being assembled on 6 of them, 11
more frames are being manufactured.

To complete the first 30 cars they require the materials whereof
attached list; for the balance of 110 cars they have roughly 20
percent of the materials available.

3574

Repair of rolling stock.Under repair:

8 coaches
7 baggage vans
32 wagons.

They can repair 60/80 cars per month or 4/5 coaches. We are of the opinion that they ought not to be given coaches for repairs, except when necessary as they have neither the necessary equipment nor the suitable staff.

Ansaldo & Co. S.A.REPAIR OF STEAM AND ELECTRIC LOCOMOTIVES

The old contract stipulated btw. Ansaldo and Verona HQ of ISR covered the repair of a maximum of 40 steam locos and 20 electric locos to be sent to the Shops within Dec. 31st 1944.

Whilst the number of the steam locos was completely covered, only 7 electric locos (one cl. 626 and 6 cl. 428) were sent in. Although the maximum of 40 steam locos had been reached before Dec. 31st 1944, the German Authorities in charge with the Repair-Shops kept sending in new engines, said engines should have been covered by a new contract, negotiations for which had already been commenced btw. Ansaldo and Verona HQ ISR.

Whilst all advance payments provided for in the old contract have been effected both for the 40 steam locos and for the 7 el. locos, and for many of them also the balance payment has been made, it has not been possible, yet, to effect any advance payment in respect of the 54 steam locos sent in for repair in addition to those covered by the old contract.

Something must be done urgently to settle this situation, as Ansaldo needs money to carry on the works.

The situation of the Stabilimento Meccanico ed Elettromeccanico can be thus summarized.

a.) Stabilimento MeccanicoSteam locos under repair:

7 locos for heavy repairs, whereof one belonging to the old contract.
14 " " medium
12 " " light overhaul
1 " " special repairs on account of accident.

34

It is anticipated that following locos will be turned out during the first fortnight of May, two locos ex heavy repairs, one loco ex medium repairs, one loco ex light overhaul. Two locos (740.001 and 851.136) have been removed at Ansaldo Shops, by order of the German Authorities, because of lack of spare parts. Only the boiler of the 740.001 has been repaired and it is still at Ansaldo.

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Two locos (740.001 and 851.138) have been recovered at Ansaldo Shops, by order of the German Authorities, because of lack of spare parts. Only the boiler of the 740.001 has been repaired and it is still at Ansaldo Shops.

b) Stabilimento Elettrotecnico

Direct current El. locos under repair

1 loco for heavy repairs, covered by the old contract

Steam locos under repair

One loco for heavy repairs

two " " medium

3 " " light overhaul.

Loco 880.157 belonging to Asti Dept. was recovered there by order of the Germans; the loco is badly damaged (water tanks taken away, longitudinal beams twisted) and no instructions have been issued, yet, for its repair.

3573

The firm Ansaldo is prepared and willing to carry out repair work also for tri-phase locomotors, as they have all necessary equipment for repair of the driving system of the el. locos class 550 = 551 = 554 = 431 = 432. The repair of above locomotors could consequently be carried out without difficulties. They are moreover equipped for repair of direct current locomotors class 625 and 426.

But they are badly in need of all materials required for above repairs, as copper, insulating material, alcohol, petrol, tapes, etc. Three Diesel autoturbines, belonging to a German armored train, were sent in for repair during the last days of the German occupation, said cars were withdrawn; they had been damaged on account of collision and one had the crank-arms damaged. As above cars are in fair condition, we suggest to salvage them and to repair them for our own needs.

Ansaldo Shops have the following monthly output:

Stabilimento Meccanico:

6 steam locos, thereof; one heavy, two medium and 5 light repairs.

Stabilimento Elettrotecnico

They are in a position to repair both direct current and tri-phase locomotors, but they are meeting with great difficulties for the purchase of the materials. They still have some stores, which have been dispersed in several localities and now it would be necessary to arrange for their return.

For the time being they could repair also some steam locos, but only for medium and light repairs; average output, two per month. For year general information only, under the old contract the average price for a heavy repair ranged from 1,600,000 to 2,200,000 lire, while the price for a light overhaul varied btw. 250,000 and 350,000 lire. It must be anticipated that above figures are likely to strongly increase owing to the recent adjustments in the man-power cost. We suggest to liquidate the already repaired locos and those under repair according to the conditions of the old contract or under similar conditions, while for the locos waiting for repair we suggest to apply the already existing technical tariffs which would also grant ~~by~~ ICA Administration a better economy.

We must point out that it is essential to supply Mivarolo Warehouse with copper, injectors, tube plates, etc. as said Warehouse is completely deprived of any supplies, having all stores been transferred to other localities.

Repair of ^{of} ~~three~~ current driving motors.

Following motors are being repaired at Stabilimento Elettrotecnico:

5 motors for driving motors, loco class 550

11 " " " " " " 551

sent in for repair, during the last days of the year. As above cars are in good condition, we suggest to salvage them and to repair them for our own needs.

Amelco shops have the following monthly output:

Stabilimento Meccanico:

8 steam locos, thereof: one heavy, two medium and 5 light repairs.

Stabilimento Elettrotecnico

They are in a position to repair both direct current and tri-phase locomotors, but they are meeting with great difficulties for the purchase of the materials. They still have some stores, which have been dispersed in several localities and now it would be necessary to arrange for their return.

For the time being they could repair also some steam locos, but only for medium and light repairs; average output, two per month.

Per year general maintenance only, under the old contract the average price for a heavy repair ranged from 1,600,000 to 2,000,000 lire, while the price for a light overhaul varied btw. 250,000 and 350,000 lire. It must be anticipated that above figures are likely to strongly increase owing to the recent adjustments in the man-power cost. To suggest to liquidate the already repaired locos and those under repair according to the conditions of the old contract or under similar conditions, while for the locos waiting for repair we suggest to apply the already existing technical tariffs which would also grant ~~the~~ Iox Administration a better economy.

We must point out that it is essential to supply Rivarolo Warehouse with copper, injectors, tube plates, etc. as said warehouse is completely deprived of any supplies, having all stores been transferred to other localities.

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Repair of present driving motors.

Following motors are being repaired at Stabilimento Elettrotecnico:

5 steam locos for driving motors, loco class 550

11	"	"	"	"	551
3	"	"	"	"	554
2	"	"	"	"	431
4	"	"	"	"	432

3572

25

6	motors for driving motors, loco class 550
3	" " " " " 551
3	" " " " " 554
3	" " " " " 431
3	" " " " " 432

18

The progress of above work is very slow on account of the lack of essential materials.

Also for above driving motor negotiations were on hand btw. Amelco

-5-

and ISR HQ in order to stipulate a contract.

CONSTRUCTION OF 50 CLASS TYPE Fe (BOX)

Negotiations had been initiated b/w. Ansaldo and Verona HQ ISR in respect of construction of 50 wagons type Fe. Traction Dept. had already authorized this Office to test the materials required, pending the regular order to be issued by Stores Dept. The works for above wagons have hardly commenced.

CONSTRUCTION OF 5 BOILERS FOR LOCO CLASS 740.

Negotiations had been initiated b/w. Ansaldo and Verona HQ ISR for the construction of 5 spare boilers for loco class 740, fitted with steel firebox. Traction Dept. had already authorized this Office to test the materials required, pending the regular order to be issued by Stores Dept. The works for above boilers have hardly commenced.

REPAIR OF WAGONS AND COACHES.

The Director of Stabilimento Meccanico, strongly supported by the Representatives of Local National Liberation Committee, has repeatedly pressed this Office in order that Wagons be urgently sent in for repair, in order to provide with work their Staff that otherwise should have remained unemployed. To be borne in mind that apart from the Department dealing with loco-repairs, all remaining Departments were more or less engaged with war supplies on behalf of various German units and all works have been presently stopped.

Having applied to Capo Compartimento for instruction, he replied that he was not empowered to grant his approval.

This question must be investigated immediately as the firm is actually in need of work for its staff. Also for this work we suggest to maintain existing tariffs. To maintain said tariffs is indeed necessary to avoid disparity with the other firms engaged in the repair of rolling stock as they always worked and are still working under a/m tariffs.

As some 10 wagons had been sent in for repair in the meantime, the National Liberation Committee o/o Ansaldo has insisted that repair works be commenced at once, and this Office has not been able to refuse owing to the urgent and actual needs of the firm. It has been agreed that no more wagons shall be sent in for repair, whilst for above few cars the repairs will be accounted for in accordance with the contracts already on hand with other firms carrying out the same work.

Stabilimento Meccanico did not suffer any damage on account of war actions, part of the machinery was carried away beyond the Po, but this does not affect the repair of rolling stock, as the machinery taken away belongs to other branches of the Workshops.

We are not in a position to make any forecast as to the monthly output of repaired vehicles, because they have not yet completed the readjustment

issued by Stores Dept. The works for above wagons have hardly commenced.

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CONSTRUCTION OF ELECTRIC RAILCARS ALB 79, ORDER 1939.

The last car belonging to above contract is nearly finished but for some parts to be supplied by other firms.

CONSTRUCTION OF LOCOMOTORS E 424, ORDER 1942.

The works have been hardly commenced, as nearly all materials are missing.

140 box-cars class P2 - order 18 Dec. 1942

List of material required by B. more shops to complete the first 30 cars.

Material	Supplier	10 cars		10 cars		10 cars		TOTAL
		N°		N°		N°		
Wheels with wheels	F.S.	-		20		20		40
8" brake cylinders, Comp. Lt. taps and fittings, Westingh. for Westinghouses		10		10				30
Lubricating pads	Ind. Faam-mani	40		40		40		120
Frames for do	Tessa	40		40		40		120
Buffers (cast steel) S.I.A.C. ILVA		-		38		40		78
Volute springs	ILVA (V)	-		20		20		40
Disc springs	" "	-		150		150		320
Recoil springs	" "	10		10		10		30
Spiral springs	De Vecchi	10		10		10		30
" "	" "	10		10		10		30
" "	" "	20		20		20		60
Draw hooks R.O. with nut	ILVA	-		1		20		21
Draw bars with eye	ILVA	20		20		20		60
external flanges	Pravetti	150		150		150		480
Adjusting apparatus	S.I.A.C.A.	40		40		40		120
Bolts	Calante	10		10		10		30
		weight	400 weight	400 weight	400 weight	400 weight	400 weight	1200

General remarks.

1. All coaches are being summarily repaired for lack of window panes, internal fittings, material for electric lighting and for heating.
2. We must know what numbers must be assigned to the repaired goods vehicles and how to handle the cars belonging to other railways (France, Jugoslavia, Hungary, etc.)

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Wheels with wheels	R.S.	-	20	20	40
8" brake cylinders, Comp.Lt. Westingh.	Comp.Lt. Westingh.	10	10	10	30
Lubricating pads	Ind. Pass- man	40	40	40	120
Frames for do	Tessa	40	40	40	120
Buffers (cast steel)	S.I.A.C.	-	38	40	76
	ILVA	-	20	40	40
Volute springs	ILVA (W)	-	160	10	320
Disc springs	" "	10	10	10	30
Recoil springs	" "	10	10	10	30
Spiral springs	De Vecchi	10	10	10	30
" "	" "	10	10	10	30
" "	" "	20	20	20	60
Draw hooks R.O.	ILVA	-	1	20	21
with nut	"	20	20	20	60
Draw bars with eye	ILVA	160	160	160	480
external flanges	Prevosti	40	40	40	120
Adjusting apparatus	S.I.S.N.C.	10	10	10	30
Bolts	Galante	10	10	10	30
		Weight 400	Weight 400	Weight 400	1200

General remarks.

1. All coaches are being summarily repaired for lack of window panes, internal fittings, material for electric lighting and for heating.
2. We must know what numbers must be assigned to the repaired coaches, vehicles and how to handle the cars belonging to other railways (France, Yugoslavia, Hungary, etc.)
3. Generally speaking, great difficulties are being met with for lack of spare parts.
4. Considering the output of Ansaldo Meccanico, the monthly requirement of cars for repair will be betw. 120 and 150 in order to keep fully engaged all firms doing repair of rolling stock in this district.

Bari, 3 Nov. 44

U.I. N. 126/73/Tubi

Subject: Pugliesi Steel and Iron Factories.

To: Major S.L. BAISTER, Tn. Sub-Commission A.C. Bari.

As you know Acciaierie & Ferrerie Pugliesi Tube Factory of Bari (S. Cataldo) was requisitioned last year by the English Authority. The machinery were dismantled and put elsewhere, whilst the premises were used as a tractor shed and the mechanical shops were used for motor vehicles repair.

It is also known that there were very modern machinery in a/m "Tube Factory" and this was the only one manufacturing steel tubes without welding, in Southern Italy, so that now it is impossible to be supplied with boiler and superheater tubes, and the need becomes more and more urgent and with the risk of having the locos. not working as, the boiler and superheater tubes have been repaired many times and can no longer resist.

In view of this, this Compartimento was preoccupied to derequisition the factory. Therefore on March 44 we informed Generale Di Raimondo to take up matters in respect of this with the Allied Authorities. Afterwards we hastened Bari English Command and on a meeting held ^{recently} in this Compartimento and conducted by Col. Coward we pointed out the absolute necessity to derequisition the "Tube Factory".

As the I.S.R. General Direction has been hastened again by this Compartimento and the answer was to insist by the local Allied Authorities, will you please provide for the derequisition.

I shall be glad to have a reply.

Capo Compartimento

FRANZI.

2569



MINISTERO DELLE COMUNICAZIONI

FERROVIE DELLO STATO

COMPARTIMENTO DI BARI
SEZIONE MATERIALE E TRAZIONE

Oggetto: Acciaierie e Ferriere
Pugliesi.

Bari, a 3 Novembre 1944

TT. N. 128/73/Tubi

al N.

del

Sig. MAGE. SI L. BAISIER

Tn. Sub - Commission A.C.C.

B A R I

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A Lei è già noto che lo Stabilimento "Tubificio" di Bari (S. Cataldo) delle Acciaierie e Ferriere Pugliesi venne, nello scorso anno, requisito dalle Autorità Militari Inglesi: il grosso macchinario venne smontato e depositato altrove, mentre i locali furono adibiti come rimessa di trattori, e l'annessa Officina meccanica venne utilizzata per la riparazione degli automezzi.

E' anche noto che il suddetto "Tubificio", che era dotato di macchinario modernissimo, era l'unico Stabilimento dell'Italia meridionale che fabbricasse tubi di acciaio senza saldatura, talchè ora manca assolutamente la possibilità di approvvigionarsi di tubi bollitori e surriscaldatori, mentre il bisogno diventa sempre più urgente, e si corre il grave rischio di avere le locomotive fuori servizio, perchè ormai i tubi bollitori e surriscaldatori, più volte riparati con mezzi di fortuna, non reggono più.

In previsioni di ciò questo Compartimento si era vivamente preoccupato perchè lo stabilimento "Tubificio" venisse subito derequisito. Pertanto nel Marzo c.a. venne interessato il Sig. Generale Di Raimondo perchè svolgesse pratiche al riguardo con le Autorità Militari Alleate. In seguito non si è mancato di fare vive premure presso il Comando Militare Inglese di Bari, e recentemente, in una riunione, tenuta presso questo Compartimento, la quale fu presieduta dal Sig. Col. Coward, venne fatta presente l'assoluta necessità di provvedere alla derequisizione dello Stabilimento "Tubificio".

Poichè la Direzione Generale delle Ferrovie dello Stato, ancora una volta premurata da questa Sede, ha risposto che è necessario insistere presso le locali Autorità Militari Alleate, mi rivolgo a Lei perchè voglia compenetrarsi dell'assoluta necessità della derequisizione, e provocare il provvedimento invocato.

Gradirei un cenno di riscontro.

IL CAPO COMPARTIMENTO

3508

Oggetto: Acciaierie e Ferriere
Pugliesi.

Sig. Magg. S. L. BAISER
Ta. Sub - Commission A.C.C.

B A R I

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3508

IL CAPO COMPARTIMENTO



HEADQUARTERS ALLIED COMMISSION
AFC 394
INDUSTRY SUB-COMMISSION

Tel. 328

WJM/djw

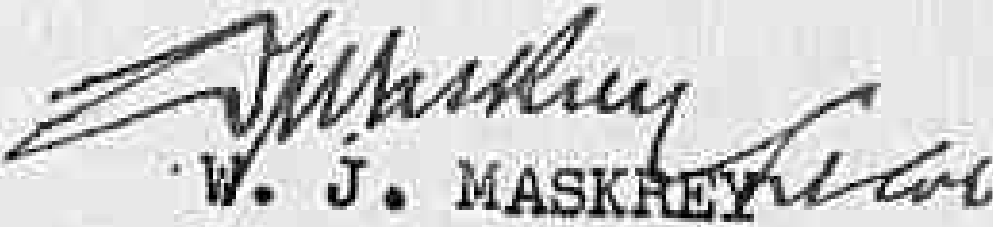
Ref. AO/5612/IND

4 June 1945

SUBJECT: Locomotive Works
TO : Transportation Sub-Commission ✓

1. Attached for information is copy of report from Maj. W. E. Mydans, Industry Division, H.Q., Venezia Region, AMG, Ref. RXII/610, undated and received 2 June 45.

2. Attention is directed to Para 4 for any action which you may think necessary.


W. J. MASKREY
Lieut. Colonel
Acting Director
Industry Sub-Commission

Incl: Report

HEADQUARTERS
VENETIAN REGION
Allied Military Government
APO 394.

24/hh.

TO : Industry Sub-Commission,
HQ, AG, APO 394.

SUBJECT : Stanga Railway Shops, PADUA.

REF : RXX/IND/600

May 1945.

1. Subject is Societa Anon. Meccanica della Stanga works for the construction and repair of steam locomotives and railway coaches and wagons, located at Via Domenico Turazza 20, PADUA. Financially the company is part of the Soc. Adriatica di Elettrica Group with HQ in VENICE.

2. The Stanga works is a sizable plant and is now in operation repairing war damaged locomotives and wagons. Acute shortage of almost all necessary raw materials is sharply limiting present activities and unless new stocks of raw materials are soon made available all activity will soon cease. All possible efforts are being made by Regional HQ to correct this situation. It is considered, however, that integration of this works capacity with programs of either the Director General of Military Railways or the Italian State Railways together with proper plans for continuous supply of essential raw materials by either of these organizations would be a more rational procedure. Accordingly, it is requested that the possibility of effecting such an arrangement be explored at HQ level.

3. Attached is a "Report of Local Resources" covering the Stanga works. It will be noted that the plant employed between 500 and 800 workers. The management is exceedingly anxious to operate to the maximum and appears adequate to the situation providing raw materials can be made available. Under Schedule 'C', attached, is given a list of monthly raw material requirements, but it should be added that this list is predicated upon a level of production which, in the opinion of the surveying officer, could be increased if urgency demands and a correspondingly greater inflow of raw materials provided.

Some notes on present raw material problems may be of interest:

- a. Wood. For the reconstruction of railway wagons, relatively large amounts of wood planking and timber are required and the normal source is Belluno and Trento areas. Railway facilities are not yet operative and the possibility of securing and hauling timber from those areas by uneconomical lorry transport is being explored.
- b. Oxygen. The oxygen plant at Porto Marghera is reportedly destroyed. Oxygen will have to come from Udine or other locality, requiring a long haul.
- c. Carbide. It is hoped to reactivate the Carbide Works of S. Marco at Porto Marghera, but that reactivation will depend on the availability of coke.

2586

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- c. Carbide. It is hoped to reactivate the Carbide Works of S. Marco at Porto Marghera, but that reactivation will depend on the availability of coke.
- d. Coal and Coke. A problem universal to all industries in the Region.

The works are old and require considerable maintenance. Little war damage is in evidence to the works themselves, but the damage to the rolling stock under repair is of such intensive character that peacetime programs of repair and maintenance cannot apply.

4. A large portion of the rolling stock under repair and reconstruction is of German origin, and it was observed that on completion of the work, the locomotives and wagons were being relabeled with complete original German designations. Presumably, this equipment is properly classed as captured

/Enemy material.....

-2-

enemy material and its ultimate disposition a matter for AFHQ to decide. It is understood that in the railway shops at Verona and Venezia a similar practice exists to reletter German railway equipment with original German designations. In view of the fact that Italian labor and materials are being used to reconstruct this equipment, it is questioned whether German designations on the equipment should be retained. May this subject be reviewed.

W. E. Hyndams

W. E. HYNDAMS,
Major
for Industry Division.

Copy to : Economic Section HQ AC, APO 394
(Attention Brigadier Anderson) for information.
G-5 Section, AFHQ.
A.F.L.R.S. Attd Venezia HQ, AMG.

Attachment: Report of Local Resources.

3505

REPORT OF LOCAL RESOURCES IN

PADOVA.

Province PADOVA.

Compartment VENEZIA EUGANEA.

REPORT No. PAD/2.

1. NAME AND ADDRESS OF FIRM OFFICINA MECCANICA DELLA STAMPA,
20 Via Domenico Turazza, PADOVA.
2. TRADE Railway rolling stock, tram and trolley bus, builders.
3. SOURCE OF INFORMATION Personal recce. Yes/~~No~~
4. IS FACTORY IN WORKING ORDER? Yes/~~No~~
Can it be re-instated without serious difficulty?
If so, when? Is working almost normally now.
5. NORMAL MONTHLY OUTPUT 4 locomotives per month and an indefinite number of repairs to R/Stock.
6. HANDS EMPLOYED WHEN WORKING FULL-TIME 500 workers, 50 staff.
7. IS FACTORY OCCUPIED BY MILITARY? NO.
(a) Who are working it? or, ~~Yes/No~~
(b) For storage or billets? ~~Yes/No~~
8. INVENTORY OF PLANT AND MACHINERY To follow.
See Schedule «A»
9. INVENTORY OF STOCKS " "
See Schedule «B»
10. REMARKS See Appendix 'C'.

3504

1. NAME AND ADDRESS OF FIRM OFFICINA MECCANICA DELLA STANGA.

20 Via Domenico Turazza, PAVIA.

2. TRADE Railway rolling stock, tram and trolley bus, builders.

3. SOURCE OF INFORMATION Personal recce.

4. IS FACTORY IN WORKING ORDER? Yes/No

Can it be re-instated without serious difficulty? Yes/No

If so, when? Is working almost normally now.

5. NORMAL MONTHLY OUTPUT 4 locomotives per month and an indefinite number of repairs to R/Stock.

6. HANDS EMPLOYED WHEN WORKING FULL-TIME 500 Workers, 50 Staff.

7. IS FACTORY OCCUPIED BY MILITARY? NO.

(a) Who are working it? or,

(b) For storage or billets?

8. INVENTORY OF PLANT AND MACHINERY
To follow.9. INVENTORY OF STOCKS
See Schedule «B»

10. REMARKS See Appendix 'C'.

3564

Signature

Date : 18 MAY 45.

J.R. SNOWDEN,
Major, DAQM,
A.F.L.R.S.

Distribution :

For use of AFLRS Adv. Ech.
only.

Received 194

Entered on cards

Entered on Sheet No.

1. AFLRS, RAAC.
- 2-4. REGION XII HQ, AMG (for distr. AC-1, Ind. - 1, Com - 1).
5. S.C.
6. File.

SCHEDULE 'A' TO REPORT No. PAD/2.Officina Meccanica della Stanga - Padua.

Electric motors, each over 20 HP	---	4
" " " under 20 HP	---	170
Metal working machinery:		
Lathes.	---	25
File cutters.	---	6
Planing machine.	---	1
Universal shaping machines.	---	2
Shears.	---	6
Pneumatic sledge-hammers.	---	3
Pressing and folding machines.	---	3
Curving machines.	---	2
Bordering "	---	2
Straightening machines.	---	2
Setting machines with high frequency.	---	2
" " with air compressors and various materials.	---	1
Electric welding apparatus.	---	22
Polishing machines, etc.	---	3
Wood working machines. :		
Band Saws.	---	4
Planing machines.	---	7
Lathes.	---	4
Polishing machines and various equipment.	---	2

TIT/FB.

2523

SCHEDULE 'B' TO REPORT No. PAD/2.

Officina Meccanica della Stanga - RAIKVA.

Iron or Steel.

Steel plates, small	- 47 tons.
" " large	- 12 "
Boiler "	- 20 "
Sectional Steel.	- 78 "
Tubes, iron.	- 19 "
Bolts, assorted.	- 7 "
Rivets.	- 2 "
Nails.	- 6 "
Rivets for boilers.	- 5 "
Cast-iron ingots.	- 4 "
" " scrap.	- 30 "

Non-ferrous.

Copper, wire, tube & plates	-1.6 tons.
" scrap	-1.1 "
Lead ingots (2nd melting)	-0.18 "
Bronze, bars and ingots.	-1.4 "
Tin.	-0.07 "
Aluminium, assorted.	-10.0 "
Brass.	-1.0 "

Timber.

White oak.	- 120 cm.	Spruce.	- 130 cm.
Larch.	- 66 cm.	Elm.	- 9 cm.

THI/EB.

SCHEDULE 'C' TO REPORT NO. PAD/2.Officina Meccanica Della Stanga - PADOVA.

This plant has suffered very little damage, only the technical and General Offices being destroyed by our bombing. The works are untouched and work is proceeding almost normally, about 450 workers being engaged.

Before the war this firm produced principally, Street Car and Trolley Bus rolling stock, and did some repairs to Railway rolling stock. At present they are entirely engaged in the repair and construction of locomotives and rolling stock. Their normal output is 4 locos per month at present and they hope to be able to increase this figure to 5 in the near future. At present too, there are approx 50 railway wagons in the shops in various stages of repair, and many more in the yards awaiting repair.

The equipment in the plant is all in good working condition, and the majority of it is reasonably modern.

The electrical power is available and there is also a fair stock of the essential materials (i.e. scrap iron, wood, rivets, screws, bolts, etc) but there is a shortage of coal and paints.

THY/FB.
19th MAY
1945.

SCHEDULE 'C' (Addition) TO REPORT No. PAD/2.Officina Meccanica della Stanga - Padova.

Normal monthly production : Repairs:- Locos. 4, Waggon 150, Trams and
Trolley Buses 5.

<u>Work in shops, etc.</u>	:	<u>On hand.</u>	<u>Finished.</u>
Waggon (State Rlys)	-	83	15
Locomotives "	-	26	2
Trolleys (in course of manuf.)-		62	10

Source of Power, fuel and raw materials.

Electricity : Supplied by Soc. Adriatica di Eletticit  - Padova.
Total HP used - 650 HP. Peak load 700 Amps.
Input 500 KW Volts 220 Frequency 42 cycles.
3 Transformers 250 KW 220 Volts.

Wood male oak, Bellune, Trento.

Metals ferrous and non ferrous, Italy.

Coal Germany, England.

Monthly consumption of Fuel and present stock in hand :

Forge Coal - monthly consumption	12 tons	(stock in hand - 10 tons)
Coke	5 "	" " - 2 "
Combustible Oil	1 "	" " - 0.2 "

Estimated Monthly requirement of materials :

Oxygen - 1200 cu.	Timber various types - 200 cu approx.
Coal/Coke, metallurgical for Foundry 5 tons.	Foreign pit coal for forges. - 12 tons.
Cast-iron ingots - 1.5 "	Cast-iron scrap. - 5 "
Carbide. - 2.5 "	Steel Plates, sectional tubes, wire drawn bars & alloys. - 45 "
High speed steel - 0.05 "	Manganesite or Manganese 100 Kgs.
Transmission oil - 100 Kgs.	Ammoniac salt. - 50 "
Emulsion oil - 100 "	Soap - 50 "
Vacuum oil BB. - 20 "	Emery - 10 "
Compressor oil - 50 "	Emery Powder - 5 "
Benzine - 100 "	"Piacche Laffite" (Linen for boiling) 20 Boxes.
Petrol - 20 "	
Solvay soda - 100 "	
Wood Screws - 150 "	

also

Grind stones for emery, files, small saws, helical tips in high speed steel carbon, and various other materials.

THT/FB.

3502

ENGINEER SECTION (BR)

A.F.H.Q.
C.M.F.

Tel : FERNWOOD 7

Subject : S.A. C.M.I. CASTELLAMARE DI STABIA

DEFS/4411

To : H.Q. A.C. Industry Sub-Commission.

May 45

Ref your AC/5615/16/IND of 16 May 45.

1. The policy of this Directorate in so far as steel fabrication and machine shops is concerned is to concentrate production at No 1 Work-shop 80 BW (CMI CASTELLAMARE) and release other shops for civilian work.

2. In view of the above no date has been set for the handover of CMI to its owners.

3. It is considered in view of past experience with this firm that partial release of the premises would be most unsatisfactory.

4. In order to facilitate a handover to civilian control negotiations are at present taking place with the owners. They are to be allowed to set up a skeleton organisation which will have access to the works and will therefore be capable of taking control when the drop in service demands can permit the works to be released.

5. As soon as it is possible to undertake repairs to railway rolling stock this Directorate will notify all concerned and will make the necessary arrangements to enable any available capacity to be utilised on this work.

JWM/SE

Copy to :- M.C.R.E.

G-5

G-4 (Am)

G-4 (Gr)

A.F.L.R.S., R.A.A.C.

Economic Section A.C. (Attn Brig D.L. ANDERSON, CBE)

Transportation S/C A.C.

Labour S/C A.C.

OC 80 E.B.W., S.A.E.C.

OC 1 Det 80 E.B.W., S.A.E.C.

Ministry of Industry, Commerce & Labour.

J.W.J. MACKENZIE,

Major R.E.

for Brigadier,

Director of Engineer Stores.

Ref your AC/5615/16/TWD of 16 May 45.

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Copy to : M.G.R.E.

G-5

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G-4 (Br)

A.F.L.R.S., R.A.A.C.

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Labour S/C A.C.

OC 80 E.B.W., S.A.E.C.

OC 1 Det 80 E.B.W., S.A.E.C.

Ministry of Industry, Commerce & Labour.

J.W.J. MACKENZIE,

Major R.E.

for Brigadier,

Director of Engineer Stores.

W/227

3561

Minutes of a meeting held in the office of D.D.Tn. (Mech), MRS,
on the use of the TERNI Steelworks by the ISR, on 4 June 1945.

Present : Col. W.L. Topham, O.B.E. M.R.S.
Lt.Col. A.H. Glendinning, R.E. Econ. Sec. A.C.
Lt.Col. D.R.H. Chaplin, R.E. M.R.S.
Major S.L. Baister, R.E. Tn. S/C.
Major L.E. Robson, R.E. M.R.S.
Major S.A. Webster, R.E. M.R.S.
Major C.M. Long, C.E. Tn. S/C.
Ing. Bracci I.S.R.
Ing. Tonni I.S.R.
Capt. C. Wordsworth, R.E. M.R.S.

1. Col. Topham asked Lt.Col. Chaplin to open the meeting by explaining the new procedure for obtaining steel for railway use from the TERNI Steelworks. Lt.Col. Chaplin said that it had been decided that bids shall be placed by Tn. Sub Commission, A.C., to cover all sections and departments of the ISR. All steel so manufactured by the TERNI Steelworks will be entirely in the hands of the ISR for disposal as they think fit. The only proviso to this latter is that any steel required for military operated shops or other military needs must come out of this total quantity and will have priority. It was pointed out that all bids so placed must of course cover material required for work being carried out for the ISR in the TERNI Steelworks' own shops.

2. It was stressed that, now that this new procedure is coming into operation, the ISR must under no circumstances make additional requests for steel through extraneous channels - for example, through the Ministry of Commerce, etc.

3. The first bid will be to cover the month of July, and as bids have to be in to A.F.L.R.S. by the fifteenth of June, the ISR should determine their requirements and submit to Tn. Sub Commission by the 10th of June. The only details needed in bids are tonnages of sections, plate and sheet. (For information the boundary between plate and sheet is 5 mm thickness.) Ing. Bracci asked if he could be given some rough idea of what tonnages to bid for. He was advised

Lt.Col. D.R.H. Chaplin, R.E.
 Major S.L. Baister, R.E.
 Major L.E. Robson, R.E.
 Major S.A. Webster, R.E.
 Major C.M. Long, C.E.
 Ing. Bracci
 Ing. Tonni
 Capt. G. Wordsworth, R.E.

M.R.S.
 Tn. S/C.
 M.R.S.
 M.R.S.
 Tn. S/C.
 I.S.R.
 I.S.R.
 M.R.S.

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3500

sections 1500 tons, sheet 340 tons and plate 270 tons.

It was therefore suggested that he makes his bid to the order of 2000, 600, 600. Ing. Bracci was then told that once the bids have been accepted by A.F.L.R.S., the ISR should immediately get into touch with the TERNI Steelworks, giving them full details of their requirements.

4. Lt.Col. Glendinning also stated that the output of the TERNI Steelworks' own forge, foundry, machine shop, etc., can be handed over completely for the use of the ISR, with the proviso that certain parts being made for various electrical power stations be completed. Naturally parts made in the forge would form part of the total steel tonnage allocated.

2

5. It was pointed out to the ISR that, in order to avoid confusion, any contracts placed on the TERNI Workshops should not exceed the monthly steel tonnage bid.

Ing. Bracci then suggested that, in order to avoid having to place a new contract every month, a contract be placed with the TERNI Steelworks to cover a period of, say, ten months, and the contract be subdivided from month to month according to the accepted steel bid, this was approved.

6. Col. Topham then stated that this new procedure must not in any way affect the progress of repairs to boilers and wagons now being carried out at TERNI; rather it should have the effect of speeding up work on these items.

5 June 1945.

[Signature]
Colonel,
D.D. Tn. (Mech),
for Brigadier,
Director Military Railway Service.

Distribution:

- Tn.2 (4 copies).
- Tn.4 (1 copy).
- Tn.3(Elec.) (1 copy).
- Tn. Sub Commission, A.C.(Bag) (4 copies).
- Lt.Col. Glendinning, Economic Sec., A.C.(2 copies).
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- Ing. Bracci, ISR Stores Dept. (Bag) (2 copies).
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HEADQUARTERS ALLIED COMMISSION

APC 394

INDUSTRY SUB-COMMISSION

NRLM/ag

Tel. 207

2 June 1945

Ref. AC/5815/16/IND.

SUBJECT : S.A. C.M.I. Castellammare di Stabia.

TO : Ministry of Industry, Commerce and Labour.

1. Further to the correspondence exchanged between your Ministry and this Headquarters and the Allied Military Authorities, it is now possible to inform you that arrangements are in progress to facilitate the hand-over to the owners' control.

2. They are to be allowed to set up a skeleton organization which will have access to the works and will, therefore, be capable of taking control when a reduction in the requirements of the Allied Forces will permit the works to be released.

3. So soon as it is possible to undertake repairs to railway rolling stock the Directorate of Engineer Stores has undertaken to notify all concerned and to make the necessary arrangements for any available production capacity to be utilized on this work.

[s] W. J. MASKREY

Copy to :

A.F.H.Q., G-5 Section.
A.F.H.Q., G-4 American.
A.F.H.Q., G-4 British.
A.F.L.R.S., R.A.A.C.
D.E.P.S., A.F.H.Q.
Economic Section, A.C.

(Attn: Brig. D.L. Anderson)

Transportation Sub-Commission, A.C.

Labour Sub-Commission, A.C.

Ministry of Industry, Commerce and Labour.

A.M.G. Commissioner, Naples.

W. J. MASKREY
Lt. Colonel,
Acting Director,
Industry Sub-Commission.

3559

104720/1 20710/1

GROUP A SERIES	QUANTITY FINES	Date of order	Last date for delivery	Remaining to be delivered	ORDER
429	Servigiario-MILANO Breda-MILANO G.O.B.-MILANO Moratti-MILANO Brown-Morser-MILANO Ansaldo-MILANO	(24/2/43) (19/1/42) (24/12/43) 24/2/43 " " " "	24/2/44 28/2/43 24/2/44 " " " "	5 3 20 10 10 12 10	(1) (2)
	GENERAL TOTALS			78	75
429	Breda-MILANO	30/6/39	31/10/40	8	5
429	Savio-MILANO-TORINO G.O.B.-MILANO Ansaldo-GENOVA	18/4/39 " "	30/9/40 " "	15 15 16	(3)
	GENERAL TOTALS			46	10
429	Breda-MILANO	16/1/41 "	30/4/42 "	2 10	2 10
	GENERAL TOTALS			12	12

- (1) The mechanical part is being constructed by Officine Meccaniche of Milan.
 (2) The mechanical part is being constructed by Officine Meccaniche of Reggio Emilia.
 (3) The mechanical part is being constructed by Officine Meccaniche of Milan.

G.O.E.-MILANO		2/2/43	"	18	18	(2)
Bartelli-MILANO		"	"	12	12	
Browa-Dover-MILANO		"	"	10	10	
Ansaldo-MILANO		"	"			
GENERAL TOTALS				78	78	
FIX. TO. IN		30/6/39	31/10/40	8	5	
SMTS						
Sartorio-TORINO		18/4/39	30/9/40	15	2	(3)
G.O.E.-MILANO		"	"	15	5	
Ansaldo-GENOVA		"	"	16	3	
GENERAL TOTALS				46	10	
ABS		16/1/41	30/4/42	2	2	
GB		"	"	16	10	
GENERAL TOTALS				12	12	

- (1) The mechanical part is being constructed by Officine Meccaniche di Milan.
 (2) The mechanical part is being constructed by Officine Meccaniche di Reggio Emilia.
 (3) The mechanical part is being constructed by Officine Meccaniche di Milan.

25-8

Group & Series	Place of Origin	Date of Order	Date in 30 Days Delivery	Ordered	Remaining to Deliver
Fo	Breda-MILANO	18/12/42	29/2/44	550	129
	Bavigliano-ROVERETO	25/3/42	31/12/42	150	21
	Monconisio-ROVERETO	18/12/42	29/2/44	410	410
	Magliola-BANTULLA	"	"	130	130
	Breda-MILANO	"	"	325	145
	O.M.-MILANO	17/2/42	31/12/42	175	— (An. 5)
	Galliera-MILANO	18/12/42	29/2/44	500	373
	Piacenza-NOVA S.	27/2/42	31/12/42	225	150
	Reggiana-NOVA S.	16/11/42	29/2/44	215	215
	Castell'Alfani-NOVA S.	"	"	300	140
Go	B. Giorgio-Id.	"	"	330	360
	Reggiana-NOVA S.	"	"	650	565
	Castell'Alfani-NOVA S.	"	"	60	60
	Castell'Alfani-NOVA S.	"	"	350	350
	Castell'Alfani-NOVA S.	"	"	275	247
	PARTIAL TOTALS			4710	3741
	O.M.-MILANO	18/12/42	29/2/44	300	300
	Castell'Alfani-NOVA S.	"	"	100	65
	PARTIAL TOTALS			400	365
	P.I.A.-ROVERETO	29/4/44	29/2/44	1000	814
Lo	O.M.-MILANO	18/12/42	29/2/44	1000	655 (An. 5)
	PARTIAL TOTALS			2000	1469
	Bavigliano-ROVERETO	27/2/42	31/12/42	100	—
	Monconisio-ROVERETO	18/12/42	29/2/44	100	16
	PARTIAL TOTALS			450	266
	Piacenza-NOVA S.	28/12/42	29/2/44	250	8
	Castell'Alfani-NOVA S.	13/11/41	31/8/42	2	2 (5)
	PARTIAL TOTALS			8362	6070
	P.I.A.-ROVERETO				3557
	Aut. Alm 956			15	12 (5) (6)

CORRIGENDI DI CANTIERI

Bozzano-NOVA S.	"	300	140	(5)
R. Biondo-Id.	"	300	360	(5)
Rosignano-NOVA S.	"	650	565	(5)
Campalto-BOLOGNA	"	50	60	(5)
MACERATA-NOVA S.	"	350	350	(5)
Cocchetti-NOVA S.	"	275	247	(5)
PARTIAL TOTALS		4710	3741	
Gr	18/12/42	300	300	
	"	100	85	(5)
PARTIAL TOTALS		400	385	
Lo	29/4/44	1000	814	
	16/12/42	1000	655	(5)
PARTIAL TOTALS		2000	1469	
Po	47/2/42	100	-	
	16/12/42	100	16	
	"	250	250	
PARTIAL TOTALS		450	266	
Pom c	23/12/42	250	8	
Vn	13/11/41	2	2	(5)
GRAND TOTALS		8362	6070	
Aut. Ala 556 Cocchetti-NOVA S.		15	12	(5)
Carri V3 Poccardi-PINEROLO		15	15	(5)

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- (4) Consigned and inscribed in the ISM records as private cars.
- (5) The Firm has suspended all activity.
- (6) Modification to enable them to operate with motor cars.
- (7) To be constructed from baggage cars with timber frames and bolies.

GROUPS & SERIES	SUPPLYING FIRMS	Date of order	Last date for delivery	Remaining to Ordered deliver	NOTE
E. 429	Servigliano-TORINO Breda-MILANO C.G.S.-MILANO Morelli-MILANO Brown-Bovary-MILANO Ansaldo-MILANO	(24/2/43 (19/1/42 (24/12/43 24/2/43 " " " "	24/2/44 28/2/43 24/2/44 " " " "	5 5 3 - 20 20 10 10 18 18 12 12 10 10	(1) (2)
	GRAND TOTALS			78 75	
FIX. TRAIL SETS	Breda-MILANO	30/6/39	31/10/40	8 5	
Alc 79	Servigliano-TORINO C.G.S.-MILANO Ansaldo-GENOVA	18/4/39 " "	30/9/40 " "	15 2 15 5 16 3	(3)
	GENERAL TOTALS			46 10	
ABE CB	Breda-MILANO	18/1/41 "	30/4/42 "	2 2 10 10	
	GENERAL TOTALS			12 12	

- (1) The mechanical part is being constructed by Officine Meccaniche of Milan.
 (2) The mechanical part is being constructed by Officine Meccaniche of Reggio Emilia
 (3) The coachwork is being constructed by Officine Meccaniche of Milan.

3570

1569