

ACC

AC 146/TN 4

10000/148/2234

STORES
MAR 1944

0429

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

785021

10000/148/2234

STORES AND INDENTS FOR
MAR. 1944-MAR. 1945 RAILWAYS-SICILY

146/30

CML/ev

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

Tel. 843191-11
Our Ref: AC/146/Tn 4
AC/Mat/8/13/Tn 4

28 March 1945

SUBJECT : Tool Steels for Locomotive Shop - Palermo.

TO : Chief of Stores Section I.S.A. Bldg.
Attn: Ing. Bracci

1. Reference letter from this Headquarters AC/146/Tn 4 dated 8 January 45 above subject.

2. Referring to paragraph 2, items b, c, and d, The M.R.S. was requested to furnish these items. They advise under date of 26 March 45 that they are only able to release from Tiburtina Store, Carbon Steel, round as follows:

16 mm. diam.	feet run	200
20 " "	" "	500
21 " "	" "	500
26 " "	" "	300
28 " "	" "	500

3. These are now held at Tiburtina pending disposal as indicated by this office.

4. Please arrange to collect the above tool steel promptly and ship to Palermo, advising.

Carl 4507
O.H. LINDBERG
Lt. Col. R.E.
Chief, Rail Division

HEADQUARTERS ALLIED COMMISSION
AFO 394
Public Health Sub-Commission

AC/3072/62/PA

20 March 1945

SUBJECT: - Allied Medical Supplies.

TO : - Transportation Sub-Commission Hq. AC.
Rail Division,
Attn: Lt. Col. Lindberg.

Reference AC/146/TWH dated 17 March 1945.

1. This office has contacted the Italian Government, Direction of Public Health, on why no action was taken upon your request for medical supplies. They answered that they are taking action direct with Italian State Railways.

2. All requests for Allied medical supplies to be issued to Italian civilians or Italian organizations have to be submitted to the Ministry of Interior, Direction of Public Health, of the Italian Government, attention Dr. Daconto.

3. The Direction of Public Health of Italian Government sponsors an Italian organization called ENDIMEA which is responsible direct to the Italian Government for the distribution and accounting of all Allied medical supplies released by them.

For Brigadier G.S. PATKINSON:

Francis W. Bushard

FRANCIS W. BUSHARD
Capt Sn C,
Medical Supply Officer.

FWB/ce

Copy: Ministry of Interior, Italian Government
Direction of Public Health.

4506

146/26
CML/av

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

Ref. 843191-11
Our Ref: AC/146/Tn 4

16 March 1945

SUBJECT : Medical Supplies for Italian State Railways

TO : HQ. Allied Commission A.P.C. 394
Attn: Public Health Sub-Commission

1. Referring to your AC/3072/62 P.H. dated 13 February 45 above subject.
2. The information contained in your letter was passed to the Director General I.S.R. who has replied under date of 9 March that none of the medical supplies have been received and that no word has been received about the request from the Director General of Public Health.
3. In as much as this sub-Commission was not permitted to order medical supplies on our recent requisitions, it is requested that it be advised the proper channel for procuring the urgently needed supplies.

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

cc. D.G.I.S.R. Bldg.

4503

146/25

CML/av

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

Tel. Firebox-11
Our Ref: AC/146/Tn 4

17 March 1945

SUBJECT : Medical Supplies for I.S.R.

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

1. Reference your ICCA/3206/33 dated 12 March, above subject, with list of medical supplies attached which was requested by letter from the 753rd Railway Shop Battalion.
2. Before submitting this request to the Public Health Sub-Commission A.C. it is necessary that we know what is to be received from your first request which we submitted in November 44.
3. Attached is copy of letter sent to a/m Sub-Commission tracing on this matter.
4. It is hoped that you will soon obtain the supplies requested.

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

Encl. 1 letter

4504

146/24
CML/1c

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

Tel. Firebox 11
Ref. AC/146/Tn 4

~~17 February~~ 45

TO : Director General ISR - Bldg.

SUBJECT : medical Supplies for the ISR.

1st
2nd Correction made by CML

1. Reference is made to your six (6) month request for Supplies and in particular to the list of Medical Supplies required.
2. The above mentioned list was forwarded to the Public Health Sub Commission AC. on 20 November 44 requesting an allocation of supplies for a two month period.
3. The Public Health Sub-Commission advise that on 27 Dec. 44 they forwarded the request to the Italian Ministry of the Interior for the attention of the General Director of Public Health.
4. Have you had any information on this subject from the Director of Public Health?

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

45.3

Ministry of Transp ts
I S R General Direction
Stores Service

Subject: Medical supplies for I S R

Rome March 9 1945
A 25 A/457/102.17/cca/3159/33

Allied Commission
Transportation Sub Commission
Rail Division

C/o Transportation Increment

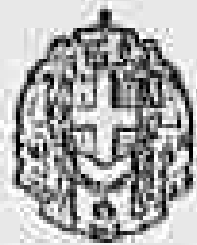
C M F Building

With reference to note dated 17 February 1945, file AC/146/Tn.4, we state that up to now, none of the required medical items has been granted, and nothing has been communicated on this matter by the Director General of Public Health.

Director General
signed Di Raimondo

Ca ng 9/3

4502



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Approvvigionamenti

OGGETTO

Forniture mediche

per le F.S.

ALLEGATI N. _____

In risposta alla nota N°AC/146/Tn.4 del 17 s.m. si
comunica che fino ad ora nulla è stato concesso dei mate-
riali sanitari richiesti e che nessuna informazione si è
avuta al riguardo da parte del Direttore Generale della
Sanità Pubblica.

IL DIRETTORE GENERALE

Ludovico Corbelli

ROMA 9 marzo 1945 - A

NA25A/ 457 /102.17/2000/
3159/33

Al N. _____ del _____

SOTTO COMMISSIONE TRASPORTI

DIVISIONE FERROVIARIA

c/o INCREMENTO TRASPORTI C.M.F.

S E D E

4501

146/22

CHL/ic

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

Tel. Wirebox 11
Ref. AC/146/Tn 4

10 February 1945

TO : DAD Tn 2 Bldg. (attn. Major Chaplin)

SUBJECT : Tool Steels for Locomotive Shop-Palermo

The ISR Locomotive Shop at Palermo is in need of the tool steels, Will it be possible for you to furnish any of the following from the Tiburtina Store:

a.) Machine Steels

<u>Dia</u>	<u>Amount in Feet</u>
1 1/2"	500
5/8"	500
3/4"	500
7/8"	500
1"	500
1 1/8"	500
1 1/4"	500
1 3/8"	500

(b) High Speed Tool Steel

<u>Dia</u>	<u>Amount in Feet</u>
1/2"	100
5/8"	100
3/4"	100
7/8"	100
1"	100
1 1/8"	100
1 1/4"	100

(c) Square High Speed Steel

<u>Dia</u>	<u>Amount in Ft.</u>
3/4" x 3/4"	100
1" x 1"	100
1 1/8" x 1 1/8"	100

Emory May Jr.
for O.H. LINDBERG
Lt. Col. R.E.,
Chief, Rail Division.

65

Ministry of Transport
I.R.R. Procurement Service

Rome 24 January 1945
N.M.38/304/D.16/Deca/2420/33

Subject: Materials for the
Locomotive Depot of Palermo

To Allied Commission
To Sub-Commission
Transmits Increasing Office C.M.T.

- 1) Reference is made to your letter N.43/148/Tn of 8th inst.
- 2) We report the results of the inquiries made to supply various materials to repair locomotives requested by the Locomotives Depot of United States Navy at Palermo.

a) - Tin : availability at Palermo Kg. 150 Lb. 330
" Rome " 400 " 800

We deem that the tin requested, as a quantity of Kg. 450 (1000 Lbs) monthly, should be used for white alloys (antifriction alloy or welding alloy).

In this case we could arrange to send to Palermo from Naples the antifriction alloy (14% tin, 15% antimony, 69,5% lead; 1,5% copper) and from Rome welding alloy (50% tin, 50% lead).

b) c) d) Steel for tools machines

Availability at Stores of Rome Tiburtina: carbon-steel of 3/4 and 1.1/4 ~~inches~~ diameter. We have other availabilities in other Stores, but of diameters very different from those requested.

For your knowledge we attach here a statement, showing the qualities of steel and the Stores of Rome, Naples, Messina and Palermo where they are available.

- e) - Hooks for belts - No availability
- f) g) - Materials for locomotive fireboxes - for the moment, there is no availability of copper or steel sheets.
- h) - Rivets - We have the possibility to give:
from 3/8 till 2.3/8 Kg. 300 (lbs 670) at Naples
" 200 (" 450) at Palermo

At Palermo are located 30 tons of rivets of unknown sizes being in

Transmits Increasing Office C.A.A.

- 1) Reference is made to your letter I.40/148, Tm of 8th inst.
- 2) We report the results of the inquiries made to supply various materials to repair locomotives requested by the Locomotive Depot of United States Navy at Palermo.

a) Tin : availability at Palermo 10.150 Lb. 330
" Rome 400 " 800

We deem that the tin requested, as a quantity of Kg. 450 (1000 lbs) monthly, should be used for white alloys (antifriction alloy or welding alloy).

In this case we could arrange to send to Palermo from Naples the antifriction alloy (14% tin, 15% antimony, 63,5% lead; 1,5% copper) and from Rome welding alloy (50% tin, 50% lead).

b) c) d) Steel for tools machines

Availability at Stores of Rome Tiburtina: carbon-steel of 3/4 and 1.1/4 ~~inches~~ diameter. We have other availabilities in other Stores, but of diameters very different from those requested.

For your knowledge we attach here a statement, showing the qualities of steel and the Stores of Rome, Naples, Messina and Palermo where they are available.

- e) - Hooks for belts - No availability
- f) g) - Materials for locomotive fireboxes - for the moment, there is no availability of copper or steel sheets.
- h) - Rivets - We have the possibility to give:
From 3/8 till 2.3/8 Kg. 300 (lbs 670) at Naples
" 200 (" 450) at Rome

At Palermo are located 30 tons of rivets of unknown sizes being in progress the selection and classification.

- i) Short tubes for flues - No availability
- k) l) Drawn brass - No availability
- m) Twist drills- We can supply: from Store of Rome Tiburtina:
drills of diameters from 1 m/m to 15 m/m
(1/16) (19/32)

MI.31/ING

1.

From Store of Palermo:

drills of diameters from 13 m/m (5/8) to 27 m/m (1.3/32)

" " 13 m/m (1/2)

from Store of Poligno:

drills of diameters from 20 m/m (1.1/8) to 35 m/m (2.3/16)

n) Taper rimers for rivets - no availability

o) Round copper -

Copper tubes for short tubes of flues:

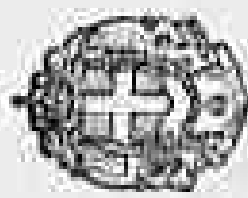
at Messina Store. - Kg. 900 (2000 lbs)

Copper thin sheets: No availability

The General Director
signed Di Raimondo

Roma, li 31 Gennaio 1945 - Anno

N.A.38/301/B.16/Sca/2420/33



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO

DIREZIONE GENERALE

Servizio Approvv.ti

OGGETTO:

Materiali per il Deposito
Locomotive di Palermo

COMMISSIONE ALLEATA
SOTTOCOMMISSIONE PER I TRASPORTI
PRESSO L'UFFICIO MIGLIORAMENTI TRASPORTI

C.M.F.

R O M A

- a - Stagno : disponibilità a Palermo
- | | |
|---------|---------|
| Kg. 150 | Lb. 330 |
| " 400 | " 800 |
- Si ritiene che lo stagno chiesto in Kg.450 al mese pari a Lb.1000 come da richiesta, debba servire per leghe bianche (lega antifrizione per cuscinetti o lega saldante). In tal caso possiamo disporre per l'invio a Palermo da Napoli di lega antifrizione (14% Sn.15 Sb. 69.5 Pb. 1,5 Cu) e da Roma di lega saldante (Sn.50 % Pb.50).
- b-c-d- Acciaio per macchine utensili
- disponibilità al Magazzino Approvvigionamenti di Roma Tiburtina di acciaio al carbonio dei Ø di 3/4" e 1,1/4" - Altre disponibilità si hanno presso altri Magazzini, ma di diametri molto diversi da quelli chiesti.
- Per conoscenza riteniamo utile allegare una situazione dove è indicato per quali qualità di acciaio, e presso quali magazzini di Roma-Nepoli-Messina e Palermo possiamo avere disponibilità di acciaio per utensili.

4498

Servizio Approvv.ti

OGGETTO:

Materiali per il Deposito
Locomotive di Palermo

COMMISSIONE ALLEATA
SOTTOCOMMISSIONE PER I TRASPORTI
PRESSO L'UFFICIO MIGLIORAMENTI TRASPORTI
C.M.F.

R O M A

- 1) Si fa riferimento alla nota N.AC/146/Tn. dell'8 corrente.
- 2) Si comunicano le risultanze delle ricerche fatte per provvedere il Deposito Locomotive della Marina degli Stati Uniti di Palermo dei materiali vari occorrenti per la riparazione delle locomotive:

a - Stagno : disponibilità a Palermo
" Roma

Kg. 150	Lb. 330
" 400	" 800

Si ritiene che lo stagno chiesto in Kg.450 al mese pari a Lb.1000 come da richiesta, debba servire per leghe bianche (lega antifrizione per cuscinetti o lega saldante).

In tal caso possiamo disporre per l'invio a Palermo da Napoli di lega antifrizione (14% Sn.15 Sb. 69.5 Pb. 1.5 Cu) e da Roma di lega saldante (Sn.50 % Pb.50).

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disponibilità al Magazzino Approvvigionamenti di Roma Tiburtina di acciaio al carbonio dei Ø di 3/4" e 1,1/4" - Altre disponibilità si hanno presso altri Magazzini, ma di diametri molto diversi da quelli chiesti.

4498

Per conoscenza riteniamo utile allegare una situazione dove è indicato per quali qualità di acciaio, e presso quali magazzini di Roma-Napoli-Messina e Palermo possiamo avere disponibilità di acciaio per utensili.

e - Ganci per cinghie - nessuna disponibilità.

f - g Materiali per forni di locomotive.

Non vi è ancora disponibilità di lamiere, nè di rame, nè di acciaio.

/.

h - Chiodi da ribadire

Si ha la possibilità di dare :
 da 3/8" a 2 3/8" a Napoli Kg. 300 = Lb. 670
 " Toligno " 200 = " 450

a Palermo ne esistono 30 Tonn. di cui non si conoscono però le dimensioni essendo in corso la cernita e la classificazione.

I - Cannotti per tubi bollitori

Nessuna disponibilità

K-L Ottone trafilato

Nessuna disponibilità

m - Punte elicoidali

Si possono dare:

dal Magazzino di Roma Tiburtina:
 punte dei diametri compresi fra 1 m/m. e 15 pari a
 1/16" " 19/32"

dal Magazzino di Palermo:
 punte del diametro compreso fra 16 m/m. e 27 m/m. pari a
 5/8" 1.6/63"
 di m/m. 13 pari a 1/2"

dal Magazzino di Toligno :
 punte dei diametri compresi fra 28 m/m. e 55 m/m. pari
 a 1 1/8" 2 3/16"

n - Alesatori conici per chiodi

Nessuna disponibilità

o - Rame tondo

Tubi di rame per cannotti

Al Magazzino di Messina

Lentierini di rame

Nessuna disponibilità

Kg. 900 = Lb. 2000

IL DIRETTORE GENERALE

Robt. Lammoria

a Palermo ne esistono 30 Torn. di cui non si conoscono però le dimensioni essendo in corso la cernita e la classificazione.

I - Cannotti per tubi bollitori

Nessuna disponibilità

K-L Ottone trafilato

Nessuna disponibilità

m - Punte elicoidali

Si possono dare:

dal Magazzino di Roma Tiburtina:
punte dei diametri compresi fra

1 m/m. e 15 pari a
1/16" " 19/32"

dal Magazzino di Palermo:

punte del diametro compreso fra 16 m/m. e 27 m/m. pari a
5/8" 1.6/63"
di m/m. 13 pari a 1/2"

dal Magazzino di Foligno:

punte dei diametri compresi fra 28 m/m. e 55 m/m. pari
a 1 1/8" 2 3/16"

n - Alesatori conici per chiodi

Nessuna disponibilità

o - Rame tondo

Tubi di rame per cannotti

Al Magazzino di Messina

Lamierini di rame

Nessuna disponibilità

Kg. 900 = Lb. 2000

IL DIRETTORE GENERALE

Indi Lammurik

0 4 5 5

File 146/20

PGM/10

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

Tel: 643191/11

Our Reference: AC/146/Tn

18 January 1945

TO : Div. Supt. Tn Sub-Comm. A.C. Sicily

SUBJECT : Fuel for Railways

1. It is anticipated that the coal allotment for Sicily will be increased to 9,000 tons monthly.
2. We will be very fortunate to have the amount restored to the figure prior to the reduction in October.
3. It must be definitely understood that this additional coal will be used for freight and only in extreme cases will any increase in passenger service be considered.
4. This will ease your rolling stock position because more freight schedules can be operated increasing the turn around on your wagons.
5. The Sub Commission does not look favorably upon an elaborate passenger service but in many cases the passenger service can be eased by operating mixed trains.

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

[Signature]

0 4 5 6

Tel: 843191/11

Our Reference: AC/146/Tn

18 January 1945

TO : Div. Supt. Tn Sub-Comm. A.C. Sicily

SUBJECT : Fuel for Railways

1. It is anticipated that the coal allotment for Sicily will be increased to 9,000 tons monthly.
2. We will be very fortunate to have the amount restored to the figure prior to the reduction in October.
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4. This will ease your rolling stock position because more freight schedules can be operated increasing the turn around on your wagons.
5. The Sub Commission does not look favorably upon an elaborate passenger service but in many cases the passenger service can be eased by operating mixed trains.

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



6497

TO : Director General Italian State Railways, Building
Attn: Chief of Stores Section, Ing. G. Bracci.

SUBJECT : Material for Locomotive Shop - Palermo.

1. The Transportation Sub-Commission Mechanical Representative has recently made an inspection of the U.S. Navy Locomotive Shop at Palermo and they have furnished him with a list of material which is urgently needed to continue the general overhauling of war damaged and worn out locomotives.

2. Please have your Engineers and Procurement Section make an effort to locate and procure the following material, advising of their success:

(a) 1000 lbs of tin per month.	(c) High Speed Tool Steel
(b) Machine Steels	
Dia.	Amount in ft.
1/2 "	100
5/8 "	100
3/4 "	100
7/8 "	100
1 "	100
1 1/8 "	100
1 1/4 "	100
1 3/8 "	100
1 1/2 "	100

(a) Square High Speed Steel -	Amount in feet
Dia.	
3/4" x 3/4"	100
1" x 1"	100
1 1/8" x 1 1/8"	100
(e) 100 boyes Bett Hooks assorted sizes 5 to 8	

(f) Material mounted Palermo (1) 1000 lbs of tin per month

04571

146/49

CML/10

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

Tel: Firebox - Ext. 11

Our Reference: AC/146/Tn

8 January 1945.

TO : Director General Italian State Railways, Building
Attn: Chief of Stores Section, Ing. G. Eracchi.

SUBJECT : Material for Locomotive Shop - Palermo.

1. The Transportation Sub-Commission Mechanical Representative has recently made an inspection of the U.S. Navy Locomotive Shop at Palermo and they have furnished him with a list of material which is urgently needed to continue the general overhauling of war damaged and worn out locomotives.

2. Please have your Engineers and Procurement Section make an effort to locate and procure the following material, advising of their success:

(a) 1000 lbs of tin per month.			(c) High Speed Tool Steel		
(b) Machine Steels					
Dia.	Amount in ft.		Dia.	Amount in ft.	
1/2"	500		1/2"	100	
5/8"	500		5/8"	100	
3/4"	500		3/4"	100	
7/8"	500		7/8"	100	
1"	500		1"	100	
1 1/8"	500		1 1/8"	100	
1 1/4"	500		1 1/4"	100	
1 3/8"	500				
1 1/2"	500				

(d) Square High Speed Steel -

Dia.	Amount in feet	
3/4" x 3/4"	100	4496
1" x 1"	100	
1 1/8" x 1 1/8"	100	

(e) 100 boyes Bett Hooks assorted sizes 5 to 8

(f) Material required for one (1) fire box for 740 class locomotive.

ISR Drawing No. 223393/1

1 Piece	1850 mm.	x	1600 mm.	x	20 mm.
1 "	1650 "	x	1650 "	x	12 "
1 "	2200 "	x	4700 "	x	12 "

././

(g) For 744 and 745 fireboxes. ISR Drawing N.222070/4

1 piece	1950 mm. x 1950 mm x 20 mm.
1 "	1750 " x 2000 " x 12 "
1 "	2150 " x 4800 " x 12 "

(h) Rivets for Tenders and Locomotives.

<u>Diam.inches</u>	<u>Length inches</u>	<u>Quantity Kgs.</u>
3/8	1 7/8	4000
3/8	2 3/8	1000
5/8	2 5/8	3000
25/32	2 7/8	2000
25/32	4 3/8	500

(i) Urgently needed for locomotive boiler tube repair No. 3000.

Cannotto di acciaio dolce speciale per tubi bollitori da mm. 47 x 52. See Drawing N°.2163138. This amount will insure tubes for 20 locomotives.

(k) Rolled Brass (l) Hexagon Rolled Brass

<u>Dia.</u>	<u>Amount in ft.</u>	<u>Dia.</u>	<u>Amount in ft.</u>
3/8"	500	3/8"	500
1/2"	500	1/2"	500
5/8"	500	5/8"	500
3/4"	500	3/4"	500
7/8"	500	7/8"	500
1"	500	1"	500
1 1/8"	500	1 1/8"	400
1 1/4"	500	1 1/4"	400
1 3/8"	500		
1 1/2"	500		

(m) Punte Elocoidali (Drills)

<u>N</u>	<u>15</u>	<u>Dia.</u>	<u>N</u>	<u>15</u>	<u>Dia.</u>
N	15	- 1	N	15	- 2.5/64"
N	15	- 1.5	N	15	- 1/16"
N	15	- 2	N	15	- 5/64"
N	15	- 2.5	N	15	- 3/32"
N	15	- 3	N	15	- 1/8"
N	15	- 3.5	N	15	- 4/32"
N	15	- 4	N	15	- 5/32"
N	15	- 4.5	N	15	- 3/16"
N	15	- 5	N	15	- 13/64"
N	15	- 5.5	N	15	- 7/32"
N	15	- 6	N	15	- 1/2"

4493

3/8	4000
3/8	1000
5/8	3000
25/32	2000
25/32	500

(i) Urgently needed for locomotive boiler tube repair
No. 3000.

Cannotto di acciaio dolce speciale per tubi
bollitori da mm. 47 x 52. See Drawing No. 2163138.
This amount will insure tubes for 20 locomotives.

Rolled Brass		(1) Hexagon Rolled Brass	
Dia.	Amount in ft.	Dia.	Amount in ft.
3/8"	500	3/8"	500
1/2"	500	1/2"	500
5/8"	500	5/8"	500
3/4"	500	3/4"	500
7/8"	500	7/8"	500
1"	500	1"	500
1 1/8"	500	1 1/8"	400
1 1/4"	500	1 1/4"	400
1 3/8"	500		
1 1/2"	500		

4493

(m) Punte Elocoidali (Drills)

N 15	- Dia.	-	1	N 15	Dia.	-	2.5/64"
N 15	-	-	1.5	N 15	-	-	1/16"
N 15	-	-	2	N 15	-	-	5/64"
N 15	-	-	2.5	N 15	-	-	3/32"
N 15	-	-	3	N 15	-	-	1/8"
N 15	-	-	3.5	N 15	-	-	4/32"
N 15	-	-	4	N 15	-	-	5/32"
N 15	-	-	4.5	N 15	-	-	3/16"
N 15	-	-	5	N 15	-	-	13/64"
N 15	-	-	5.5	N 15	-	-	7/32"
N 15	-	-	6	N 15	-	-	1/4"
N 15	-	-	6.5 mm.	N 15	-	-	17/64"
N 15	-	-	7	N 15	-	-	9/32"
N 15	-	-	7.5	N 15	-	-	19/64"
N 15	-	-	8.5	N 15	-	-	21/64"
N 15	-	-	9	N 15	-	-	3/8"
N 15	-	-	9.5	N 15	-	-	24/64"
N 15	-	-	10	N 15	-	-	25/64"
N 15	-	-	10.5	N 15	-	-	7/16"
N 15	-	-	11	N 15	-	-	27/64"
N 15	-	-	11.5	N 15	-	-	29/64"
N 15	-	-	12	N 15	-	-	15/32"

= 3 =

(Punte Elcoidali) Drills

N 15	-	Di.	-	12.5 mm.	N 15	-	Di.	-	32/64"
N 15	-	"	-	13	N 15	-	"	-	1/2"
N 15	-	"	-	13.5	N 15	-	"	-	34/64"
N 15	-	"	-	14	N 15	-	"	-	17/32"

PUNTE ELOCCIDALI

DRILL

PUNTE ELOCCIDALI

N 10	-	Di	-	15	N 10	-	Di	-	19/32"
N 10	-	"	-	16	N 10	-	"	-	5/8"
N 10	-	"	-	17	N 10	-	"	-	21/32"
N 10	-	"	-	18	N 10	-	"	-	45/64"
N 10	-	"	-	19	N 10	-	"	-	23/32"
N 10	-	"	-	20	N 10	-	"	-	25/32"
N 10	-	"	-	21	N 10	-	"	-	7/8"
N 10	-	"	-	22	N 10	-	"	-	27/32"
N 10	-	"	-	23	N 10	-	"	-	29/32"
N 10	-	"	-	24	N 10	-	"	-	15/16"
N 10	-	"	-	25	N 10	-	"	-	1"
N 10	-	"	-	26	N 10	-	"	-	1 2.5/64"
N 10	-	"	-	27	N 10	-	"	-	1 6/63"
N 10	-	"	-	28	N 10	-	"	-	1 1/8"
N 10	-	"	-	29	N 10	-	"	-	1 5/32"
N 10	-	"	-	30	N 10	-	"	-	1 3/16"
N 10	-	"	-	31	N 10	-	"	-	1 1/4"
N 10	-	"	-	32	N 10	-	"	-	1 9/32"
N 10	-	"	-	33	N 10	-	"	-	1 5/16"
N 10	-	"	-	34	N 10	-	"	-	1 23/64"
N 10	-	"	-	35	N 10	-	"	-	1 3/8"
N 10	-	"	-	36	N 10	-	"	-	1 27/64"
N 10	-	"	-	37	N 10	-	"	-	1 15/32"
N 10	-	"	-	38	N 10	-	"	-	1 1/2"
N 10	-	"	-	39	N 10	-	"	-	1 17/32"
N 10	-	"	-	40	N 10	-	"	-	1 19/32"
N 10	-	"	-	41	N 10	-	"	-	1 5/8"
N 10	-	"	-	42	N 10	-	"	-	1 21/32"
N 10	-	"	-	43	N 10	-	"	-	1 45/64"
N 10	-	"	-	44	N 10	-	"	-	1 23/32"
N 10	-	"	-	45	N 10	-	"	-	1 25/32"
N 10	-	"	-	46	N 10	-	"	-	1 7/8"
N 10	-	"	-	47	N 10	-	"	-	1 27/32"
N 10	-	"	-	48	N 10	-	"	-	1 29/32"
N 10	-	"	-	49	N 10	-	"	-	1 31/32"

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DRILL

PUNTE ELOCCIDALI

N 10	-	Dis	-	15
N 10	-	"	-	16
N 10	-	"	-	17
N 10	-	"	-	18
N 10	-	"	-	19
N 10	-	"	-	20
N 10	-	"	-	21
N 10	-	"	-	22
N 10	-	"	-	23
N 10	-	"	-	24
N 10	-	"	-	25
N 10	-	"	-	26
N 10	-	"	-	27
N 10	-	"	-	28
N 10	-	"	-	29
N 10	-	"	-	30
N 10	-	"	-	31
N 10	-	"	-	32
N 10	-	"	-	33
N 10	-	"	-	34
N 10	-	"	-	35
N 10	-	"	-	36
N 10	-	"	-	37
N 10	-	"	-	38
N 10	-	"	-	39
N 10	-	"	-	40
N 10	-	"	-	41
N 10	-	"	-	42
N 10	-	"	-	43
N 10	-	"	-	44
N 10	-	"	-	45
N 10	-	"	-	46
N 10	-	"	-	47
N 10	-	"	-	48
N 10	-	"	-	49
N 10	-	"	-	50
N 10	-	"	-	51
N 10	-	"	-	52
N 10	-	"	-	53
N 10	-	"	-	54
N 10	-	"	-	55

DRILL

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

././.

(n) Rivet Reamers - Alesatore Conici per chiodi -

ALESATORE PER CHIODI		RIVET - REAMER -	
N 15-Dia.	- 3 x 6 mm	N 15 -	Dia. - 1/8" x 1/4
N 15 "	- 4 x 7 "	N 15 -	" 5/32 x 9/32"
N 15 "	- 5 x 8 "	N 15 -	" 3/16" x 5/16"
N 15 "	- 6 x 9 "	N 15 -	" 1/4" x 23/64"
N 15 "	- 7 x 10	N 15 -	" 9/32" x 3/8"
N 20 "	- 8 x 11	N 15 -	" 5/16" x 27/64"
N 20 "	- 9 x 12	N 20 -	" 23/64" x 15/32"
N 20 "	- 10 x 13	N 20 -	" 3/8" x 1/2"
N 20 "	- 11 x 14	N 20 -	" 27/64" x 12/32"
N 15 "	- 12 x 15	N 15 -	" 15/32" x 19/32"
N 20 "	- 13 x 16	N 20 -	" 1/2 x 5/8"
N 20 "	- 14 x 17	N 20 -	" 17/32" x 21/32"
N 15 "	- 15 x 18	N 15 -	" 19/32" x 45/64"
N 20 "	- 16 x 19	N 20 -	" 5/8" x 23/32"
N 20 "	- 17 x 20	N 20 -	" 21/32" x 25/32"
N 20 "	- 18 x 21	N 20 -	" 45/64" x 7/8"
N 20 "	- 19 x 22	N 20 -	" 23/32" x 27/32"
N 20 "	- 20 x 23	N 20 -	" 25/32" x 28/32"
N 20 "	- 21 x 24	N 20 -	" 7/8" x 29/32"
N 20 "	- 22 x 25	N 20 -	" 27/32" x 1"
N 20 "	- 23 x 26	N 20 -	" 28 x 32" x 1 2.5/64"

(o) Rame Tondo per Tirantini Caldaie Locomotive

RAME TONDO	
Dia. 26.	- Kilos - 6000
Dia. 28.	- " - 4000
" 29.	- " - 3000
" 30.	- " - 2000
" 31.	- " - 2000
" 32.	- " - 2000
" 33.	- " - 1000
=====	
TOTAL	20.000

Tubi di Rame per Cannotti Tubi Bollettori

TUBI DI RAME
Dia. m/m 40 x 50 Kgs 1.500
4493
Lanierini di Rame Rivestimento - CC Caldaie

N 15	"	-	6 x 9	N 15	-	"	1/4" x 23/64"
N 15	"	-	7 x 10	N 15	-	"	9/32" x 3/8"
N 20	"	-	8 x 11	N 15	-	"	5/16" x 27/64"
N 20	"	-	9 x 12	N 20	-	"	23/64" x 15/32"
N 20	"	-	10 x 13	N 20	-	"	3/8" x 1/2"
N 20	"	-	11 x 14	N 20	-	"	27/64" x 12/32"
N 15	"	-	12 x 15	N 15	-	"	15/32" x 19/32"
N 20	"	-	13 x 16	N 20	-	"	1/2 x 5/8"
N 20	"	-	14 x 17	N 20	-	"	17/32" x 21/32"
N 15	"	-	15 x 18	N 15	-	"	19/32" x 45/64"
N 20	"	-	16 x 19	N 20	-	"	5/8" x 23/32"
N 20	"	-	17 x 20	N 20	-	"	21/32" x 25/32"
N 20	"	-	18 x 21	N 20	-	"	45/64" x 7/8"
N 20	"	-	19 x 22	N 20	-	"	23/32" x 27/32"
N 20	"	-	20 x 23	N 20	-	"	25/32" x 28/32"
N 20	"	-	21 x 24	N 20	-	"	7/8" x 29/32"
N 20	"	-	22 x 25	N 20	-	"	27/32" x 1"
N 20	"	-	23 x 26	N 20	-	"	28 x 32" x 1 2.5/64"

(o) Rame Tondo per Tirantini Caldaie LocomotiveRAME TONDO

Dia.	26.	-	Kilos	-	5000
Dia.	28.	-	"	-	4000
"	29.	-	"	-	3000
"	30.	-	"	-	2000
"	31.	-	"	-	2000
"	32.	-	"	-	2000
"	33.	-	"	-	1000
=====					
TOTAL		"			20.000

Tubi di Rame per Cannotti Tubi BollettieriTUBI DI RAME

Dia. m/m 40 x 50 Kgs 1.500

Lamierini di Rame Rivestimento - CC CaldaieLamierini di Rame

N 10 m/m 2100 x 1600 x 2.

3. Please give this preferred attention as it is necessary that the Navy Shop be supplied with material.

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

4493

TRANSPORTATION SUB-COMMISSION-RAIL SECTION = LOCO + STORES 1469

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

SUBJECT: MATERIALS FOR ISR PALERMO REQUESTED
BY U.S. NAVY

REF:
REGGIO CAL. 29 DEC 44

TO:
S.L. BAISTER, MAJOR
CHIEF MECHANICAL ENGINEER
H.Q. AC TN S/C

From: FRED C PHILBY, CAPTAIN
FIELD REPRESENTATIVE

Attached find list of materials which must be made available at once for the Navy through ISR channels if the Navy is to continue the valuable work they are now performing for the ISR (ie the general overall of war damaged and worn out steam locomotives).

100 empty oxygen bottles with valves
100 " acetylene " " "
1000 pounds tin per month

MACHINE STEELS

<u>Dia.</u>	<u>Amount in ft.</u>
1/2 "	500
5/8 "	500
3/4 "	500
7/8 "	500
1 "	500
1 1/8 "	500
1 1/4 "	500
1 3/8 "	500
1 1/2 "	500

HIGH SPEED TOOL STEEL

<u>Dia.</u>	<u>Amount in ft.</u>
1/2 "	100
5/8 "	100
3/4 "	100
7/8 "	100
1 "	100
1 1/8 "	100
1 1/4 "	100

4492

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

SUBJECT:

REF:

TO:

SQUARE HIGH SPEED STEEL

<u>Dia.</u>	<u>Amount in ft.</u>
3/4" X 3/4"	100
1" X 1 "	100
1 1/8" X 1 1/8"	100

~~TH BELTING~~
~~LEATHER BELTING~~
LEATHER BELTING

2 "	500
4 "	500
6 "	300

100 boxes belt ~~hooks~~ ^{Hooks} ass orted sizes 5 to 8 ✓

Material required for one (1) fire box for 740 locomotive.
 Boiler plate Italian steel A-2

1 piece	1850 mm	x 1800 mm	x 20 mm
1 piece	1850	x 1850	x 12
1 piece	2200	x 4700	x 12

ISR DRAWING No 223333/1

for 744 and 745 fireboxes

A - 2 steel

1 piece	1950 mm	x 1850 mm	x 20 mm
1 piece	1750	x 2000	x 12
1 piece	2150	x 4800	x 12

ISR DRAWING No 222070/4

RIVETS FOR TENDERS & LOCOMOTIVES

<u>Diam</u> <u>inches</u>	<u>Length</u> <u>inches</u>	<u>Quantity</u> <u>Kgs</u>
3/8	1 7/8	4000
3/8	2 3/8	1000
5/8	2 5/8	3000
25/32	2 7/8	2000
25/32	4 3/8	500

4491

ALLIED CONTROL COMMISSION
PROVINCE OF REGGIO IN CALABRIA

SUBJECT:

REF:

TO:

Boiler tube

Urgently needed for locomotive ~~valve~~ tube repair N.3000

Comotto di acciaio solco speciale per tubi bollitori da

n/m 47 x 52

See *drawing* ~~drawing~~ no 2163138

This number will insure tubes for 20 locomotives.

50 sheets loco boiler jacketing (this is available at Messina
kindly notify Lt Boutros U S Navy Palermo Ship Repair
so he can chat for same through Capt Lynch and ISR
authorities)

4430

Dia.	<u>ROLLED BRASS</u>	Amount in lb
	<u>O</u>	
5/8		500
1/2		500
5/8		500
3/4		500
7/8		500
1		500
1 1/8		500
1 1/4		500
1 3/8		500
1 1/2		500

<u>HEXAGON ROLLED BRASS</u>	
3/8	500
1/2	500
5/8	500
3/4	500
7/8	500
1	500
1 1/8	400
1 1/4	400

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

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

PUNTE ELICOIDALI

DRILL

PUNTE ELICOIDALI

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

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N 15	-	"	-	29/64"
N 15	-	"	-	15/32"
N 15	-	"	-	32/64"
N 15	-	"	-	1/2"
N 15	-	"	-	34/64"
N 15	-	"	-	17/32"

PUNTE ELICOIDALI

N 15	-	"	-	11.5
N 15	-	"	-	12
N 15	-	"	-	12.5
N 15	-	"	-	13
N 15	-	"	-	13.5
N 15	-	"	-	14

DRILL

PUNTE ELICOIDALI

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

DRILL

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

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Tempo (m)

N 10	-	Dia	-	1 27/32"
N 10	-	"	-	1 29/32"
N 10	-	"	-	1 63/64"
N 10	-	"	-	2"
N 10	-	"	-	2 2.5/64"
N 10	-	"	-	3 5/64"
N 10	-	"	-	3 1/8"
N 10	-	"	-	2 5/32"
N 10	-	"	-	2 3/16"

- ALZATORE CONICI PER CHIODI -

- RIVET - REAMER -

ALZATORI PER CHIODI

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

- RIVET - REAMER -

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

CINGHE DI CUIOIO PER MACCHINE

4487

LEATHER - BELT - OF - MACHINE

- CHICHI DI CUIOIO -

- LEATHER - BELT -

1 - 23.8" X 2.5/8"

- ALLESATORE CONICI PER CHIODI -

- RIVETE - REAMER -

ALLESATORI PER CHIODI

- RIVET - REAMER -

N 15-Dia	- 3 X 6 m/m	N 15	- Dia	- 1/3" X 1/4"
N 15-	- 4 X 7	N 15	- "	- 5/32" X 9/32"
N 15-	- 5 X 8	N 15	- "	- 3/16" X 5/16"
N 15-	- 6 X 9	N 15	- "	- 1/4" X 23/64"
N 15-	- 7 X 10	N 15	- "	- 9/32" X 3/8"
N 20-	- 8 X 11	N 20	- "	- 5/16" X 27/64"
N 20-	- 9 X 12	N 20	- "	- 23/64" X 15/32"
N 20-	- 10 X 13	N 20	- "	- 3/8" X 1/2"
N 20-	- 11 X 14	N 20	- "	- 27/64" X 12/32"
N 20-	- 12 X 15	N 20	- "	- 15/32" X 19/32"
N 20-	- 13 X 16	N 20	- "	- 1/2" X 5/8"
N 20-	- 14 X 17	N 20	- "	- 17/32" X 21/32"
N 20-	- 15 X 18	N 20	- "	- 19/32" X 45/64"
N 20-	- 16 X 19	N 20	- "	- 5/8" X 23/32"
N 20-	- 17 X 20	N 20	- "	- 21/32" X 25/32"
N 20-	- 18 X 21	N 20	- "	- 45/64" X 7/8"
N 20-	- 19 X 22	N 20	- "	- 23/32" X 27/32"
N 20-	- 20 X 23	N 20	- "	- 25/32" X 28/32"
N 20-	- 21 X 24	N 20	- "	- 7/8" X 29/32"
N 20-	- 22 X 25	N 20	- "	- 27/32" X 1"
N 20-	- 23 X 26	N 20	- "	- 28/32" X 1 2.5/64"

((((((((

CHIGHE DI CUIO PER MACCHINE

4487

LEATHER - BELT - OF - MACHINE

- CHIGHE DI CUIO -

- LEATHER - BELT -

+ - 1 DA m/m	- 7200 X 65	- 1 - 23'3"	X 2 5/8"
- 1 " "	- 6200 X 65	- 1 - 20'8"	X 2 5/8"
- 2 " "	- 9300 X 65	- 2 - 30'8"	X 2 5/8"
- 1 " "	- 5600 X 65	- 1 - 18'4"	X 2 5/8"
- 1 " "	- 7320 X 65	- 1 - 24' X 2 5/8"	
- 1 " "	- 6000 X 65	- 1 - 26'4"	X 2 5/8"
- 1 " "	- 4300 X 65	- 1 - 14'1"	X 2 5/8"

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

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

RAME TONDO PER TIRANTINI CALDAIE LOCOMOTIVE

ROUND - COPPER - STAY BOLT - BOILER - LOCOMOTIVE (0)

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

TUBI DI RAME PER CANNOTTI TUBI BOLLETTORI

COPPER - TUBING - OF - STEEL - TUBING

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

LAMIERINI DI RAME RIVESTIMENTO - CC CALDAIE

SHEET COPPER - BOILER - LOCOMOTIVE

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

PUNTE ELICOIDALI

DRILL

N 15 - Dia. - 1	(M)	N 15 Dia. - 2.5/64"
		N 15 " - 1/16"

4483

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

TUBI DI RAME PER CANNOTTI TUBI BOLLETTORI

COPPER - TUBING - OF - STEEL - TUBING

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

LAMIERINI DI RAME RIVESTIMENTO - CC CALDAIE

SHEET COPPER - BOILER - LOCOMOTIVE

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

PUNTE ELICOIDALI

4485

DRILL

N 15	-	Dia.	-	1	N 15	Dia.	-	2.5/64"
N 15	-	"	-	1.5	N 15	"	-	1/16"
N 15	-	"	-	2	N 15	"	-	5/64"
N 15	-	"	-	2.5	N 15	"	-	3/32"
N 15	-	"	-	3	N 15	"	-	1/8"
N 15	-	"	-	3.5	N 15	"	-	4/32"
N 15	-	"	-	4	N 15	"	-	5/32"
N 15	-	"	-	4.5	N 15	"	-	3/16"
N 15	-	"	-	5	N 15	"	-	13/64"
N 15	-	"	-	5.5	N 15	"	-	7/32"
N 15	-	"	-	6	N 15	"	-	1/4"

146/18

CML/ic

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

Tel: 843207
Our Reference: AC/146/Tn

20 November 44.

TO : Allied Commission Hq. APO 394, U.S. ARMY
Attn: Public Health Sub-Commission

SUBJECT : Medical Supplies for Italian State Railways.

1. The Italian State Railways have submitted to the Transportation Sub-Commission a list of medicinals, medication material and sundries needed by their surgeons for the next six months.
2. As it is not possible for us to requisition these supplies from abroad, we are submitting the request to you for an allocation of these needed sanitary materials to the Italian State Railways.
3. It is recommended that a two month supply of these materials be made available to the Italian State Railways as shown on list attached.

Cml
G.M. LINDBERG
Lt. Col. R.E.,
Chief, Rail Section

Enclosed List N.8

4484

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394

T/cc
Ref : M/T/45
Date: 22 Nov 44.

SUBJECT: Railway Materials - Requirements in Sicily.

TO : HQ AC for att Tn Sub-Commission. ✓

1. The repair of locomotives in SICILY is delayed and the efficiency of locomotives reduced the first because of the complete lack of Caustic Boiler Compound and the second because of a similar lack of Sodium Carbonate to use in the Railway stations water purifying systems.

2. The Railway Officials inform me that the present requirements are:

Caustic Boiler Compound - 5 tons per month
Sodium Carbonate - 7 " " "

3. The need for the former would become reduced if a supply of the second was in use.



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

4483

HEADQUARTERS
ALLIED CONTROL COMMISSION
FOR SARDINIA

TO : Transportation Sub-Commission
H.Q. ACC. APO.394 Attention Major MOLE
SUBJECT : Rail Road Requirements.
REFERENCE: TPTN. 1606.

1. Reference is made to our conversation on 15 June in the provincia Bldg and your signal of 13 June subject as above.

2. Transmitted herewith are copies of material previously sent you as requested, covering data on the Ferrovie Stato and Meridionali. There is also enclosed a supplemental list prepared to-day by Mr. Sollano, as later data than his report and it sets out his most urgent needs. He has some more material needs that cannot be had before monday. This data will be forwarded when received.

For the Regional Commissioner

W.M. Spann

W.M. SPANN

Major

Regional Transportation Officer.

17/6/1944.

6482

By Fast Mail

Macomer, 20th March 1944File : N.T.II/31Reference: L.1703, dated March 1st 1944.

SUBJECT Transformation of locomotives common in national coal loco.
 To the civilian Motorization and transportations in Concession.
 Movement Section.

It is necessary to explain the situation of the national coal locomotives in Sardinia after the tactical operations end.

During the end of the last year, of the 18 national coal locomotives (5 of the class 625, 12 of the class 740 and 1 of the class 744) two (class 740), to be repaired, were in the Cagliari depot, destroyed by air-raid, and they still are there.

2 (class 740) were very heavily damaged, but we would not repair them, because we could only supply for the keeping of the operating locomotives, several workmen having died also the locomotives able to operate were in bad state, because they had operated intensely and, above all, because it was impossible to substitute their boil-tubes and the heating-tubes.

In effect the work-shops of Cagliari, which manufactured the above-named items, and the necessary material to the whole yard, had been destroyed.

In Sardinia we had 5 national coal boilers received from the continent and not yet mounted:

2	"	"	740
1	"	"	744

One of the class 740 was damaged not substitute them to the operating, because the large crane of Cagliari, heavily damaged, was in the destroyed work-shops and the 2 lifting jacks with handle block, we had at Sassari and at Macomer, were used to repair locomotives or to load machineries, we were settling in those localities.

4481

In Sardinia there are also 2 steel fire-boxes new, class 740; but they, as 2 boilers, class 265, and 744, have not the grids completed by cross bearers, supports, operating-levers and the ashpits because we employed them for the operating locomotives.

- 2 -

The repair-works, begun during the last January in a new work shop to repair boiler-tubes, are very difficult, because of the need of the calcium carbide, necessary to solder the sleeves, and to the special steel sleeves, for the boilers tubes of the national coal locomotives, we requested in vain.

Starting last December, we are repairing two locomotives (of which, one is the above named of the class 740 and the other is a common locomotives); the works to substitute the boilers will be completed within the next month.

The second locomotive, class 740, has already been repaired and it is operating.

Recapitulation:

a) operating locomotives:

5 class 625
9 " 740
1 " 744

Total sum of operating locomotives: 15

- b) 1 locomotives, class 740, will operate in a few days;
1 loco, class 740, will operate within the next month;
c) 2 locomotives are at Cagliari, for repairs to the boilers.
d) Material able to operate:
3 boilers, class 625
1 " " 744
2 reverse fire-boxes

One locomotive class 625 has gravings not complet with cross-beares, supports, operating levers may ne manufactu red in Sardinia; the gravings must sent from the continent.

During the last days, at Macomer, we have begun to re pair a locomotive 625, a substituting its boiler with a national coal boiler. 448

We have carried the Cagliari big crane out the dangerous zone and we are repairing its electric part and its bearing frame work. The broken lexes and the windings of an electric motor will be repaired and the wheels and accessories of a side will be changed. Consequently, the works will be very long.

At Cagliari the plant of air compression is operating again, it will make easy the boilers repairs, when we will be able to effect them in the local sheds.

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
DELEGAZIONE DI BORORE
UFFICIO MATERIALE E TRAZIONE

1. L. 20 marzo 1944.
N.T. II/31
alla n.T. 1703 del 1/3/194

OGGETTO:
Trasformazione locomotive
comuni in autarchiche -
Alleg. 2

AL SOTTOSEGRETARIATO DI STATO PER LE FE
FERROVIE-MOTORIZZAZIONE CIVILE E
TRASPORTI IN CONCESSIONE

REPARTO F.S. UFFICIO MAT. TRAZIONE

NAPOLI

Per rispondere in modo esauriente alle questioni prospettate nella lettera T.1703 in data 1/3 c.a. pervenuta il giorno 16 corrente sembra necessario premettere qualche chiarimento sulla situazione delle locomotive autarchiche qual'era verso la fine dello scorso anno, quando, cessate in Sardegna le azioni di guerra, fu possibile, con gli scarsissimi mezzi rimasti, avviare una certa ripresa e qual'è nel momento attuale, in cui tale ripresa è in atto. -

Alla fine dello scorso anno, dunque, delle 18 locomotive autarchiche (5 del gruppo 625, 12 del gruppo 740 e 1 del gruppo 744) esistenti in Sardegna, 2 gruppo 740 messe in grande riparazione prima delle incursioni del febbraio 1943, sono rimaste nel distrutto Deposito di Cagliari, dove ancora si trovano; 2 altre, pure del gruppo 740, avevano subito danni considerevoli ed erano state lasciate da parte essendo più urgente la manutenzione di quelle rimaste attive, alle quali soltanto si riusciva a provvedere, essendo sorti molti operai, fra i quali vari calderai esperti, la cui mancanza e tutto-
ra particolarmente sentita.-

L'impiego intenso delle locomotive autarchiche rimaste attive le aveva ridotte tutte più o meno in cattivo stato, specie per la impossibilità di provvedere alla riparazione e sostituzione dei tubi bollitori e surriscaldatori, essendo andato distrutto l'impianto relativo di Cagliari che provvedeva in passato ai bisogni dell'intero parco.-

Esistevano in Sardegna 5 caldaie autarchiche nuove, avute dal continente e non ancora montate e cioè 2 del gruppo 625, 2 del gruppo 740 e 1 del gruppo 744; una delle 740 era stata danneggiata abbastanza seriamente dalle offese belliche.- Non si era potuto sostituire alcuna ad altre in opera perchè la grande gru di Cagliari, gravemente danneggiata, restava in una parte pericolante dalla vec-

Per rispondere in modo esauriente alle questioni prospettate nella lettera T.1703 in data 1/3 c.a. pervenuta il giorno 16 corrente sembra necessario premettere qualche chiarimento sulla situazione delle locomotive autarchiche qual'era verso la fine dello scorso anno, quando, cessate in Sardegna le azioni di guerra, fu possibile, con gli scarsissimi mezzi rimasti, avviare una certa ripresa e qual'è nel momento attuale, in cui tale ripresa è in atto. -

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ra particolarmente sentita.-

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4479

Esistevano in Sardegna 5 caldaie autarchiche nuove, avute dal continente e non ancora montate e cioè 2 del gruppo 625, 2 del gruppo 740 e 1 del gruppo 744; una delle 740 era stata danneggiata abbastanza seriamente dalle offese belliche.- Non si era potuto sostituire alcuna ad altre in opera perchè la grande gru di Cagliari, gravemente danneggiata, restava in una parte pericolante dalla vecchia caldereria e come mezzi di sollevamento atti alla bisogna rimanevano perciò due caprie da 25 tonnellate, con paranchi a mano, una a Sassari ed una da poco rizzata a Macomer, quasi continuamente impiegate entrambe per lavori di riparazione locomotive, e di carico e scarico dei macchinari che si andavano impiantando in tali località.-

Vi sono infine in Sardegna anche due forni d'acciaio sciolti, nuovi, gruppo 740, ma di questi, come pure di due delle tre caldaie gruppo 625 e di quelle gruppo 744, mancano i grigliati completi di traverse, appoggi e comandi, nonchè i generatori, che sono stati impiegati per sostituirli in locomotive in esercizio e quelli loro propri resi inservibili dall'uso. -

La ripresa si iniziò con l'allestimento a Sassari di un nuovo impianto di riparazione dei tubi bollitori, che funziona ormai dal gennaio scorso, invero fra molte difficoltà per la penuria, ogni giorno più grave, del carburante di calcio occorrente per la saldatura dei cannotti e per la mancanza, ormai quasi totale, dei cannotti speciali d'acciaio occorrenti appunto per le tuberie delle locomotive autarchiche, cannotti che invano si è da tempo richiesti di inviarci dal continente. -

Frattanto dal dicembre, riparata la caldaia nuova danneggiata, si è avviata la sostituzione di questa e di un'altra, pure del gruppo 740 in due locomotive e cioè in quella delle due danneggiate di cui s'è detto in principio, (i cui danni risedevano essenzialmente nella caldaia, ormai inutilizzabile) ed in un'altra non autarchica. Queste due locomotive 740 saranno pronte una fra pochi giorni e l'altra entro il mese prossimo. -

Frattanto anche la seconda locomotiva gruppo 740 danneggiata è stata riparata, senza cambiarne la caldaia, ed è già in esercizio.

Ricapitolando:

a) sono attualmente in esercizio :	5	locomotive	gruppo	625
	9	"	"	740
	1	"	"	744

Category	Count	Percentage
1	1	6.7%
2	1	6.7%
3	1	6.7%
4	1	6.7%
5	1	6.7%
6	1	6.7%
7	1	6.7%
8	1	6.7%
9	1	6.7%
10	1	6.7%
11	1	6.7%
12	1	6.7%
13	1	6.7%
14	1	6.7%
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42	1	6.7%
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90	1	6.7%
91	1	6.7%
92	1	6.7%
93	1	6.7%
94	1	6.7%
95	1	6.7%
96	1	6.7%
97	1	6.7%
98	1	6.7%
99	1	6.7%
100	1	6.7%
Total n.	15	

b) entreranno in esercizio : fra pochi giorni 1 locomotiva gruppo 740 un'altra dello stesso gruppo fra circa un mese.

c) due locomotive gruppo 740 sono tuttora montate a Cagliari in attesa di R.C.

d) restano disponibili (3	caldaie gruppo	625
	" 1	744

2 forni sciolti gruppo 740

Salvo che per una delle tre 625, mancano i grigliati completi di traverse, appoggi e comandi nonchè i ceneratori: traverse e comandi si potrebbero occorrendo costruire anche in Sardegna, ma i grigliati occorre siano inviati dal continente. - 4478

In questi giorni si è messa in lavorazione a Macomer, una locomotiva gruppo 625 per sostituirne la caldaia con quella delle tre autarchiche nuove disponibili che pressapoco è completa. —

Si è riusciti, pure in questi giorni, a portare la grande gru di Cagliari fuori dalla zona pericolosa e se ne è iniziata la ripa-

Fratanto dal dicembre, riparata la locomotiva gruppo 740. Si è avviata la sostituzione di questa e di un'altra, pure del gruppo 740 in due locomotive e cioè in quella delle due danneggiate di cui s'è detto in principio, (i cui danni riesedevano essenzialmente nella caldaia, ormai inutilizzabile) ed in un'altra non autarchica. Queste due locomotive 740 saranno pronte una fra pochi giorni e l'altra entro il mese prossimo. -

Fratanto anche la seconda locomotiva gruppo 740 danneggiata è stata riparata, senza cambiarne la caldaia, ed è già in esercizio.

Ricapitolando:

- a) sono attualmente in esercizio : 5 locomotive gruppo 625
 9 " " 740
 1 " " 744

Totale n. 15

- b) entreranno in esercizio : fra pochi giorni 1 locomotiva gruppo 740 un'altra dello stesso gruppo fra circa un mese.
- c) due locomotive gruppo 740 sono tuttora montate a Cagliari in attesa di R.C.
- d) restano disponibili (3 caldaie gruppo 625
 1 " " 744
 2 forni sciolti gruppo 740

Salvo che per una delle tre 625, mancano i grigliati completi di traverse, appoggi e comandi nonché i generatori: traverse e comandi si potrebbero occorrendo costruire anche in Sardegna, ma i grigliati occorre siano inviati dal continente. - 4478

In questi giorni si è messa in lavorazione a Macomer, una locomotiva gruppo 625 per sostituirla la caldaia con quella delle tre autarchiche nuove disponibili che pressapoco è completa. -

Si è riusciti, pure in questi giorni, a portare la grande gru di Cagliari fuori dalla zona pericolosa e se ne è iniziata la riparazione, sia della struttura portante che della parte elettrica: la quale riparazione richiederà non poco tempo, trattandosi, fra l'altro, di riparare i cosciagli spezzati, di sostituire le ruote e accessori d'un fianco e di ripristinare con mezzi di ripiego gli avvolgimenti d'un motore elettrico. -

Si è infine ripristinato a Cagliari l'impianto di compressione dell'aria, da cui la lavorazione delle caldaie sarà grandemente facilitata, quando la si possa riprendere sul posto essendo riattivati i capannoni necessari. -

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- Fatto così un quadro completo della situazione attuale, la risposta alle richieste espresse nella lettera N.T.1703 del 1 corrente viene, in certo modo, a risulturne come segue:

1) Gli impianti della Sardegna sono in grado di provvedere alla sostituzione dei forni in rame esistenti con quelli di acciaio che venissero inviati dal continente; però l'applicazione in opera delle caldaie e dei forni già esistenti nell'isola assorbirà senza dubbio il lavoro disponibile a tale scopo per l'intero anno corrente. - Non sembra quindi che per ora l'invio in Sardegna di altri forni possa essere utile, né conveniente. -

Occorre piuttosto, ed anzi necessario, che vengano inviati i materiali mancanti per completare le caldaie ed i forni esistenti e cioè/:

- a) i grigliati, possibilmente completi degli accessori già indicati;
- b) non meno di 600 cannotti tipo 1 d'acciaio dolce speciale e per tubi bollitori d'acciaio da m/m 50 x 45 (cat.107/808):
- c) carburo di calcio in forte quantità, occorrente per la lavorazione dei tubi bollitori e anche per le moltissime altre lavorazioni d'ogni genere in cui si usa la saldatura autogena;
- d) possibilmente un motore compressore e un elettrocompressore trasportabile, che faciliterebbe grandemente le lavorazioni di calderia, consentendo l'uso degli attrezzi pneumatici. Le caratteristiche della corrente industriale locale sono Volt.260 = periodi 50 .-

2) Per ovvie ragioni dopo la distruzione dell'officina di Cagliari si è stati costretti a lavorare in economia, ma evidentemente converrà costituire il sistema a cottimo non appena le condizioni dell'officina siano divenute tali da renderlo possibile e proficuo, tenendo però conto delle maggiori difficoltà d'organizzazione che per lungo tempo continueranno a sussistere.

Sostituire il forno significa infatti, come è ben noto, eseguire una grande riparazione. - Quando l'Officina era piena d'efficienza la media di ore di lavoro che occorre per una R.C. era di circa 3500 effettivamente impiegate, su 4500 assegnate. - Tenuto conto delle condizioni attuali, e del prossimo futuro, non si creda di esagerare valutando l'impiego a circa 7000 ore effettive. -

Gli operai che si potranno impiegare per ogni locomotiva (e non si potrebbe, per ora ripararne contemporaneamente più di una) a meno di non ricevere rinforzo di mano d'opera dal continente sono 6, e quindi le ore utili in un semestre, calcolate con

4457

sembra quindi che per ora l'invio in Sardegna di altri forni possa essere utile, ne conveniente. -

Occorre piuttosto, ed anzi necessario, che vengano inviati i materiali mancanti per completare le caldaie ed i forni esistenti e cioè/:

- a) i grigliati, possibilmente completi degli accessori già indicati;
 - b) non meno di 600 cannotti tipo 1 d'acciaio dolce speciale e per tubi bollitori d'acciaio da m/m 50 x 45 (cat.107/808);
 - c) carburato di calcio in forte quantità, occorrente per la lavorazione dei tubi bollitori e anche per le moltissime altre lavorazioni d'ogni genere in cui si usa la saldatura autogena;
 - d) possibilmente un motocompressore o un elettrocompressore trasportabile, che faciliterebbe grandemente le le lavorazioni di calderia, consentendo l'uso degli attrezzi pneumatici. Le caratteristiche della corrente industriale locale sono Volt.260 = periodi 50 .-
- 2) Per ovvie ragioni dopo la distruzione dell'officina di Cagliari si è stati costretti a lavorare in economia, ma evidentemente converrà costituire il sistema a cottimo non appena le condizioni dell'officina siano divenute tali da renderlo possibile e proficuo, tenendo però conto delle maggiori difficoltà d'organizzazione che per lungo tempo continueranno a sussistere.

Sostituire il forno significa infatti, come è ben noto, eseguire una grande riparazione.- Quando l'Officina era piena d'efficienza la media di ore di lavoro che occorre per una R.G. era di circa 3500 effettivamente impiegate, su 4500 assegnate.- Tenuto conto delle condizioni attuali, e del prossimo futuro, non si creda di esagerare valutando l'impiego a circa 7000 ore effettive.-

Gli operai che si potranno impiegare per ogni locomotiva (e non si potrebbe, per ora ripararne contemporaneamente più di una) a meno di non ricevere rinforzo di mano d'opera dal continente sono 6, e quindi le ore utili in un semestre, calcolate con la nota formula $18 \times 8 \times h$ (100 - p) risultano 5616, ove si valuti al 35% le percentuali di assenze per malattia, congedi, ecc. Si noti che questa percentuale è piuttosto bassa rispetto alla realtà, perchè invero tale percentuale è nella stagione estiva sale di più, in conseguenza della malaria e anche delle infelissime condizioni di vita e di sostentamento in cui versa il nostro personale.

Naturalmente ripristinando il premio di maggior produzione nelle condizioni attuali dell'officina occorrerebbe in un primo tempo aumentare le tariffe si ritiene di non meno del 50%; questo sia per ragioni d'equità in vista dei diminuiti mezzi di lavoro, sia per invogliare il personale, con l'incentivo del

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guadagno, a mostrarsi solerte ed attivo; salvo a ridurre poi gradualmente tale percentuale via via che le condizioni di lavoro producono verso la normalità.-

E' pure da prendersi in considerazione la necessità di migliorare i mezzi di nutrimento. Almeno per gli operai suddetti al lavoro di caldarieria, che è ben noto come assai pesante .

- 3) Le locomotive non autarchiche che rimarranno in Sardegna quando siano messe in opera le caldaie ed i forni era disponibili sono:

per servizio dei treni gruppo	625	N.	15
" " " "	740	"	30
" " " "	744	"	6
Totale		N.	51

Da manovra gruppo 851 N. 6

Delle 6 locomotive d' manovra, una ha subito tali danni, specie nel carro, che converrà demolirla e se non è anzi già avanzata la posta.-

Le caldaie vecchie tolte d'opera vengono tenute a disposizione per l'eventualità che se ne richieda l'invio in continente.-

I mod. TV.6 richiesti relativamente alla prima quindicina del mese corrente di Marzo vengono allegati alla presente.-

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4476

A. S. Southern Sardinia Railways

Material needed to manufacture 3 steel fire-boxes for locomotives R 370 and to repair more locomotives operating by coal "Sulcis".

Iron sheets

for the tubular plates n° 3 mm. 1540x1540x20 = Kg 347x3 = Kg 1041
 " " " " " 3 " 1300x1450x12 = Kg 176x3 = Kg 528
 " jacket " " 3 " 3780x1450x12 = Kg 547x3 = Kg 1641

Total sum of weight of fire-box iron sheets Kg 3210

Iron sheets, for smoke-box n° 3, mm 1600x1600x23 = Kg 1400

The above named sheets must be special steel and have the following characteristics:

Mechanic characteristics: Tensile strenght = 32-38x mm.² elongation
 25 on 10 of diameter yield point 20

Chemical characteristics:

Carbon: 0,10; Manganese: 0,40-0,55; Phosphor: 0,035;
 Sulphur: 0,035; Silicon: traces

Round bars, hot rolled steel, to manufacture vertical and lateral fire-box stays.

For the lateral fire-box stays:

n° 3xN 480xmm. 130 of diameter 26	= m190
n° 3xN 480xmm. 130 " "	27 = m190
n° 3xN 480xmm. 130 " "	28 = m190
n° 3xN 480xmm. 130 " "	29 = m190
n° 3xN 480xmm. 130 " "	30 = m190

For the vertical firebox stays:

n° 3xN 70x mm 600 of diameter 32	= m 130
n° 3xN 70x mm 600 " "	35 = m 130

Metal, hot rolled, for rivets hot rivetting:

For rivets, mud ring N° 3xN 125x mm 150, diameter 22	= m 60
" " " " " " " " " "	23 = m 60
" " , firedoor " 3xN 30x " 150	" 22 = m 15
" " " " " " " " " "	23 = m 15

Boiler-tubes N° 600, diameter mm40x45xmm3000, special steel, hot rolled and wiren, with smooth ends, samless.

Feeding tubes

mm 95 x 105 - m 50

Exhaust pipes

mm 145 x 150 - m 20

A. S. Southern Sardinia Railways

Material for keeping og operating locomotives

<u>Common steel</u> , extra, square hot rolled bars, mm 35	-Kg 500
" " " round " " " 40	-Kg 400
<u>Steel</u> , sheets mm 0,5	-Kg 50
" " " 0,1	-Kg 100
" " " 1,5	-Kg 100

The above-named steel must have the same mechanic characteristic than the iron-sheets.

Nails for carpenter, random sizes.

Coated electrodes, Stabilend, to sold new fire-boxes and repair steel fire-boxes, operating locomotives N° 4 and N° 12 (very urgent)

N° 50.000

<u>Metal</u> , anti-friction	-Kg 500
<u>Ammoniac</u> , solid or powder	-Kg 20
<u>Composition</u> of paper and asbestos, sheets mm 1,5	-Kg 50
<u>Hemp</u> , combed	-Kg 10
<u>Linseed oil</u> , boiled	-Kg 400

The Director

Engeneer Edoardo Fosi

4471

S. FERROVIE MERIDIONALI SAR.

MATERIALI OCCORRENTI PER LA COSTRUZIONE DI N.3 FORNI IN ACCIAIO PER
LOCOMOTIVE R.370 E PER LENTRARE IN ESERCIZIO 3 ALTRE LOCOMOTIVE CONCARBONE SULCISLAMIERE

per le P.T. n° 3 da mm. 1540 x 1540 x 20 = Kg.	347 x 3 = Kg.	1041
" " " 3 " " 1300 x 1450 x 12 = "	" 176 x 3 "	538
" " " 3 " " 3780 x 1450 x 12 = "	" 547 x 3 "	1641
Totale peso complessivo lamiera forno		Kg. 3210

Lamiera per camera a fumo N°3 da mm. 1600 x 1600 x 23 = Kg. 1400
Le lamiera da impiegare debbono essere di acciaio speciale con le
seguenti caratteristiche meccaniche e chimiche:

Caratteristiche meccaniche:

R = 32 - 38 x mmq. allungamento 25 su 10 di Ø - limite di snervamento 20.

Caratteristiche Chimiche:

Carbonio 0,10 - Manganese 0,40 - 0,55 - Fosforo 0,035 - Zolfo 0,035 -
Silicio tracce.

Barre tonde di acciaio laminato a caldo per costruzione tiranti laterali
e verticali.

Per i tiranti laterali	N°3 x N. 480 x mm.	130 del Ø 26 = ML.	190
" "	" 3 x " 480 x "	" 130 " Ø 27 = "	190
" "	" 3 x " 480 x "	" 130 " Ø 28 = "	190
" "	" 3 x " 480 x "	" 130 " Ø 29 = "	190
" "	" 3 x " 480 x "	" 130 " Ø 30 = "	190
Per i tiranti verticali	N. 3x " 70 x "	600 " Ø 32 = "	130
" "	" 3x " 70 x "	600 " Ø 35 = "	130

Laminato tondo per chiodi da ribadire a caldo.

Per chiodi quadro base	N. 3 x N. 123 x mm.	150 del Ø 23 = ml.	60
" "	" 3 x " 125 x "	" 150 " Ø 23 = "	60
" "	" 3 x " 30 x "	" 150 " Ø 22 = "	15
" "	" 3 x " 30 x "	" 150 " Ø 23 = "	15

Tubi bollitori N. 600 del Ø mm. 40 x 45 x mm. 3000.

I tubi bollitori debbono essere di acciaio di qualità laminati e
trafilati a caldo, lisci alle estremità e senza saldature.

per le P.T. n° 3 da mm. 1540 x 1040 x 30 = kg. 528
 " " " 3 " 1300 x 1450 x 12 = " 176 x 3
 " " " 3 " 3780 x 1450 x 12 = " 547 x 3
 "l'involuppo " 3 " 3780 x 1450 x 12 = " 547 x 3

Totale peso complessivo lamiera forno Kg. 3210

Lamiera per camera a fumo N°3 da mm. 1600 x 1600 x 23 = Kg. 1400

Le lamiere da impiegare debbono essere di acciaio speciale con le seguenti caratteristiche meccaniche e chimiche:

Caratteristiche meccaniche:

R = 32 - 38 x mmq. allungamento 25 su 10 di δ - limite di snervamento 20.

Caratteristiche chimiche:

Carbonio 0,10 - Manganese 0,40 - 0,55 - Fosforo 0,035 - Zolfo 0,035 - Silicio tracce.

Barre tonde di acciaio laminato a caldo per costruzione tiranti laterali e verticali.

Per i tiranti laterali	N°3 x H. 480 x mm.	130 del δ 26 =	ML. 130
"	" 3 x " 480 x "	δ 27 =	" 190
"	" 3 x " 480 x "	δ 28 =	" 190
"	" 3 x " 480 x "	δ 29 =	" 190
"	" 3 x " 480 x "	δ 30 =	" 190

Per i tiranti verticali	N. 3x " 70 x "	600 " δ 32 =	" 130
"	" 3x " 70 x " <td>δ 35 =</td> <td>" 130</td>	δ 35 =	" 130

Laminato tondo per chiodi da ribadire a caldo.

Per chiodi quadro base	N. 3 x H. 125 x mm.	150 del δ 23 =	ML. 60
"	" 3 x " 125 x "	δ 23 =	" 60
"	bocceperla " 3 x " 30 x "	δ 22 =	" 15
"	" " 3 x " 30 x "	δ 23 =	" 15

Tubi bollitori N. 600 del δ mm. 40 x 45 x mm. 3000.

I tubi bollitori debbono essere di acciaio di qualità laminati e trafilati a caldo, lisci alle estremità e senza saldature.

TUBI DI INTRODUZIONE

da mm. 95 x 105 - ml. 50

TUBI DI SCAPPAMENTO

da mm. 145 x 150 - ml. 20.

4473

S.A. FERROVIE MERIDIONALI SARDE

ALTRO MATERIALE OCCORRENTE PER LA ORDINARIA MANUTENZIONE DELLE LO-
COMOTIVE IN SERVIZIO

Acciaio comune superiore in verghe - laminato	quadro da mm. 35	-Kg. 500
" " " "	" " 40	" 400
" " " "	" " 65	" 200
Acciaio in lamiera da mm. 0,5	-	50
" " " " 0,1	-	100
" " " " 1,5	-	100

L'acciaio di cui sopra deve avere le stesse caratteristiche meccaniche di quello delle lamiere.

Bullette assortite per falegnami
Elettrodi Stabiland per saldature forni nuovi e riparazioni
forni acciaio locomotive in servizio del N.4 e 12 (urgentissimo) N. 50000

Kg. 200

Metallo antifrizione
Sale ammoniac in pani o in polvere
Amiantite in fogli da mm. 1,5
Canapa pettinata
Olio di lino cotto

Kg. 500
" 20
" 50
" 10
" 400

SOC. FERROVIE MERIDIONALI SARDE
Il Direttore dell'Esercizio
F/to Ing. Edoardo Posi.

Acciaio in lamiera da mm.	0,5	50
"	"0,1"	100
"	"1,3"	100

L'acciaio di cui sopra deve avere la stesse caratteristiche meccaniche di quello delle lamiere.

Bullette assortite per falegnami
Elettrodi Stabild per saldature forni nuovi e riparazioni
forni acciaio locomotive in servizio del N.4 e 12 (urgentissimo) N.50000

Kg. 200

Metallo antirifrazione
Sale ammoniaco in pani o in polvere
Amiantite in fogli da mm. 1,5
Canapa pettinata
Olio di lino cotto

Kg. 500
" 20
" 50
" 10
" 400

SOC. FERROVIE MERIDIONALI SARDE
Il Direttore dell'Esercizio
F/to Ing. Edoardo Fosi.

4472

Answers to your questions:

10) The Sardinia work-shops are able to substitute the copper fire-boxes with the steel fire-boxes, which would be sent from the continent. But we think that at present it is neither useful nor advantageous to send others fire-boxes to Sardinia, because whole this year will be necessary to repair the boilers and the fire-boxes of our ships.

The ^{following} materials, to repair fire-boxes and boilers, must be sent:

- a) gratings, complete -
- b) about 600 sleeves, mild steel, boiler steel tubes, mm. 50 x 115 (catalog 104/808) +
- c) calcium carbide, a great deal, for gaswelding, above all for the boiler tubes.
- d) 1 motorcompressor or electric-compressor (possibly), in order that the pneumatic tools may be employed and the repairs become more easy.

local electric power (1 Volt 260 - periods 45 -

2) After the destruction of the Caplan work-shops, we were obliged to pay the workmen by the piece-work rate, but, as soon as possible, considering the larger difficulties of organization, which will be long time, we will adopt ^{payment method by hourly rate} the substitution of a fire-box is a very important repair ^{work}; when our work-shops were efficient, to complete the above-named work, in average, 3500 hours were necessary. At present, because of the very difficult situation, we think about 4000 hours/work will be necessary to effect the same repair. To the workmen, we can employ for each locomotive, are 6. Consequently, the work-hours, in 6 months, as for the form 18x8xh (100-h), are 5616, if we estimate at 35% the average of absences for illnesses etc. The above-named average is inferior than the reality: in effect, during the summer it grows, because of the malaria and the very poor life of our workmen. 1673

to establish again the prices for increased production, the tariffs would be raised of 50%, ^{also} because the possibility of work is ^{more} and in order that ~~because~~ the workmen ~~become~~ be ^{more} active and assiduous. In a second time we think, it will be possible to reduce that percentage.

At least for the workmen attached to boilers repairs the nourishment must be better.

3) Common locomotives, operating in Saidonia when fire-boxes and boilers will be completed:

for trains	chiff	625	at 15
"	"	440	" 30
"	"	444	" 6

Total sum of locomotives

N° 51

for switching, ~~also~~ ~~elle~~ 251, at 6

It is necessary to demolish a switching locomotive, as we proposed, because it is

449

heavily damaged.

The old boilers are ready to be ^{moved} in case we must send them to the continent.

The Schedules C.V.6, concerning the month of March, are enclosed.

4488

D.) MATERIAL FOR WORK-SHOPS MACHINES N. I)

04I/342	tubes, gum and cloth, with external steel winding, for compressed air line for pneumatic tools.....n. 4
" /344	Tubes, rubber and cloth, for acetylene gas and oxygene line, for soldering, mm. 10 x 17 x 10 000.....". 6
52I/003	Belts, mm. 30 wide, simple leather, for transmission.....". 12
II/004	As above, mm. 35, wide
" /005	" " 40 "
" /006	" " 45 "
" /007	" " 50 "
" /008	" " 55 "
" /009	" " 60 "
" /010	" " 65 "
" /011	" " 70 "
" /012	" " 75 "
" /013	" " 80 "
" /014	" " 85 "
" /015	" " 90 "
" /016	" " 100 "

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N.1.)

MATERIALI OCCORRENTI PER LE MACCHINE D'OFFICINA

D.)

Cat/Preg.	Denominazione	Quantità
041/342	Tubi di gomma e tela con spirale d'acciaio esterno per condotta d'aria compressa per apparecchi pneumatici	N. 4
" 344	Tubi di gomma e tela per condotta gas acetilene e ossi gene per saldatura da m/m 10 x 17 x 10000	" 6
521/003	Ginghie larghe m/m 30 di cubio sempl. per trasmis.	" 12
" 004	" " 35	" 12
" 005	" " 40	" 18
" 006	" " 45	" 18
" 007	" " 50	" 18
" 008	" " 55	" 18
" 009	" " 60	" 10
" 010	" " 65	" 10
" 011	" " 70	" 10
" 012	" " 75	" 10
" 013	" " 80	" 10
" 014	" " 85 ⁰	" 10
" 015	" " 90	" 18
" 016	" " 100	" 10

4206

the materials is stolen very often and it is impossible to forbid it, therefore the supplies are not only finished (used), but, in many cases, means of communications and work-shops machines are deprived of parts necessary to operate.

As to the locomotives, constantly ^{heavily} ~~used in~~ overloads the ^{machine} ~~consumption~~ of ~~substance~~ of the is much heavier than in normal times, such as the request is done in proportion to this exceptional condition -

As to materials, ~~it~~ included in the list (c) the requested quantity is not yet determined, for the necessity is enormous: the quantities being not only to get 600 damaged vehicles, but ~~also~~ to ~~to~~ make newly and efficient all are parked and that are more or less damaged not only for ~~being~~ used of a regular maintenance: ^{stealing} the variable ~~price~~ source but also for the maintenance of ~~stealing~~ that continues, without ~~at~~ 1955.

We hope to can obtain as much as possible.

It is necessary for the Transportation ~~at~~ from the materials of private work-shops to dispose of a mean of any size (even a little ~~car~~ truck) to spare time and not to be obliged to depends from private transports that ~~are~~ ^{it}.

are not always free.
- Supply Warehouse and the Work Office
had everyone a little trouble, both they
are endangered by bombardments so as they
are useless -

MATERIAL NEEDS ARMY JO REPAIR -HE VEHICLES N. I)

c)

Catalogue N°	Item			
006/130	Enamel "Isabella"			
006/188	Chromium, anti-rust.			
012/185	Coat-on,avana colour	N° 10,		
012/187	"	" 16		
012/189	"	" 24		
012/203	" white	" 24		
012/227	" black	" 15		
012/229	"	" 24		
012/235	"	" 2		
012/240	" red	" 10		
012/242	"	" 15		
012/390	Thread, rough, two strands			
012/391	" " , three	"		
012/392	" " , four	"		
020/212	Paint brushes , N° 16, figure 31, for varnish	32		
020/209	" " " 15	33		
020/206	" " " 14	34		
020/203	" " " 13	35		
020/200	" " " 12	7		
020/152	" " " 9	4, for lettering		
020/160	" " " 5	3		
020/166	" " " 13	2		
020/167	" " " 15	37		
020/185	" " " 10	36		
020/191	" " " 11			
020/290	Brushes , square or flat, II24			
071/017	Sand paper, N° 10			
071/018	" " I			
071/019	" " 2			
071/020	" " 3			
071/021	" " 4			
078/004	Needles, common, mm.	40		
078/006	" " "	50		
078/008	" " "	60		
078/015	" for sadler"	55		
078/026	" for machine "Singer"			
078/067	" carve, about mm.	35		
078/063	" " "	55		
078/067	" " "	75		
091/086	Screws, steel, round head	2 x 25		
091/044	as above	4'5 x 25		
091/045	" "	4'5 x 30		
091/046	" "	4'5 x 35		
091/047	" "	4'5 x 40		

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7977

012/227	"	black	"	"	10	
012/229	"	"	"	"	24	
012/225	"	"	"	"	0	
012/240	"	red	"	"	10	
012/242	"	"	"	"	15	
012/280	Thread, rough, two strands					
012/301	"	"	"	"	"	
012/302	"	"	"	"	"	
020/212	Paint brushes, No 16, figure 11, for varnish					
020/208	"	"	"	"	32	"
020/206	"	"	"	"	33	"
020/203	"	"	"	"	34	"
020/200	"	"	"	"	35	"
020/152	"	"	"	"	7	"
020/160	"	"	"	"	4, for leveling	"
020/166	"	"	"	"	3	"
020/167	"	"	"	"	2	"
020/188	"	"	"	"	37	"
020/191	"	"	"	"	36	"
020/290	Brushes, square or flat, 1124					
071/017	Sand paper, No 10					
071/018	"	"	"	"	1	
071/019	"	"	"	"	2	
071/020	"	"	"	"	3	
071/021	"	"	"	"	4	
078/004	Needles, common, mm.					
078/006	"	"	"	"	40	
078/008	"	"	"	"	50	
078/015	"	"	"	"	60	
078/026	"	"	"	"	55	
078/062	"	"	"	"	for sadler	"Singer"
078/063	"	"	"	"	for machine	"Singer"
078/067	"	"	"	"	carve, about mm.	38
091/086	"	"	"	"	"	55
091/044	"	"	"	"	"	75
091/045	Screws, steel, round head					
091/045	as	above	"	"	2 x 25	
091/047	"	"	"	"	4'5 x 25	
091/053	"	"	"	"	4'5 x 30	
091/054	"	"	"	"	4'5 x 35	
091/063	"	"	"	"	4'5 x 40	
091/072	"	"	"	"	5 x 30	
091/114	"	"	"	"	5 x 35	
091/116	"	"	"	"	6 x 35	
091/118	"	"	"	"	7 x 40	
091/119	Screws, steel, hexagonal, small head,					
091/124	"	"	"	"	"	3 x 15
091/136	"	"	"	"	"	3 x 20
091/122	"	"	"	"	"	3 x 25
						3 x 30
						3,5 x 15
						3,5 x 20
						3,5 x 25

C)

M. 2)

Catalogue

Item

09I/I29	Screws, steel, hexagonal, small head	3,5 x 39
09I/I30	"	3,5 x 35
09I/I35	"	4 x 20
09I/I37	"	4 x 25
09I/I38	"	4 x 30
09I/I39	"	4 x 35
09I/I40	"	4 x 40
09I/I49	"	4,5 x 25
09I/I50	"	4,5 x 30
09I/I51	"	4,5 x 35
09I/I52	"	4,5 x 50
09I/I56	"	4,5 x 45
09I/I60	"	4,5 x 30
09I/I61	"	5 x 35
09I/I62	"	5 x 40
09I/I63	"	5 x 45
09I/I64	"	5 x 50
09I/I65	"	5 x 60
09I/I69	"	6 x 30
09I/I70	"	6 x 35
09I/I71	"	6 x 40
09I/I73	"	6 x 50
09I/I74	"	6 x 60
09I/I83	"	7 x 50
09I/I84	"	7 x 60
09I/I85	"	7 x 70
09I/I89	"	8 x 40
09I/I95	"	8 x 90
09I/I98	"	8 x 130
09I/596	Screws, aluminium, round head,	4 x 20
096/700	"	5 x 16
097/007	Nails, small, split head	8 x 12
" /025	"	10 x 20
" /035	"	12 x 26
" /039	"	12 x 35
" /045	"	13 x 40
" /051	"	14 x 30
" /054	"	14 x 35
" /057	"	14 x 40
" /060	"	14 x 42
" /063	"	15 x 20
" /066	"	15 x 25

777

Q91/I37	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
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R. 3)

C)

Ca+alogue	I+em	
097/333	Nails, large headed, for upholstery	mm. 8
" /336	" "	" 12
" /339	" "	" 16
" /342	" "	" 25
" /350	Nails, covered with zinc	mm. 15 x 15
" /353	" "	" 15 x 25
098/034	Nails, mm. 5 x 13	
" /195	" " 7 x 39	
" /165	" " 12 x 50	
" /36	" " 12 x 50	
" /40	" " 12 x 40	
" /42	" " 12 x 45	
" /44	" " 12 x 50	
" /434	" " 8 x 25	
" /443	" " 8 x 40	
100/042	Bolts, with hexagonal heads	10 x 40
" /045	" "	10 x 50
" /083	" "	12 x 50
" /086	" "	12 x 60
" /089	" "	12 x 70
100/115	Bolts, with hexagonal head	mm. 16 x 50
" /118	" "	16 x 60
" /121	" "	16 x 70
" /156	" "	20 x 70
" /162	" "	20 x 100
" /313	" squared	12 x 60
" /427	" round	12 x 90
" /450	Nails, round head	mm. 16 x 60
" /535	" , cushion	" 10 x 70
" /564	" , " , "	12 x 80

4402

N. I)

MATERIAL NEEDED TO REPAIR THE VEHICLES

C)

Catalogue No.	Item
006/I30	Enamel "Isabella"
006/488	Chromium, anti-rust.
012/I85	Coat-on, avia colour No 10,
012/I87	" " " I5
012/I89	" " " 24
012/203	" white " 24
012/227	" black " I6
012/229	" " " 24
012/225	" " " 0
012/240	" red " I0
012/242	" " " I5
012/390	Thread, rough, two strands
012/391	" " , three " "
012/392	" " , four " "
020/212	Paint brushes, No I6, figure 31, for varnish
020/209	" " " I5 32
020/206	" " " I4 33
020/203	" " " I3 34
020/200	" " " I2 35
020/I52	" " " 9 37
020/I60	" " " 5 4, for lettering
020/I66	" " " I3 3
020/I67	" " " I5 2
020/I88	" " " I0 37
020/I91	" " " II 36
020/290	Brushes, square or flat, II24
071/017	Sand paper, No I0
071/018	" " " I
071/019	" " " 2
071/020	" " " 3
071/021	" " " 4
078/004	Needles, common, mm. 40
078/006	" " " 50
078/008	" " " 60
078/015	" for sadler" 55
078/026	" for machine "Singer"
078/062	" carve, about mm. 38
078/063	" " " 55
078/067	" " " 75
091/086	Screws, steel, round head 2 x 25
091/044	as above 4'5 x 25
091/045	" " " 4'5 x 30
091/046	" " " 4'5 x 35

4401

012/187	"	"	"	16
012/189	"	"	"	24
012/203	"	white	"	24
012/227	"	black	"	16
012/229	"	"	"	24
012/225	"	"	"	0
012/240	"	red	"	10
012/242	"	"	"	15
012/390	Thread, rough, two strands			
012/391	"	"	three	"
012/392	"	"	four	"
020/212	Paint brushes	No 16, figure 31, for varnish		
020/209	"	"	I5	32
020/206	"	"	I4	33
020/203	"	"	I3	34
020/200	"	"	I2	35
020/152	"	"	9	7
020/160	"	"	5	4 for lettering
020/166	"	"	I3	3
020/167	"	"	I5	2
020/188	"	"	I0	37
020/191	"	"	II	36
020/290	Brushes, square or flat, II24			
071/017	Sand paper, No 10			
071/018	"	"	I	
071/019	"	"	2	
071/020	"	"	3	
071/021	"	"	4	
073/004	Needles, common, mm. 40			
078/006	"	"	"	50
078/008	"	"	"	60
078/015	"	for sadler	55	
078/026	"	for machine "Singer"		
078/062	"	carve, about mm. 38		
078/063	"	"	55	
078/067	"	"	75	
091/086	Screws, steel, round head			
091/044	as	above	2 x 25	
091/045	"	"	4'5 x 25	
091/046	"	"	4'5 x 30	
091/047	"	"	4'5 x 35	
091/053	"	"	4'5 x 40	
091/054	"	"	5 x 30	
091/063	"	"	5 x 35	
091/072	"	"	6 x 35	
091/114	Screws, steel, hexagonal, small head,			
091/116	"	"	7 x 40	
091/118	"	"	"	3 x 15
091/119	"	"	"	3 x 20
091/124	"	"	"	3 x 25
091/126	"	"	"	3 x 30
091/128	"	"	"	3,5 x 15
				3,5 x 20
				3,5 x 25

4461

N. 2)

c)

Catalogue

Item

09I/I29	Screws, steel, hexagonal, small head	3,5 x 30
09I/I30	"	3,5 x 35
09I/I35	"	4 x 20
09I/I37	"	4 x 25
09I/I38	"	4 x 30
09I/I39	"	4 x 35
09I/I40	"	4 x 40
09I/I49	"	4,5 x 25
09I/I50	"	4,5 x 30
09I/I51	"	4,5 x 35
09I/I52	"	4,5 x 50
09I/I58	"	4,5 x 45
09I/I60	"	4,5 x 30
09I/I61	"	5 x 35
09I/I62	"	5 x 40
09I/I63	"	5 x 45
09I/I64	"	5 x 50
09I/I65	"	5 x 60
09I/I69	"	6 x 30
09I/I70	"	6 x 35
09I/I71	"	6 x 40
09I/I73	"	6 x 50
09I/I74	"	7 x 60
09I/I83	"	7 x 70
09I/I84	"	8 x 40
09I/I85	"	8 x 90
09I/I89	"	8 x I30
09I/I95	"	
09I/I98	"	
09I/696	Pipe's, aluminium, round head,	4 x 20
09I/700	"	5 x I8
097/007	Nails, small, opti+ head	8 x I2
" /025	"	I0 x 20
" /035	"	I2 x 26
" /039	"	I2 x 35
" /045	"	I3 x 40
" /051	"	I4 x 30
" /054	"	I4 x 36
" /057	"	I4 x 40
" /060	"	I4 x 42
" /063	"	I5 x 20
" /066	"	I5 x 25

6480

Part No.	Description	Material	Quantity	Unit	Notes
09I/I39	"	"	4	x	35
09I/I40	"	"	4	x	40
09I/I49	"	"	4,5	x	25
09I/I50	"	"	4,5	x	30
09I/I51	"	"	4,5	x	35
09I/I52	"	"	4,5	x	50
09I/I58	"	"	4,5	x	45
09I/I60	"	"	4,5	x	30
09I/I61	"	"	4,5	x	35
09I/I62	"	"	4,5	x	40
09I/I63	"	"	4,5	x	45
09I/I64	"	"	4,5	x	50
09I/I65	"	"	4,5	x	60
09I/I69	"	"	4,5	x	30
09I/I70	"	"	4,5	x	35
09I/I71	"	"	4,5	x	40
09I/I73	"	"	4,5	x	50
09I/I74	"	"	4,5	x	60
09I/I83	"	"	4,5	x	30
09I/I84	"	"	4,5	x	35
09I/I85	"	"	4,5	x	40
09I/I89	"	"	4,5	x	50
09I/I95	"	"	4,5	x	60
09I/I96	"	"	4,5	x	70
09I/696	"	"	4,5	x	40
09I/700	"	"	4,5	x	90
097/007	"	"	4	x	I30
" /025	"	"	4	x	20
" /035	"	"	5	x	I8
" /039	"	"	8	x	I2
" /045	"	"	10	x	20
" /051	"	"	12	x	26
" /054	"	"	12	x	35
" /057	"	"	13	x	40
" /060	"	"	14	x	30
" /063	"	"	14	x	36
" /066	"	"	14	x	40
" /081	"	"	14	x	42
" /093	"	"	15	x	20
" /108	"	"	15	x	25
" /123	"	"	16	x	50
" /138	"	"	17	x	60
" /141	"	"	17	x	70
" /288	"	"	20	x	80
" /300	"	"	21	x	I00
" /303	"	"	21	x	I20
" /306	"	"	8	x	I6
" /312	"	"	10	x	20
" /315	"	"	10	x	25
	"	"	10	x	30
	"	"	12	x	32
	"	"	14	x	36

N. 3)

C)

Catalogue	Item
097/333	Nails, large headed, for upholstery mm. 8
" /336	" " " " 12
" /339	" " " " 18
" /342	" " " " 25
" /350	Nails, covered with zinc, mm. 15 x 15
" /353	" " " " 15 x 25
098/034	Nails, mm. 5 x 13
" /195	" " " 7 x 30
" /165	" " " 10 x 50
" /236	" " " 12 x 50
" /240	" " " 12 x 40
" /242	" " " 12 x 45
" /244	" " " 12 x 50
" /434	" " " 8 x 25
" /443	" " " 8 x 40
100/042	Bolts, with hexagonal heads 10 x 40
" /045	" " " 10 x 50
" /063	" " " 12 x 50
" /086	" " " 12 x 60
" /089	" " " 12 x 70
100/115	Bolts with hexagonal head, mm. 16 x 50
" /118	" " " 16 x 60
" /121	" " " 16 x 70
" /156	" " " 20 x 70
" /162	" " " 20 x 100
" /313	" " squared " 12 x 60
" /427	" " round " 12 x 90
" /450	Nails, round head, mm. 16 x 60
" /635	" , mushroom " , 10 x 70
" /664	" " " , 12 x 80

4759

MATERIALI OCCORRENTI PER LA RIPARAZIONE N. 1)
SUI P. COLI

Mat/Proc.	Denominazione	Quantità
006/130	Smalto color isabella	Kg.
006/403	Cromo antiruggine	"
012/105	Cetone avante del 5.10 roscetti	Kg.
012/137	" " " 15	"
012/159	" " " 24	"
012/203	" bianco " 24	"
012/227	" nero " 15	"
012/229	" " " 24	"
012/225	" " " 0	"
012/240	" rosso " 10	"
012/242	" " " 15	"
012/390	teffe grezzo a due capi	Kg.
012/391	" " " tre "	"
012/392	" " " quattro capi	"
020/212	Pennelli per verniciare del N.10 fig.31	N.
020/209	" " " 15 " 32	10
020/206	" " " 14 " 35	15
020/203	" " " 13 " 34	10
020/200	" " " 12 " 35	5
020/152	" " " contornare " 5 " 7	4
020/160	" " " forivere " 5 " 4	4
020/165	" " " " " 13 " 3	4
020/167	" " " " " 15 " 2	4
020/185	" " " stampare " 20 " 37	4
020/191	" " " " " 11 " 36	5
020/290	Pennellasse per spolvero fig.24	5
071/017	Carta vetrata del N.0	
071/016	" " " 1	
071/019	" " " 2	
071/020	" " " 3	
071/021	" " " 4	
078/001	occhi comuni lunghi m/m 40	N.

4458

N.2)

c)

Cat/progr.	Denominazione	Quantità
091/086	Viti di acciaio a Tentato 2x25	Dr.
091/041	" " " 4,5x25	"
091/045	" " " 4,5x30	"
091/046	" " " 4,5x35	"
091/047	" " " 4,5x40	"
091/053	" " " 5 x 30	"
091/054	" " " 5 x 35	"
091/055	" " " 6 x 35	"
091/056	" " " 7 x 40	"
091/072	Viti di acciaio a T.S.P.	"
091/114	" " " 3 x 15	"
091/116	" " " 3 x 20	"
091/118	" " " 3 x 25	"
091/119	" " " 3 x 30	"
091/124	" " " 3,5 x 15	"
091/126	" " " 3,5 x 20	"
091/128	" " " 3,5 x 25	"
091/129	" " " 3,5 x 30	"
091/130	" " " 3,5 x 35	"
091/135	" " " 4 x 20	"
091/137	" " " 4 x 25	"
091/138	" " " 4 x 30	"
091/139	" " " 4 x 35	"
091/140	" " " 4 x 40	"
091/145	" " " 4,5x 25	"
091/156	" " " 4,5x 30	"
091/151	" " " 4,5x 35	"
091/152	" " " 4,5x 40	"
091/158	" " " 4,5x 45	"
091/160	" " " 4,5x 50	"
091/161	" " " 5 x 35	"
091/162	" " " 5 x 40	"
091/163	" " " 5 x 45	"
091/164	" " " 5 x 50	"
091/165	" " " 5 x 55	"
091/169	" " " 6 x 30	"
091/170	" " " 6 x 35	"
091/171	" " " 6 x 40	"
091/173	" " " 6 x 50	"

4457

[illegible]

501

N. 31

0517

Cat/Prog.	Denominazione	Quantità
097/007	Bullette a T.S.P. da 6 x 12	KG.
" 025	" " 10x20	"
" 037	" " 12 x 26	"
" 039	" " 12 x 35	"
" 045	" " 13 x 40	"
" 051	" " 14 x 30	"
" 054	" " 14 x 36	"
" 057	" " 14 x 40	"
" 060	" " 14 x 42	"
" 063	" " 15 x 20	"
" 066	" " 15 x 25	"
" 081	" " 15 x 30	"
" 093	" " 17 x 60	"
" 096	" " 17 " 70	"
" 108	" " 18 x 70	"
" 123	" " 20 x 80	"
" 138	" " 21 x 100	"
" 141	" " 21 x 120	"
" 288	Bullette a T. cilindrica 8 x 16	"
" 300	" " " 10x 20	"
" 303	" " " 10 x 25	"
" 306	" " " 10 x 30	"
" 312	" " " 12 x 32	"
" 315	" " " 14 x 36	"
" 333	" sallerino da m/m 8	"
" 336	" " " 12	"
" 339	" " " 18	"
" 342	" " " 25	"
" 350	" zincherato " 15x 15	"
" 353	" " " 15 x 25	"
098/034	Chiedi da riordinare da m/a 5 x 13	"
" 105	" " " 7 x 30	"
" 165	" " " 10 x 50	"
" 236	" " " 12 x 30	"
" 240	" " " 12 x 40	"
" 242	" " " 12 x 45	"
" 244	" " " 12 x 50	"
" 434	" " " 8 x 25	"

parts with cylindrical heads

44.6

27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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[illegible]

N.4)

Cat/Pres.	Denominazione	Quantità
200/115	Bulloni a P.2. ds. n/m 16 x 50	KG.
" 116	" " " 16 x 60	"
" 121	" " " 16 x 70	"
" 156	" " " 20 x 70	"
" 162	" " " 20 x 100	"
" 165	" " " 20 x 110	"
" 313	" " " 12 x 60	"
" 427	" " " 12 x 90	"
" 450	" " " 16 x 60	"
" 635	" " " 10 x 70	"
" 664	" " " 12 x 80	"

2475

PRO- MEMORIA

Our supply Warehouse is completely unfurnished of the listed items, we may not buy or manufactory.

The requested quantity, for several items, may appear excessive. But it is necessary to consider that the very frequent thefts, we are unable to impede, have exhausted our supplies and often have deprived the machineries of work-shop of parts necessary to operate.

The consumption of the parts of the locomotives overcome the consumption of the normal regime, because the freights are very heavy, always.

We have not precised the quantity for the items of the sheet C, because the needs are high. In effect we must repair all the vehicles of our yard: 400, because they were damaged by air-raids, the others because we were not able to made regularly their keeping and they have suffered thefts.

We request, to transport the material from the factories to our administration, a truck, large or small, because our cars were destroyed by bombs and the private vehicles are very difficultly available.

Il materiale elencato manca totalmente al magazzino approvvigionamento e non vi è neppure modo di acquistarlo sul mercato, né di farlo costruire.

Le quantità richieste per molte voci potranno essere stranamente eccessive; se va fatto presente che i fatti frequentissimi, che non si riesce ad impedire, non soltanto hanno fatto esaurire le scorte, ma in parecchi casi hanno anche privato repentinamente le macchine d'alcune parti necessarie al funzionamento.

Per quanto riguarda le automobili, nasce costantemente in condizioni di carico estremamente gravose, il consumo degli organi meccanici è molto superiore a quello che si aveva in regime normale, di modo che le richieste sono fatte in relazione a tale eccezionale condizione.

Per i materiali che figurano nell'elenco C) non si è precisata la quantità richiesta, perché i bisogni sono enormi trattandosi non solo di riparare i 400 veicoli sinistrati, ma praticamente di rittirare tutti quelli del parco, che tutti in esse hanno sofferto, non solo per l'impossibilità di effettuare regolarmente la manutenzione ma anche per l'opera vandalica di macchinazione a cui senza alcuna riguardo sono stati e continuano ad essere assoggettati.

Per tale elenco quindi si spera ottenere quanto più possibile.

È indispensabile per il trasporto dei materiali dagli stabilimenti privati che li forniscono alla nostra amministrazione poter avere a disposizione un automezzo di qualsiasi struttura (anche un camioncino) per trasportarli di tempo e per non rimanere soggetti a mezzi privati non sempre disponibili.

Il magazzino approvvigionamenti e l'ufficio lavori avevano a disposizione ciascuno un camioncino-centrabi sono stati resi inusabili dai bombardamenti.

IL CAPO DELLA DELEGAZIONE



117

la quantità richiesta per molte voci potranno sembrare stranamente escessive; da va fatto presente che i furti frequentissimi, che non si riesce ad impedire, non soltanto hanno fatto esaurire lo scorte, ma in parecchi casi hanno anche privato reperibili e annullando l'efficienza di parti necessarie al funzionamento.

Per quanto riguarda le autovetture, usate costantemente in condizioni di carico estremo come mezzo, il consumo degli organi meccanici è di molto superiore a quello che si aveva in regime normale, di modo che le richieste sono fatte in relazione a tale eccezionale condizione.

Per i materiali che figurano nell'elenco C) non si è precisata la quantità richiesta, perché i bisogni sono enormi trattandosi non solo di riparare i 400 veicoli sinistrati, ma praticamente di rimpiazzare quelli del parco, che tutti più o meno hanno sofferto, non solo per l'impossibilità di effettuare regolarmente la manutenzione ma anche per l'opera vandalica di manomissione a cui sono state soggette sono stati e continuano ad essere assorbiti.

Per tale elenco quindi si spera ottenere quanto più possibile.

È indispensabile per il trasporto dei materiali dagli stabilimenti privati che li forniscono alla nostra amministrazione poter avere a disposizione un'automezzo di qualsiasi grandezza (anche un camioncino) per risparmiare tempo e per non rimanere soggetti a mezzi privati non sempre disponibili.

Il magazzino approvvigionamenti e l'ufficio lavori avevano a disposizione ciascuno un camioncino-entrambi sono stati resi inservibili dai bombardamenti.



IL CAPO DELLA DELEGAZIONE

Note:

17 June 44

Supplement & superseds report of 1 Mch.

Single ply - leather rollers - (Driving)

<u>Width</u>	<u>Length required</u>	<u>approx weight</u>
1" -	600 ft	150 180 lbs.
1 1/2" -	500 ft	200 lbs.
2" -	800 ft	400 lbs.
2 1/2" -	1000 ft	700 lbs.
3" -	1000 ft	800 lbs.
3 1/2" -	500 ft	450 lbs.
4" -	600 ft	600 lbs.
5" -	200 ft	550 lbs.
5 1/2" -	100 ft	300 lbs.
6" -	200 ft	600 lbs.
7" -	100 ft	350 lbs.
8" -	100 ft	400 lbs.
9" -	100 ft	450 lbs.
10" -	200 ft	1000 lbs.

The above is minimum requirements for railway locomotive & car ^{repair} shops of Italian State Railway, in Sicily, in order to accomplish essential repairs to railway equipment. Above quantities are approved after inspection in the field by ACC officer.

662

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394Ref: Br/OHL/9
Date: 14 June 1944

SUBJECT : Rehabilitation of Sicilian Railways.

TO : Director, Transportation Sub-Commission, ACC.

1. I have received your letter dated 6 June (ACC Tn/16).
2. I enclose 2 copies of a form, which shows the 20 bridges & tunnels which have been, or have yet to be repaired. In the percentage column, I have left spaces, so that I can supply weekly progress figures to you.
3. As regards the Simeto Bridge, I have to report that some timber has now arrived, and I am informed that the timber from the bridge (narrow gauge railway) is now en route to Simeto. Another piling apparatus has also arrived.

*O. Lindberg, Lt. Col.*O.H. LINDBERG, R.E.,
Lt. Col., Trans. Sub-Comm., ACC,
Rep. at HQ. Region 1(2 enclos.)

Major Note.

Please keep this along with other
papers re: repairs to lines in Sicily

LW 15/6

H. H. 1945

4451

BRIDGE & TUNNEL SITUATIONPalermo - Messina

Name of Br. or Tunnel	Description	Km. Location	% Complete					
			5/84 31/8	6/11 11/6				
Ponte Caronia	Steel 1 Sp. 45 m.	105 + 182	20	35				
" Buzza	Mas. Arch. 5 Sp. 11 m.ea.	110 + 833	20	20				
" Furiano	" " 7 " 11 m.	117 + 645	20	35	-	-	-	-
" Inganno	Steel 2 " 25 m.	122 + 510	40	100				

Messina - Catania

Tunnel - Capo Ali	Tunnel 77 m.	313 + 870	70	83				
" Ali		312 + 389	5	30				
Ponte Porto Salvo	Steel. 1 Sp. 12 m.	302 + 450	60	100	-	-	-	-
" Agro	" 13 " 16,5 m.ea.	301 + 296	30	35				
Tunnel S. Allesio	Tunnel - 642 m.	298 + 642	10	10				
Ponte S. Filippo	Steel. 3 Sp. 2-9-11	295 + 720	50	100	-	-	-	-
Tunnel Capo S. Antonio	Tunnel 179 m.	291 + 483	10	15				
" " Tormina	" 362 m.	289 + 528	20	30				
Ponte bluinetta	Masonry Arch. 1 Sp. 15 m.	280 + 645	60	80				
" Alcantora	Steel 2 Sp. 20 m.ea.	283 + 331	40	40				
" Minnissale	Mas. 2 " 11.7 m.ea.	280 + 783	60	65				

Trapani - C. Vetrano

Ponte Atena	Steel. 1 Sp. 30 m.	133 + 471	50	75				
" Mazzara	Masonry 3 arches 10 m.	140 + 401	50	88				
" Sesio	Steel 1 Sp. 9 m.	155 + 107	5	5				
" Buzi	" 1 Sp. 20 m.	171 + 735	50	50				

Palermo - Catania

Ponte Simeto	Steel. 4 spans. 2-9, 60 m. 1-10.20 m., 1-20.20 m.	220 + 925	10	15				
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0241

BRIDGE & TUNNEL SITUATIONPalermo - Messina

Description	Km. Location	% Complete						Approx. date of Completion
		5/54	6/44					
		31/5	11/6					
Steel 1 Sp. 45 m.	105 + 182	20	35					31 - 7 - 44
Mas. Arch. 5 Sp. 11 m. ea.	110 + 833	20	20					31 - 7 - 44
" " 7 " 11 m.	117 + 645	20	35					30 - 9 - 44
Steel 2 " 25 m.	122 + 510	40	100	-	-	-	-	15 - 6 - 44 ✓

Messina - Catania

Tunnel 77 m.	313 + 870	70	83					30 - 6 - 44
	312 + 389	5	30					31 - 7 - 44
Steel. 1 Sp. 12 m.	302 + 450	60	100	-	-	-	-	30 - 6 - 44 ✓
" 13 " 16.5 m. ea.	301 + 296	30	35					15 - 7 - 44
Tunnel - 642 m.	298 + 642	10	10					30 - 9 - 44
Steel. 3 Sp. 2-9-11	295 + 720	50	100	-	-	-	-	15 - 7 - 44 ✓
Tunnel 179 m.	291 + 483	10	15					30 - 9 - 44
" 362 m.	289 + 528	20	30					30 - 9 - 44
Masonry Arch. 1 Sp. 15 m.	280 + 645	60	80					30 - 6 - 44
Steel 2 Sp. 20 m. ea.	283 + 331	40	40					31 - 7 - 44
Mas. 2 " 11.7 m. ea.	280 + 783	60	65					30 - 6 - 44

Trapani - C. Vetrano

Steel. 1 Sp. 30 m.	133 + 471	50	75					15 - 7 - 44
Masonry 3 arches 10 m.	140 + 401	50	88					15 - 7 - 44
Steel 1 Sp. 9 m.	155 + 107	5	5					15 - 7 - 44
" 1 Sp. 20 m.	171 + 735	50	50					15 - 7 - 44

Palermo - Catania

Steel. 4 spans. 2-9, 60 m. 1-10.20 m., 1-20.20 m.	220 + 925	10	15					15 - 8 - 44
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HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation SubCommission
APO 394

Our reference : ACC Tn/146//

Date : 9 May 44.

TO : Lieut-Col. O.H. Lindberg,
Tn. Sub-Commission Rep.,
C/o HQ ACC Region I, Sicily.

SUBJECT : Material required for Simeto River bridge.

1. Reference letters M/1/CML/21/4 and Br/2/CML.
2. The question of obtaining the release of 934 c.m. of timber for the reconstruction has been the matter of a discussion with P.B.S.
3. It is stated that no release can be made for the Sila area for work in Sicily due to the very heavy demands and back log for operational purposes on the mainland.
4. It has been suggested that as the area around Reggio is not frozen attempts should be made to obtain the required supplies from this region.
5. Lt. Col. Amelio Mangaro of the Royal Forest Corps in Reggio will be able to help with regard as to the location and owners of timber and also where there are mills in production.
6. For your information Dr. Fillippo Liotta is well known to the P.B.S. and is a discredited person.
7. We can apply for allotment of shipping space as soon as you have the necessary information as per attached form, but to expedite matters it is better to send an advance signal stating:- Ports of loading & discharge, kind of goods, tonnage (ship tons) and person to contact at loading end provided other details are sent afterwards.

L.E. VINING

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

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

Our Ref: Br/2/CML
Date : 1 May 1944

SUBJECT : Material required for Simeto River bridge.

TO : Director, Transportation Sub-Commission, ACC
c/o Movement and Transportation
HQ. AAI. (Adm. Echelon) CMF.

1. Reference your letter ACC Tn/146/9 dated 25 April 44.
2. Signal as written read "First priority material for Simeto bridge" Information requested in this paragraph was forwarded in my letter of 21 April 44. Our ref. M/2/CML/21/4.
3. Contract arranged by Society C.E.F. Engineer De Vecchi . Dr. Filippo Liotta now on mainland is a director of Society C.E.F. and has full authority to act.
4. Dr. Filippo Liotta.
5. Dr. Filippo Liotta, c/o Hotel Aurora, Vibo Marira, Italy.
6. Dr. Liotta was telegraph 30 April at Vibo Marina, to get in contact with Major Blair at Reggio, in regard to timber at Vibo Valentia and that arranged for in Sila.
7. Message center advised Fatima for Fitch was direct. Will change to "Adnap for Vining".
8. Your letter was received 29/4/44, 2 p.m. was delayed by being sent to wrong office. Same Air Mail service will be used as for all correspondence.

For the Regional Commissioner:

A. Lindberg, Lt. Col.
O.H. LINDBERG, R.E.,
Lt. Col., Tn. Sub-Comm. ACC,
Rep. at HQ. Region 1

4448

No. 1. Copy -

2 Copies

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

Our Ref. M/1/CML/21/44.

21 April 1944.

SUBJECT : Material required for Simeto river bridge.

TO : Director, Transportation Sub-Commission, ACC,
c/o Mov. and Trn. HQ. AAI. (Adm. Echelon) C.M.F.

Reference my cable 20 April RT.C-34

1. First priority of material required for Simeto bridge is very necessary to open direct line Palermo to Catania. The circuitous route via Ragusa to Catania is 272 kilometers longer than the direct route. We can save approx. 500 tons of coal, per month, when the Simeto bridge is opened for traffic.

2. I am attaching two statements covering the material for this bridge. Statement No. 1 gives the material required for the construction of the combination railway and highway bridge. The material is listed in order as required for construction. Statement No. 2 gives the material now on hand at Vibo Valentia ready for shipment. This list is also detailed in order of requirement for construction.

3. Statement No 3 attached, lists other timbers on hand at Vibo Valentia, owned by the Contractor and ready for shipment but is not required for the construction of the bridge. This timber can be milled for use on plants, plantings, rammers and bridges and from which also, smaller size lumber can be made.

4. Statement No 2 is short 333,338 m.c. to make the necessary material for the bridge. This timber has already been contracted for in Sila but must be unfrozen by P.E.S. This timber is in the free area and we have had word thru the Allied Forces Local (Sicilian) Resource Board also Col. Lindsay, C.E., District No. 1 that all timber in Calabria had been unfrozen, however Dr. Filippo Liotta the Contractors' Agent, has wired that the timber at Sila has not been released.

5. The Allied Forces Local (Sicilian) Resource Board is making arrangements for the transportation of the timber at Vibo Valentia to Palermo at 100 tons per week. They have lumber

647

Reference my cable 20 April RT.C-34

1. First priority of material required for Simeto bridge is very necessary to open direct line Palermo to Catania. The circuitous route via Ragusa to Catania is 272 kilometers longer than the direct route. We can save approx. 500 tons of coal, per month, when the Simeto bridge is opened for traffic.
2. I am attaching two statements covering the material for this bridge. Statement No. 1 gives the material required for the construction of the combination railway and highway bridge. The material is listed in order as required for construction. Statement No. 2 gives the material now on hand at Vibo Valentia ready for shipment. This list is also detailed in order of requirement for construction.
3. Statement No. 3 attached, lists other timbers on hand at Vibo Valentia, owned by the Contractor and ready for shipment but is not required for the construction of the bridge. This timber can be milled for use on plants, plankings, rammers and bridges and from which also, smaller size lumber can be made.
4. Statement No. 2 is short 333,338 m.c. to make the necessary material for the bridge. This timber has already been contracted for in Sila but must be unfrozen by P.B.S. This timber is in the free area and we have had word thru the Allied Forces Local (Sicilian) Resource Board also Col. Lindsay, C.E., District No. 1 that all timber in Calabria had been unfrozen, however Dr. Filippo Liotta the Contractors' Agent, has wired that the timber at Sila has not been released. 64.7
5. The Allied Forces Local (Sicilian) Resource Board is making arrangements for the transportation of the timber at Vibo Valentia to Palermo at 100 tons per week. They have lumber purchased for Sicily and the timber at Vibo Valentia will be given preference, however, our needs are urgent and request that you bring pressure to obtain priority over timber for orange and lemon crates, which is now being shipped to Sicily.
6. Reference to timber contracted in Sila and to be shipped to Crotone and Soverato, thence to Palermo. If unable to ship via this routing or the time element of required service is too long, suggest rail to Reggio and Ferry boat to Catania. The Contractors lumber mill is at Palermo but we can make arrangements to have this shipment milled at Catania.
7. District No. 1 expects to remove the Bailey highway bridge over the Simeto river about May 1st however this is uncertain due to this being the only highway leading to the

airfield at Gerbini. If the bridge is removed the Railway will construct a foot bridge for the transfer of passengers.

For the Regional Commissioner:

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

Encl. Statement No 1
" " 2
" " 3

P.S. Since writing above, I have been informed that the Bailey bridge will not be removed for some time.
ALD.

27-6

STATEMENT No 1

DETAIL OF THE TIMBER REQUIRED FOR THE CONSTRUCTION OF THE
SIMETO RIVER BRIDGE. KM 220+925

(a) <u>Pali at cm. 35 da m. 12</u>	N.66	mc.76.190	mc.165.172
(b) " " 25-30 " 8	N.186	" 88.982	

(c) <u>Travi sez cm 20x20</u>	N.128	mc.38.400	mc.48.080
da m.7.50	" 64	" 7.680	
" "3.00			

(d) <u>Travi sez cm 30x30</u>	N. 12	mc. 8640	
da m. 8.00	" 42	" 28.350	
" " 7.50	" 4	" 2.340	mc. 39.330
" " 6.50			

(e) <u>Travi sez cm 40x40</u>	N. 12	mc.21.120	
da m. 11.00	" 9	" 15.120	
" " 10.50	" 12	" 17.280	
" " 9.00	" 3	" 3.360	
" " 7.00	" 3	" 3.120	
" " 6.50	" 3	" 2.280	
" " 6.00	" 9	" 4.320	mc. 67.200
" " 3.00			

(f) <u>Travi sez cm. 20x10</u>	N.24	mc.4.800	
da m. 10.00	" 26	" 4.420	
" " 8.50	" 38	" 6.080	
" " 8.00	" 50	" 7.000	
" " 7.00	" 12	" 1.560	
" " 6.50	" 28	" 3.080	
" " 5.50	" 14	" 1.400	
" " 5.00	" 12	" 0.840	
" " 3.50	" 138	" 6.900	mc. 36.080
" " 2.50			

(g) <u>Travi sez cm. 35x30</u>	N.4	mc.2.100	
da m. 5.00	" 12	" 8.190	
" " 6.50	" 4	" 4.200	mc. 14.494.5
" " 10.00			

(h) <u>Travi sez cm. 35x20</u>	N.8	mc.1960	
da m. 3.50	" 8	" 1400	mc. 3.360
" " 2.50			

(i) <u>Travi sez cm 8x8</u>	N. 256	mc. 2.130	
-----------------------------	--------	-----------	--

(d) <u>Travi sez cm 30x30</u>	
da m. 8.00	N. 12 mc. 8640
" " 7.50	" 42 " 28.350
" " 6.50	" 4 " 2.340
	mc. 39.330
(e) <u>Travi sez cm 40x40</u>	
da m. 11.00	N. 12 mc. 21.120
" " 10.50	" 9 " 15.120
" " 9.00	" 12 " 17.280
" " 7.00	" 3 " 3.360
" " 6.50	" 3 " 3.120
" " 6.00	" 3 " 2.280
" " 3.00	" 9 " 4.320
	mc. 67.200

(f) <u>Travi sez cm. 20x10</u>	
da m. 10.00	N. 24 mc. 4.800
" " 8.50	" 26 " 4.420
" " 8.00	" 38 " 6.080
" " 7.00	" 50 " 7.000
" " 6.50	" 12 " 1.560
" " 5.50	" 28 " 3.080
" " 5.00	" 14 " 1.400
" " 3.50	" 12 " 0.840
" " 2.50	" 138 " 6.900
	mc. 36.080
(g) <u>Travi sez cm. 35x30</u>	
da m. 5.00	N. 4 mc. 2.100
" " 6.50	" 12 " 8.190
" " 10.00	" 4 " 4.200
	mc. 14.490
(h) <u>Travi sez cm. 35x20</u>	
da m. 3.50	N. 8 mc. 1960
" " 2.50	" 8 " 1400
	mc. 3.360
(i) <u>Travi sez cm 8x8</u>	
da m. 1.30	N. 256
	Totale
	mc. 2.130
	mc. 373.842
(j) <u>Tavolini dello spessore</u>	
di cm. 8	mq. 350
	mc. 28.000
	mc. 401.842
Aumento per sfrido e congiun-	60.276
zioni 15%	mc. 462.118
Total mc. required	

NOTE

Poles are detailed according to the order followed in construction.

STATEMENT N°2

FOLLOWING TIMBER REFERRED TO IN STATEMENT N°1 IS NOW READY
FOR LOADING AT VIBO VALENTIA ITALY.

Travi sez. cm. 40x40			
da m. 9/00	N. 12	mc. 17.27	
" " 7.00	" 3	" 3.36	
" " 3.00	" 9	" 4.32	mc. 24.96
Travi sez. cm. 35x30			
da m. 5.00	N. 4	mc.	mc. 2.10
Travi sez. cm. 30x30			
da m. 8.00	N. 12	mc. 8.64	
" " 6.50	" 4	" 2.34	mc. 10.98
Travi sez. cm. 35x20			
da m. 2.50	N. 8	mc. 1.40	
" " 3.50	" 8	" 1.96	mc. 3.36
Travi sez. cm. 20x20			
da m. 7.50	N. 50	mc. 15.00	
" " 3.00	" 64	" 7.68	mc. 22.68
Travi sez. cm. 20x10			
da m. 10.00	N. 24	mc. 4.80	
" " 8.50	" 26	" 4.42	
" " 8.00	" 38	" 6.08	
" " 7.00	" 50	" 7.00	
" " 5.50	" 28	" 3.08	
" " 5.00	" 14	" 1.40	
" " 3.50	" 12	" 0.84	
" " 2.50	" 138	" 6.90	mc. 34.52
Travi sez. cm. 8x8			
da m. 1.30	N. 256		mc. 2.13
Tavolini dello spazio di cm. 8	mq. 350		mc. 28.00
			mc. 128.73

NOTE: For the remainder of the timber (besides what ready) at Vibo Valentia) already contracted in Sila, leave of its being unfrozen must be obtained from P.B.S., Naples and then prepared and sent most to Crotone and a part to Soverato within 25 days from the moment it is unfrozen.

4444

STATEMENT NO 3

FOLLOWING TIMBER NEEDED FOR PLANTS, PLANKINGS, FOR RAILROADS, BRIDGES
IS ON HAND AT VISO VALENTIA READY FOR LOADING:

Tavole di pino, Silano da mm. 25 e per m. 4.00	mc. 31.
Tavolini " " " 50 " " 4.00	" 105.
Travi pino sez. 19x21	" 7.
" " " 16x19	" 34.
" " " 13x16	" 58.
" " " 11x11	" 9.
" " " 11x13	" 23.
Catene " " 20x5	" 5.
Per lavori imprevisti di materiale legname	mc. 272.
del tipo sopraelencati	" 58.
	mc. 330.

NOTE: Above timber can be milled to such smaller sizes as desired.

4443

Transportation Sub-Commission, ACC.,
C/o Mov & Tn.,
HQ AAI (Rear Admech),
C.M.F.

Our reference : ACC Tn/146/9

Date : 25 Apl 44.

TO : Lt.Col. O.H. Lindberg,
Tn. Sub-Commission representative,
HQ ACC., PAL RMO.

SUBJECT : Materials for Sicilian Railways.

1. Your signal S 9718 dated 20 Apl 44 not clearly understood.
2. First paragraph of signal reads "Find priority material for Simento Bridge". Can you expand this, giving full details of what you require?
3. With regard to the release of 350 cubic metres of timber in Sila, on what authority and by what parties has contract been arranged?
4. Who is the correct person or authority to contact to obtain location of the Sila timber and make the necessary arrangements for loading for delivery to Port?
5. With regard to the 128 cubic metres at Vibo, shipping space will be made available directly Dr. Fillipo Liotta can be contacted.
6. Major Blair, in Movements' office at Reggio, is our representative and has good telephonic communication with this office. Suggest Dr. Liotta contact us through this channel.
7. Your signal was sent to Fatima for Fitch, it would have avoided delay if sent direct to us "ADMAP FOR FITCH".

This letter is being sent by Air, which apparently gives daily service. Is it possible for you to use same service for letter by return.

EJL
S.A. FITCH,
Colonel,

Director, Transportation Sub-Commission, ACC.

Cite: RTC-34

HJDT V NJAQ NR 43

FROM: *Stallone from Hancock from Lindberg*TO: *Fatima for Fitch*

QXK GR 71 BT

ACTION COPY

8-9712 RESTRICTED FIND PRIORITY MATERIAL FOR SEMENTO BRIDGE PD RELEASE
 THREE FIVE ZERO CUBIC METERS TIMBER ALREADY CONTRACTED IN SILA AND
 TRANSPORT IT TO CROSTONE AND SOVERATO TRENC (PAREN STUBBLELINE FROM
 HANCOCK FROM LINDBERG // LINDBERG TO FATIMA FOR FITCH CITE RTC DASH THREE
 FOUR PAREN PALERMO PD ALSO TRANSPORTATION ONE TWO EIGHT CUBIC METERS
 TIMBER NOW AT VISO VALENTIA TO PALERMO COM//PD CONTRACTORS AGENT FOR
 BRIDGE DR FILIPPO LIOTTA NOW IN CALABRIA BT

SENT NR 43 20/16392 DE B1

REGD NR 43 29/1639 B KAA AR

21 apr
43

See list
 (ACT) Econ Sec 3
 (INF) DCE 1
 GABV 6611 1
 FILE 1
 FLOAS 1

146/8 7666

Econ Sec 3

N59/10

7666

RESTRICTED
ALLIED CONTROL COMMISSION
INCOMING MESSAGE

MSG Center No : N59/20
Classification : RESTRICTED
Precedence : NONE
From : STUBBLEBINE FROM HANCOCK FROM LINDBERG
To : FATIMA FOR FITCH

Date | Time Rec'd : APR201639B
Date | Time Sent : "
Reference NR : S-9718
Cite : RTC-34

FIND PRIORITY MATERIAL FOR SIMENTO BRIDGE. RELEASE 350 CUBIC METERS
TIMBER ALREADY CONTRACTED IN SILA AND TRANSPORT IT TO CROTONE AND
SOVERATO THENCE PALERMO. ALSO TRANSPORTATION 128 CUBIC METERS
TIMBER NOW AT VIBO VALENTIA TO PALERMO. CONTRACTORS AGENT FOR
BRIDGE DR FILIPPO LIOTTA NOW IN CALABRIA

ACC DIST

ACTION: ECON SEC 3

INFO: DCC 1

CA BR 1

FILE 1

FLOAT 1

1440

RESTRICTED

21 apr
143

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

146/1

PET 19/3/2
21 April 1944

SUBJECT: Lubricating Oils for Sicilian Railways

TO : DDST, HQ AAI (Admin. Echelon) CMF

1. Transportation Sub-Commission, ACC have taken over control of Sicilian Railways and request is made for Loco. Cylinder Oil (superheated) at the rate of 6 metric tons per month, and Loco. engine and car oil at the rate of 20 metric tons per month.

2. It is stated that stocks on hand as of 9 April are 7.8 tons and 13.5 tons respectively. The matter of supply is rather urgent.

3. Please advise if you can arrange for release immediately of one months requirements to Mr. Giacomelli, CIP representative, Sicily.

4. Other oils requested under this heading will be taken care of in the usual monthly allocations.

JOHN L. KING
Lt. Col., QMC
for Colonel
Petroleum Section

cc: Transportation Sub-Commission, ACC
o/o Mov. & Tn. HQ AAI (Adm Ech) Rear, CMF

6439

Transportation Sub-Commission, ACC.,
C/o Mov & Tn.,
HQ AAI Adm Echelon (Rear),
C.M.F.

Our reference : ACC Tn/146/6

Date : 19 Apl 44.

TO : Petrol Section,
HQ AAI Adm Echelon (Rear),
C.M.F.

SUBJECT : Supply of oil to Sicilian Railways.

1. Reference letter ACC Tn/146/2 dated 31 Mar 44, copy of which was sent to you.
2. The requested information is now to hand and is as follows :-

<u>Types of oils and greases</u>	<u>Tons on hand</u> <u>9 Apl 44</u>	<u>Monthly require</u> <u>ments - Tons.</u>
Loco. cylinder oil	7.8	6.0
Loco. engine oil)	13.5	20.0
Car oil)		
Diesel burning oil	39.4	76.0
Lub. Oil S.A.E. 30 diesel	9.35	6.2
Loco Gear Lub.	.40	.035
Water pump grease N° 4.)		
Ball bearing grease N°2)	.99	.23
Chassis N° 1)		

3. Will you please arrange for the necessary supplies to be released and paid for through C.I.P.

4428

E.F.D.
for S.A. FITCH,
Colonel,
Director, Transportation Sub-Commission, ACC.

148
ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

April 9, 1944

SUBJECT : Supply of oil to Sicilian Railways.

TO : Director Transportation Sub-Commission, ACC.

1. The present situation and estimated requirements are as follows:

<u>Types of oils and greases</u>	<u>On hand tons</u> <i>(date)</i>	<u>Monthly requirements</u> tons
Loco. cylinder oil	7.8	6.0
" Eng. oil	13.5	20.0
car oil }		
Diesel burning oil	39.4	76.0
Lub. Oil. S.A.E. 30 diesel	9.35	6.2
Loco. Gear Lub.	.40	.035
Water pump grease No4. (		
Ball. Bearing grease No2)	.99	.23
Chassis Nol (		

2. Noted.

3. Noted.

6437
O.H. Lindberg
O.H. LINDBERG.
Lt. Colonel,
Trans. Sub-Comm.

146/4

Transportation Sub-Commission, ACC.,
c/o MCV & Th.,
H.Q., A.A.I. (Adm. Echelon),
C.M.F.

(our reference : ACC Th/16/90

Date : 7 April 44.

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

SUBJECT : Stores for Railway Maintenance.

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

WJF 436
B.A. FITCH,
Colonel,
Director, Transportation Sub-Commission, ACC.

EXTRACT OF REPORT BY MAJOR. W.F. BLAIR.
DATED 21 MARCH 1944.

The railroads are crying for boiler tubes and superheater elements. One shipment of ten tons of boiler tubes arrived here from Naples consigned to mines in Sardinia. ACC Mining Division at Naples would know the source of supply.

Although the I.S.R. have given up air brakes on their freight trains the narrow gauge lines running up into the hills are still in possession of their rubber hose but need gasgets for the air line hose coupling, also pipe for airline. The majority of their freight traffic at Crotona is Military timber at present.

4425

Transportation Sub-Commission, ACC.,
C/o Gov & Tn.,
HQ AAI (Adm Echelon),
C.M.F.

Our reference : ACC Tn/146/2

Date : 31 Mar 44.

TO : Regional Commissioner, Region I.
For Transportation Section, and Lt.Col. Lindberg.

SUBJECT: Supply of Oil to Sicilian Railways.

1. Now that the Sicilian railways have been returned to civilian operation under the control of ACC please ascertain from the I.S.R. :-

- (i) The present situation regarding existing stocks of oils and grease.
- (ii) Estimated monthly requirements.

2. On receipt of this information arrangements will be made for the release of the necessary products by the Petroleum Section, FLAMBO to CIP. The local representative of CIP in Sicily is Sig. Giacobelli whose office is in Palermo.

3. The types of oil and grease are shown in Appendix "A" hereto.

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

Copy to petrol Section, Flambo

4434

APPENDIX "A".

TYPES OF OIL AND GREASE.

LOCO CYLINDER OILS:

LOCO ENGINE OIL

CAR OIL

DIESEL BURNING OIL

LUB OIL S.A.E.30 (DIESEL)

LOCO GEAR LUB

WATER PUMP GREASE No 4

BALL BEARING GREASE No 2

CHASSIS GREASE No 1

CAR OIL

6433

RAILROAD OILS - CONSUMPTIONNOT INCLUDING WASTAGE, LOSSES, ETC.

31 March 1944

CYLINDER OILS

SATURATED STEAM

SUPERHEATED STEAM ONE GAL. PER 100 MILES

LOCO ENGINE OIL " " " " "

CAR OIL $\frac{3}{4}$ GAL. PER MONTH PER 4 WHEEL CAR
DOUBLE FOR 8 WHEELS.

DIESEL BURNING OIL 1 GAL. PER MILE ON ROAD

" " " 75 GALS. PER DAY ON SWITCHES.

LUB OIL S.A.E.30 (DIESEL).. 4 GALS. PER DAY

LOCO GEAR LUB. 2 LBS. PER WEEK

WATER PUMP GREASE N°4 1 " " "

BALL BEARING " N° 2 2 " " "

CHASSIS GREASE N° 1 2 " " "

CAR OIL 1 GAL. PER DAY

66-

0547