

ACC

AC149/TN 4

10000/149/2237

WORKS

JUN. 1944

4 10000/142/2237 WORKSHOPS AND FACTORIES
JUN. 1944 - MAY 1945 GENERAL

Ministry of Transports
I.C.R. Equipment and Traction Service
Liaison Group - Rome

Rome *RE 3111 1945*
TV NR 312.3/10A 4691/33

Headquarters M.R.S.
attn. Tn. A 3 (M)

Building

Organo

Subject: Lathes for wheeled axles
at "Vasto" plant of I.M.M.

- 1) With reference to your letter Tn.A 3 (M)/60 dated 23 March 1945, the two lathes existing at Vasto shops of firm I.M.M. are used one for lathing wheels and the other one for lathing axle journals.
- 2) The Test Office at Naples has been called to make an inspection on these lathes and report about their features and their present conditions. On ²¹May said Office stated that they have started dealings with the Allied Authorities, who requisitioned the a/m plant, to get permission to visit the lathes referred to.
- 3) The Firm Industrie Meccaniche Meridionali, through letter 147074 dated 13 April 1945, oppose to cede any part of the machinery existing at Vasto, as they believe to be able to get the derequisition and to rehabilitate their own plant.
- 4) Please let us know your further decisions on the matter.

for the Director

sgd Marin

Ca ng 5/6

prop. Basteri H.
copy, I think.
your *4663*
4/6

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION

MEM/RF

Tel. 237

16 May 1945

Ref. AG/5615/16/IND.

SUBJECT : Railway Rolling Stock Plant of Societa
Anonima Cantieri Metallurgici Italiani
at Castellonare di Stabia.

TO : Director of ~~Engineering~~ Production and Stores, AFHQ.

1. Further to the correspondence exchanged between this headquarters and your Directorate with regard to the partial release of the subject premises for operation under the owner's management, it would be appreciated if this headquarters could now be informed as to whether a limit has been set for the occupation of the plant by No. 1 SUB-WESP. OO S.H.W.

2. With the release of the industrial north, the need for repair facilities for railway rolling stock has become increasingly urgent.

For the Chief Commissioner:

*all Repair
facilities are
in the North*

Copy to:-

~~A.F.H. S. 3-5 Section~~
~~A.F.H. S. 3-4 American~~
~~A.F.H. S. 3-4 British~~
~~A.F.H. S. 3-4 A.C.~~
~~Economic Section, A.C.~~
~~(Attn: Brig. D. L. Anderson)~~
~~Transportation S/C A.C.~~
~~Ministry of Industry, Commerce
and Labour.~~

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

4662

Tel. 489081
Ext. 317

HEADQUARTERS ALLIED COMMISSION 4
APO 394
Public Works and Utilities Sub-Commission

LWL/cc

Reference : G60/PWU

14 May 1945

Subject : Electric Power for Soc. Metallurgica Italiana
Wire-drawing Plant - Fornaci di Barga (Lucca Prov.)

To : REGIONAL COMMISSIONER TOSCANA REGION
(Attention Regional Engineer)

1. This Sub-Commission is interested in the operation of the above wire-drawing plant.
2. The plant will require an allocation of 2,000 KW of electric power.
3. When this plant resumes operation it will provide a means of salvaging copper conductors in the northern part of Central Italy and permit more rapid restoration of transmission line facilities.
4. Will you please submit a bid for this power to the Military District in which the plant is located.

By Command of Rear Admiral STONE,

W.H. Laffer
W.H. Laffer
Lieut-Colonel,
Chief Elec. Div.

cc : INDUSTRY S/C
TRANSPORTATION S/C
M.R.S. ITALY (Att. Major Kubale)
HQTS P.B.S. APO 782 (Att. Lt.Col. Cooley)

Enclosures

letter Soc. Metallurgica Italiana date 11/5/45 and translation

4661

COPY

SOCIETA' METALLURGICA ITALIANA

N° 764 - Com. C/a

Rome 11 May 1945

To : Public Works and Utilities Sub-Commission
Electrical Operations Department - ROME

Duty Communication to :

- Industry Sub-Commission (Ref.AC/5680/Ind. and our ltr 730 of 4th May 1945)
- Ministero Lavori Pubblici - Gabinetto - Ufficio Tecnico -

Subject : Conductor Production for the FF.SS.
Our factory in Fornaci di Barga (Lucca Province)

1. So sooner did the front lines push north from our factory in Fornaci di Barga, and exactly on the 23 of April, then we started on the reorganization of our machinery.
2. We reckon to be apt to start production in the beginning of June, and produce electric conductors in particular, for which the Allies and General Railway Directory has followed us and urged.
3. We presume to be able to reach a daily average production of 10 Tons conductors in a very few days, if besides various necessary materials of which the Railway Electrification Section has already taken care :
2,000 KW power will be granted.
4. We think it superfluous to tell how extremely urgent this production is, as the "Railway Electrification Section" of Ministry of Transportation considers it should be given high priority.
5. We trust that this Sub-Commission will in the meantime assign us the 2,000 KW for our factory in Fornaci di Barga, and we thank you.

SOC. METALLURGICA ITALIANA

P.S. - The same statement have we sent to :
Ministry of Industry - General Directory Ind.
Ministry of Transportation :
- Railway Electrification Section - Tn 3
- Labour Service.

4600

149/41
CML/av

INTER-OFFICE MINUTES

Ref: AG/Mac/5/104/Tn 4

SUBJECT : Belting.

TO : Mech. Engr. Branch Bldg.
Attn: Major Baister

1. Reference conversation in regard to excess of belting at Globus factory, Naples.

2. D.E.P.S. advises under date of 1 May that at present there is no excess above military requirements at this plant, however they furnished a release of the following belting, canvas rubber, from E.S.D. Cancellio:

2"	x 2 ply	150 feet
2 1/2"	x 3 "	500 "
3"	x 3 "	1000 "
4"	x 3 "	1000 "
5"	x 3 "	400 "
5 1/2"	x 4 "	800 "

C. M. Long
C.M. LONG, Major C.E.

Transp. Sub-Commission (Rail Div.)
5 May 1945
Tel. 843191-11

4659

Tel. 643238

Our Ref. 30/37/30/Sm 4

To : Provincial Commissioner
Perugia Province

Subject : Railway Operation.

1. A complaint has been received from Military Railway Services that an AMO Officer in Perugia District is frequently calling upon Signor Contuti of the Saligno workshops, without any approach to the MRS, supervising personnel, and requesting him to undertake journeys for inspection and repairs of machinery.

2. In addition, an urgent message has been received from ISR in connection with a demand by the Central Umbria line for certain bridging spans, claiming that they have Allied Authority for use of them.

3. These bridging spans are required by ISR for the reconstruction of the line from Bastia to Ellera, in order to link up the Piastres with Lignite mines.

4. Attention is drawn to Executive Memorandum Ref. 91/67/CA of 26th August 44, which clearly laid down that all railway property is under the direction of the Director General, Military Railway Services.

5. The question of the repair of the Central Umbria line is in hand with this Sub-Commission, and the need for reconstruction in order to convey useful traffic is realized. However, it must rest with this Sub-Commission to decide on the priority use of material, in conjunction with Military Railway Services.

6. It would be appreciated if the matter could be fully investigated and information given us to the authority given for the use of the bridging spans, and who is requesting the use of the Signor Contuti's services without authority being sought through these Headquarters.

HEAD OFFICE, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

14 March 1945

Transportation Sub-Commission

100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

8297
4658

14 March 1945

To : Provincial Commissioner
Perugia Province

Subject : Railway Construction.

1. A complaint has been received from Military Railway Services that an AMB Officer in Perugia District is frequently calling upon Signor Cantuti of the Poligno workhouse, without any approach to the MHS, supervising personnel, also requesting him to undertake journeys for inspection and reports of machinery.

2. In addition, an urgent message has been received from ISK in connection with a demand by the Central Umbria line for certain bridging spans, claiming that they have Allied Authority for use of them.

3. These bridging spans are required by ISK for the reconstruction of the line from Bastia to Killara, in order to link up the Pietrafitta lignite mines.

4. Attention is drawn to Executive Memorandum Ref. 91/27/CA of 29th August 44, which clearly laid down that all railway property is under the direction of the Director General, Military Railway Services.

4628

5. The question of the repair of the Central Umbria line is in hand with this Sub-Commission, and the need for reconstruction in order to convey useful traffic is realised. However, it must be remembered that this Sub-Commission to decide on the priority use of material, in conjunction with Military Railway Services.

6. It would be appreciated if the matter could be fully investigated and information given as to the authority given for the use of the bridging spans, and who is requesting the use of the Signor Cantuti's services without authority being sought through these Headquarters.

Copy to: MHS

Maj. A.H. Street (Civil Engineer)
/Maj. G.L. Bailester (Mechanical Engineer)
In Sub-Commission, Movement.

A. H. Street, Lt. Col.

for: HENRY H. TAYLOR
Director

ACR/10

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

Tel. 543233
Ref. AC/ 57/32/Tn 4

13 March 1945

TO : Ministry of Transporte
General Inspectorate MCIC

SUBJECT : Terni-Todi-Perugia-Umbertide Light Railway.

1. The attached copy of a letter is sent you for information, together with details of the complaint registered by ISR.
2. The desirability of reconstruction of this light railway is fully realised, and if the normal procedure is followed by the railway, in that they make application through your office for material needed for the completion of the bridge over the river, the necessary action will be taken.

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

Copy to: Provincial Officer, Perugia
" " Major A.H. Street, (Rail Div)
" " Major S.L. Baister, (Rail Div)
" " Tn Sub-Comm. Movements HQAC

2677

Subject : Sta Industrie Meccaniche Meridionali - Vasto - N.B.S.

Military Railway Service,
C.M.F.
Telephone : Firebox 52,
Outside Line 843867.
Tn. A.3(M)/60.
2 March 1945.

To : Tn. Sub Commission, AC. (Bdg.)

Copy to : Lt. Bowie .

1. With reference to the above plant, ADD Equipment has received a report from CO, 753 Shop Bn., in which he states that all plant and machinery of any value to MRS has been removed and that the shops and buildings are so badly damaged as to preclude their use.

2. You are therefore at liberty to take any action you may think desirable in the matter. Should there be any special items remaining which you might wish to withdraw, if you will give me details I will recommend same to AFHQ.

Forster
A.D. Tn.3(M);
for Brigadier,
Director Military Railway Service.

Capt Elliot (Industry)
Ext 391

4656

6 6 x

To: Trans. Station, etc.

Tel. 391

SDS/gap

Ref. AC/5694/IND

27 February 1945

SUBJECT : Società Industrie Elettriche Torino
 "S.I.E.T."
 Lt. Col. W. J. Haskrey.
 TO : Deputy Director, Industry S/O
 FROM : S.D. Brocton, Mech. Ind. Div., Industry S/O

1. Upon your suggestion I visited the plant of the a/n Company which is located at Via Tiburtina 453, Rome.

2. The main specialty of this plant is the manufacture of automatic electrical controls especially of moisture and spark proof (explosive proof) types as used in oil refineries, explosive and other chemical plants.

3. Another specialty of the plant is the manufacture of lightning equipment for airdromes, harbors and ships. Finally the plant specializes also in the manufacture of R.S. signal, telephone and telegraph line equipment.

4. The plant suffered very little damage from air bombardment. During my visit it was operating at a somewhat reduced rate with many machines standing idle. The management of the plant complained, however, that the best machines were carried away by the enemy.

5. The machine shop of the plant has a number of motor driven geared engine lathes along with a slotter, shapers, presses, drills, but no grinders. Several rows of bench tables with vices were occupied by operators busy on assembling various electrical equipment.

6. Sheet metal shop has a three roll former, a leaf and a press type brakes, a squaring shear, but

it was not in operation.

7. The plant has an anodizing department for anodizing quite long electrical bus bars, a plating department for nickel, chrome and cadmium plating and a metal spraying booth. These shops weren't in operation due to the fact that they are short of the necessary salts and electric power.

8. The plant has^a/coil winding installation for winding transformers, magnets, resistors and similar instruments. In addition to the manufacturing facilities the plant has two testing and inspection shops. In one they have a wall board for simulating the conditions in the electric lines and conduits for testing electric losses, relays and instruments. During the visit two teletype machines were being tested and synchronized under simulated working conditions. In another testing shop amperometers and voltmeters were regulated. This shop is equipped with several motors, dynamos and converters for varying the voltage and amperage of the lines to suit. It has even a glass enclosed compartment for the most precise calibrating work without interference by other work done in the room.

9. From this brief description it can be seen that the plant is of highly specialized type and should be kept at work of its specialty. Moreover, the plant is unfit for motor repair work being short of necessary machine tools not mentioning their lack of experience.

10. When the manager of the plant was asked why he applied for a contract on auto-repair work, he answered that he thought that this work is in demand and that the plant was short of orders. The work which they are finishing now they got from the Signal Corps, from the Italian Navy and Italian Ministry of Communications. The last two customers do not pay

their bills promptly which also affects the operation of the plant.

My opinion is that the plant should be kept busy on the work of its specialty and experience and should not be diverted to any autorepair work.

The facilities of the plant should be used for the rehabilitation of :

- Power transmission lines
- Telephone and Telegraph lines
- Marine and harbor lightning
- Aerodromes lightning
- Oil refineries
- Warehousing installations for volatile and explosive materials
- Transformer sub-stations in plants or small communities.

Copy to :

~~Economic Section~~
~~Transportation S/C.~~
~~Naval S/C.~~
~~Air Force S/C.~~

S. D. BROOTAKOOS
Mechanical Industries Division,
Industry Sub-Commission.

4653

CARRIAGE & WAGON REPAIR SHOPS I.S.A.

Location	Compartimento	Monthly capacity heavy	Monthly capacity light	type of vehicles repaired
Ecigno	Ancona	67	105	wagons
Florence	Florence	34	3	wagons
Torre Annunziata	Naples	89	366	Coaches & wagons
Trastevere	Roma	=	98	wagons (& locos)
Santa Bibiana	"	=	245	wagons (coaches)
Porta Maggiore	"	185	40	wagons & coaches
Salerno	Naples	4	133	wagons
Smistamento	Roma	50	50	wagons
Foggia	Bari	178	281	wagons & coaches
Bari	Bari	116	331	wagons & coaches
Taranto	Bari	65	422	wagons & coaches
Lecce	Bari	43	77	wagons & coaches
Pattison	Naples	106	265	wagons & coaches

Repair tracks & small shops

Fabriano	Ancona	489	wagons
Terni	Ancona	92	wagons
Ancona	Ancona	417	wagons
Pesaro	Ancona	37	wagons
Rimini	Ancona	287	wagons

CARRIAGE & WAGON REPAIR SHOPS PRIVATE

Location	Name of Firm	Monthly capacity heavy	Monthly capacity light	type of vehicles repaired
Pistoia	S. Giorgio	12	2	wagons & coaches (just starting)
Colleferro	B.P.D.	50	=	wagons
Naples	Bufola	106	265	wagons & coaches
Roma	Wagon-Lits	7	=	coaches (wagons)
Lecce	Sud-Est	30	=	wagons
Civitanova M.	Cecchetti	50	50	wagons

4632

C O P Y

REPORT ON : NT OF NAVALMECCANICA - NAPLES -

C O P Y

1. This important company has a share capital of Lit. 96,000,000, and an investment of Lit. 185,000,000. It employed in 1943 upwards of 6000 hands. Consumption of electric energy in normal years was 13,400,000 Kwh.

The plant was only partially destroyed by air and ground attack and the managers have shown commendable energy and initiative in restoring the establishment to operation employing all means within their power.

2. The plant contains electric steel foundry, cast iron foundry and pattern shop, non-ferrous metals foundry, heavy and light machine shops equipped for a wide variety of operations.

They are prepared to build heavy duty air and oxygen compressors, machine tools including lathes and radial boring mills, marine type winches, and a multitude of heavy industrial equipment.

This industrial establishment appears to have a large reservoir of highly skilled artisans. Its director, Sig.r Viludich-Premuda is a man of considerable organizing and operational ability. Sig.r Ricciardi, deputy for Mr. Pattison, was also introduced. Commander Bonny, R.N., supervising the plant for Royal Navy purposes, accompanied inspecting officers on their tour of the factory.

3. Orders from the Royal Navy appear to be tapering off, and a considerable capacity for heavy industrial machine operations is now available. Attention is called to this fact, for such capacity is scarce in present-day Liberated Italy, and efforts should be made to keep this installation working at its utmost capacity.

4. Some consideration should be given to securing certain pieces of important machine tools needed to round out more fully the capacities of this plant particularly large bending rolls, shears, and plate bevellers. Because this industrial unit contains the trained personnel to make full use of such machines for the Allied Effort, and because the plant manager appears to be sympathetic toward our cause, it is recommended that HQ/ACC give what assistance it can toward.

a. Further equipping the plant at the expense of other plants so severely damaged as to without value to the Allied Effort for the duration of the emergency, and

b. Making fuller use for the Allied Effort of the facilities now available at this establishment.

5. In this respect, it is to be noted that the Navalmeccanica plant is well adapted to undertake work of urgent importance, i.e. repair of Italian rolling stock. There are in liberated Italy at the moment about 1000 steam locomotives, 400 electric locomotives and 200 Diesel locomotives, together with about 30,000 goods wagons. Most of these are in bad repair, and it is recommended that consideration be given to allotting work of this urgent nature to Navalmeccanica. It may be considered advisable to transfer for this purpose materials suitable for the work, now lying unused at the Ansaldo Works, Pozzuoli.

C O P Y

C O P Y

REPORT ON PLANT OF CANTIERE METALLURGICI
MERIDIONALI CASTELLAMARE

GENERAL

Large plant originally with a capital of Li. 14,400,000 and employing 2,5000 hands, engaged on:

- (1) Tin and Black Plate Production
- (2) Railway Wagon Repair Shop
- (3) Nut, Bolt, Dog Spike Manufacture
- (4) Iron Foundry
- (5) Small Wire Drawing Plant
- (6) Projectile Manufacture (plant destroyed)
- (7) Forge and Smithy

Normal consumption of electric power was 7,200,000 KWH annually.

PLANT
GENERAL

The works have expanded around the original Railway Wagon Repair Shop and are long and rambling. The original plant buildings and set-up are somewhat out of date. The Tin plate rolling mills and iron foundry are of more recent construction (approx. 1924) and whilst not being of the latest design are capable of producing reasonably good quality plate in fairly large tonnages. There is also available a large engineering shop equipped to carry out the firm's own maintenance, and also do small or medium sized jobs of a general engineering character. 50% of the machines in this shop have escaped damage by German demolitions.

DAMAGE
TO
PLANT &
PLANT
DETAILS

(1) Tin Plate Rolling Mills. This plant which is obviously the firm's greatest asset, has, so far as could be seen escaped any serious damage and is at present working to part capacity. One train of rolls out of three being in operation at the time of our visit. Furnaces and gas producer plant are undamaged.

(2) Nut, Bolt, and Dog Spike Plant. About 50% of the machinery in this department is of no use, due to demolitions, and old age. The remainder of the equipment is at present working, making an assorted variety of nuts, bolts, dog spikes, small screws, etc., on a variety of plant, including friction screw presses, Ajax type bolt-upsetting machines, semi-automatic screwing machines. This plant whilst capable of a considerable output would, in our opinion, carry heavy costs and it is difficult to see it competing with modern equipment.

(3) Railway Wagon Repair Shops. Little damage to the buildings was observed, but it was also noticed that there was an almost complete lack of any kind of lifting tackle in the form of cranes, etc. There was also little evidence of any useful plant in this Dept. We were given the output of 300 wagons per month for repairs but this figure would be difficult to justify. Only simple repairs could be undertaken, i.e., painting, re-plating wagons, etc.

(4) Iron Foundry. Was visited and was engaged in the manufacture of brake shoes, furnace parts and other general castings. An effort had been made to install conveyor gear, and this plant should be capable of producing any type of iron casting up to about one ton in weight. Little damage by German demolitions appeared to have been carried out.

4650

- (5) The Projectile Plant. This plant, which it was understood was capable of 4,000-75/m H.E. shells per day was completely demolished, but it was noticed that quantities of finished shells, and rough shell forging and shell driving rings were lying around works.
- (6) Forge & Smithy. A small plant consisting of 1-3ton Hammer (Steam) 2-1 ton Hammers (Steam) and 2 smaller power driven Hammers. None of this Equipment is of modern construction, and there is no evidence of any lifting or handling tackle in use. This plant's only use is for small and medium size general forgings, and it is evident production costs would be high.

GENERAL
INFORMATION

- (1) The monthly max. output of the tin plate mills is: -1200/1300 metric tons per month, minimum thickness 0.22 m/m. maxi,u, thickness 0.6 m/m (0.3 m/m/ average thickness).
- (2) Sufficient tin in stock for a further 900 tons of tinsplate.
- (3) Available steel in the form of sheet-bars in stock is 3500/400 metric tons of U.S.A. and Luxemburg origin (can be rolled to tin plate or black plate).
- (4) In addition 100 tons of tin plate which has been damaged by the weather and started to rust will have to be cleaned and re-tinned. This work is in hand.
- (5) The firm have sufficient coal for 2/3 months operating. This coal is of German origin and of the flame quality. Their requirements are 300 metric tons per month (cannot use Sardinian coal due to its high percentage of sulphur).
- (6) The power requirements are 850 K.W. per 20 hour day.
- (7) The firm will also require 20 metric tons of 50° Be H₂SO₄, but have the necessary containers for transport and storage.
- (8) The management of this plant gave the impression of being of average ability.

CONCLUSIONS &

RECOMMENDATIONS

- (1) Assuming a supply a supply of raw materials in the shape of coal, tin and steel sheet bars can be available, it is recommended that the tin plate rolling mills should be encouraged to continue production. Food Sub-Commission, A.C.C. has been asked to submit for examination a note of six months requirements for tinsplate and blackplate. It may be possible by building a set of corrugating rolls to produce corrugated sheeting which is in short supply and much needed for civilian and army needs. (Spelter will have to be made available).
- (2) The firm's iron foundry can probably be found useful work in the production of Railway Brake Shoes, Furnace Castings, small bog ie wheels and general iron castings.

(3) The engineering and maintenance plant is a useful shop for general machine work of a non-repetition character.

(4) The nut and bolt factory and the forge are the least promising units of the plant, but as they appear to have considerable orders on hand, the firm's representatives should be pushed into getting this plant into better repair. Old machines should be cleared out and scrapped and some effort made by the firm to reorganise these two departments.

In all the above matters the following points require consideration:

a. Necessity of coordinating with D.D.W.G., Hq A.A.O. (and Royal Navy or P.S. Engineers where necessary) in laying down complete works programme so as to cover essential civilian as well as military needs.

b. Possibility of supply of imported long-flame coal (a critical item).

The plant is at present working, in part, for D.D.W.G., Hq, A.A.O. under the supervision of Capt. W.H. Betts, 80 E.B.W., A.A.E.O., who has lately arrived for this purpose.

149/35

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

Our Reference : ACC Tn/151/4.

Date : 20 April 44.

TO : H.Q., A.C.C. (Economic Section).

SUBJECT : Workshop Capacity - Naples & Castellammare.

1. Reference Industry & Commerce Sub-Commission letter Ref. ACC/5078/10 of 31 March 1944, addressed to Local Resources Section, H.Q., A.A.I. (Adm. Echelon) with copy to this Sub-Commission.

2. Since potential railway equipment facilities were involved, conference was had with Director General, Military Railway Service, who has advised, under date of 14 April 1944 as follows :

"It is believed that Navalmeccanica-Naples and CSM Castellammare are not needed per se for railroad repair work. Under date of 2 March 1944, the Director General released the CSM Castellammare shops for the accommodation of the 16th Base Workshop RMMS. It is very highly desired by the Director General, however, that ACC endeavour to establish all of these types of industry in order that we may secure many necessary manufactured parts for the repair of locomotives and cars, but both of these shops have definitely too large a capacity to utilize exclusively for railroad purposes, although if and when they are operated commercially, the Director General desires an opportunity to get some production out of these plants, particularly Navalmeccanica-Naples.

3. Wishes of Director General, M.R.S., as above expressed should form active part of any plan of rehabilitation of plants. Transportation Sub-Commission will gladly undertake any pertinent liaison service between other A.C.C. Sub-Commissions concerned and M.R.S. and will lend any desired technical assistance.

[Signature]
S.A. HATCH,
Colonel.

Director, Transportation Sub-Commission, ACC.

149/34

Allied Force
MILITARY RAILWAY SERVICE
Office of Director General

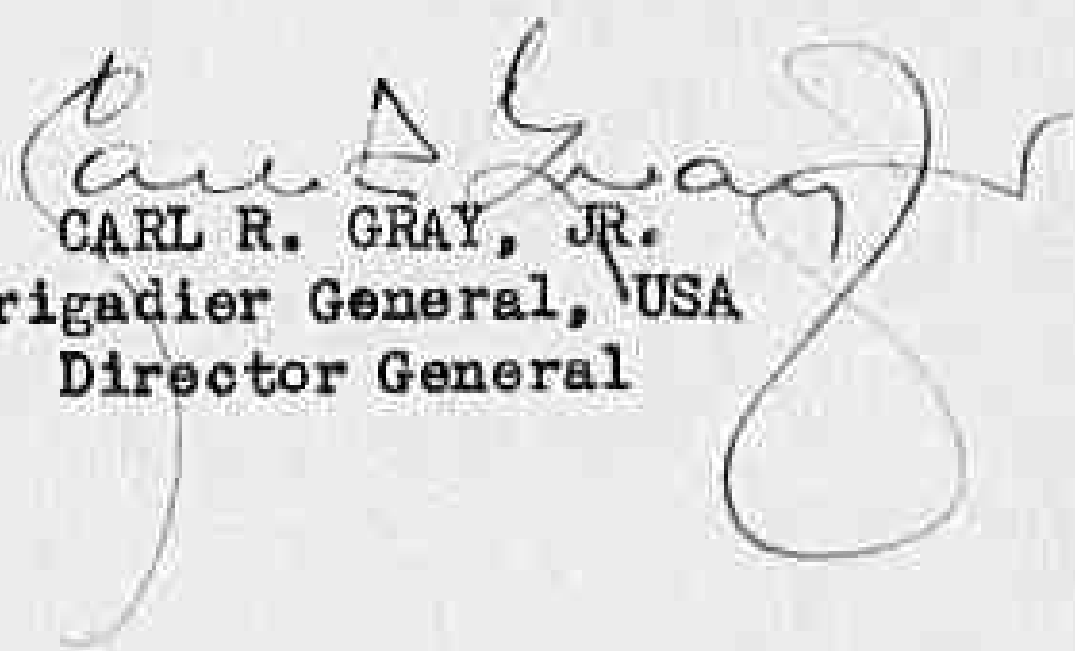
A. P. O. 400
14 April 1944

Subject: Workshop Capacity - Naples and Castellammare.

To: Director, Transportation Sub-Commission, ACC
Hqs, AAI (Adm Ech)
A.P.O. 400 - U.S. Army

1. Acknowledgment is made of your letter of the 7th on the subject of workshop capacity - Naples and Castellammare.

2. It is believed that Navalmeccanica-Naples and CMM Castellammare are not needed per se for railroad repair work. Under date of 2 March 1944, the Director General released the CMM Castellammare Shops for the accommodation of the 16th Base Workshop REME. It is very highly desired by the Director General, however, that ACC endeavor to establish all of these types of industry in order that we may secure many necessary manufactured parts for the repair of locomotives and cars, but both of these shops have definitely too large a capacity to utilize exclusively for railroad purposes, although if and when they are operated commercially, the Director General desires an opportunity to get some production out of those plants, particularly Navalmeccanica-Naples.


CARL R. GRAY, JR.
Brigadier General, USA
Director General

4656

149/33

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

Our Reference : ACC Tn/151/2.

Date : 7 April 44.

TO : Director General, M.R.S.

SUBJECT : Workshop Capacity - Naples and Castellammare.

1. Appended are copies of reports of Industry & Commerce Sub-Commission, ACC. in two major workshops.

2. It appears that "Navalmecanica - Naples", at which orders from Royal Navy are reported to be tapering off, may have some loco-motive repair and rebuilding capacity, while "C.M.F. Castellammare" may have some railway wagon repair capacity. In view of current rolling stock position either or both of plants may be useful.

3. If you do not wish to use the plants for M.R. purposes would you support an application from this Sub-Commission that they be used, if found suitable, for improving the facilities available for civil traffic, please?

P.F.

S.A. FITCH,
Colonel,

Director, Transportation Sub-Commission, ACC.

4645

HEADQUARTERS
ALLIED CONTROL COMMISSION
INDUSTRY & COMMERCE SUB-COMMISSION
APO 394

WJM/edg

Ref. AGO/5076/IO

31 March 1944

SUBJECT: Workshop Capacity - Naples & Castellammare.

TO : Local Resources Section, HQ A.A.I. (Adm. Mohelon)

1. Attached for your information copies of reports on the plants of Navalmeccanica Naples, and Cantiere Metallurgici Meridionali, Castellammare, made by officers of this Sub-Commission.
2. It will be noted that Locomotive repair facilities exist in Naples and Railway Wagon repair capacity at Castellammare.
3. It is recommended the reports be circulated to interested services.

For Lieutenant General MASON MACFARLANE:

Incls: (As per para. 1)

Copy To:

Internal Transportation S/O ✓
Regional Commissioner, Region I (Attn: S Div)

"	"	"	II	"	"	"
"	"	"	III	"	"	"
"	"	"	IV	"	"	"
"	"	"	V	"	"	"

John Stodd
W. P. EVANS Col
Colonel,
Director, Industry and
Commerce Sub-Commission.

Lt. Col. S.A. Group I & S/O, Rear HQ A.C.C., Salerno.

4854

0 6 7 6

REPORT ON PLANT OF NAVALMECCANICA - NAPLES -

1. This important company has a share capital of Lit. 96,000,000, and an investment of Lit. 185,000,000. It employed in 1943 upwards of 6000 hands. Consumption of electric energy in normal years was 13,400,000 Kwh.

The plant was only partially destroyed by air and ground attack and the managers have shown commendable energy and initiative in restoring the establishment to operation employing all means within their power.

2. The plant contains electric steel foundry, cast iron foundry and pattern shop, non-ferrous metals foundry, heavy and light machine shops equipped for a wide variety of operations.

They are prepared to build heavy duty air and oxygen compressors, machine tools including lathes and radial boring mills, marine type winches, and a multitude of heavy industrial equipment.

This industrial establishment appears to have a large reservoir of highly skilled artisans. Its director, Sig.r Viludich-Premuda is a man of considerable organizing and operational ability. Sig.r Picciardi, deputy for Mr. Pattison, was also introduced. Commander Bonny, R.N., supervising the plant for Royal Navy purposes, accompanied inspecting officers on their tour of the factory.

3. Orders from the Royal Navy appear to be tapering off, and a considerable capacity for heavy industrial machine operations is now available. Attention is called to this fact, for such capacity is scarce in present-day Liberated Italy, and efforts should be made to keep this installation working at its utmost capacity. 4843

4. Some consideration should be given to securing certain pieces of important machine tools needed to round out more fully the capacities of this plant particularly large bending rolls, shears, and plate bevellers. Because this industrial unit contains the trained personnel to make full use of such machines for the Allied Effort, and because the plant manager appear to be sympathetic toward our cause, it is recommended that HQ/ACC give what assistance it can toward.

a. Further equipping the plant at the expense of other plants so severely damaged as to without value to the Allie

Effort for the duration of the emergency, and

b. making fuller use for the Allied Effort of the facilities now available at this establishment.

5. In this respect, it is to be noted that the Navalmeccanica plant is well adapted to undertake work of urgent importance, i.e. repair of Italian rolling stock. There are in liberated Italy at the moment about 1000 steam locomotives, 400 electric locomotives and 200 Diesel locomotives, together with about 30,000 goods wagons. Most of these are in bad repair, and it is recommended that consideration be given to allotting work of this urgent nature to Navalmeccanica. It may be considered advisable to transfer for this purpose materials suitable for the work, now lying unused at the Ansaldo Works, Pozzuoli.

REPORT ON PLANT OF CANTIERE METALLURGICI MERIDIONALI CASTELLANUARE

GENERAL

Large plant originally with a capital of Lit. 14,400,000 and employing 2,500 hands, engaged on:

- (1) Tin and Black Plate Production
- (2) Railway Wagon Repair Shop
- (3) Nut, Bolt, Dog Spike Manufacture
- (4) Iron Foundry
- (5) Small Wire Drawing Plant
- (6) Projectile Manufacture (plant destroyed)
- (7) Forge and Smithy

Normal consumption of electric power was 7,200,000 KWH annually.

PLANT GENERAL

The works have expanded around the original Railway Wagon Repair Shop and are long and rambling. The original plant buildings and set-up are somewhat out of date. The Tin plate rolling mills and iron foundry are of more recent construction (approx. 1924) and whilst not being of the latest design are capable of producing reasonably good quality plate in fairly large tonnages. There is also available a large engineering shop equipped to carry out the firm's own maintenance, and also do small or medium sized jobs of a general engineering character. 50% of the machines in this shop have escaped damage by German demolitions.

DAMAGE TO PLANT & PLANT DETAILS

(1) Tin Plate Rolling Mills. This plant which is obviously the firm's greatest asset, has, so far as could be seen escaped any serious damage and is at present working to part capacity. One train of rolls out of three being in operation at the time of our visit. Furnaces and gas producer plant are undamaged.

(2) Nut, Bolt, and Dog Spike Plant. About 50% of the machinery in this department is of no use, due to demolitions, and old age. The remainder of the equipment is at present working, making an assorted variety of nuts, bolts, dog spikes, small screws, etc., on a variety of plant, including friction screw presses, Ajax type bolt-

upsetting machines, semi-automatic screwing machines. This plant whilst capable of a considerable output would, in our opinion, carry heavy costs and it is difficult to see it competing with modern equipment.

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(5) The Projectile Plant. This plant, which it was understood was capable of 4,000-75m/m H.E. shells per day was completely demolished, but it was noticed that quantities of finished shells, and rough shell forgings and shell driving rings were lying around works.

(6) Forge & Smithy. A small plant consisting of 1-3ton Hammer (Steam) 2-1 ton Hammers (Steam) and 2 smaller power driven Hammers. None of this equipment is of modern construction, and there is no evidence of any lifting or handling tackle in use. This plant's only use is for small and medium size general forgings, and it is evident production costs would be high.

GENERAL
INFORMATION

(1) The monthly max. output of the tin plate mills is:
- 1200/1300 metric tons per month, minimum thickness 0.22 m/m, maximum thickness 0.6m/m (0.3 m/m average thickness).

(2) Sufficient tin in stock for a further 900 tons of tinplate.

4610

- (3) Available steel in the form of sheet-bars in stock is 3500/400 metric tons of U.S.A. and Luxemburg origin (can be rolled to tin plate or black plate).
- (4) In addition 100 tons of tin plate which has been damaged by the weather and started to rust will have to be cleaned and re-tinned. This work is in hand.
- (5) The firm have sufficient coal for 2/3 months operating. This coal is of German origin and of the flame quality. Their requirements are 300 metric tons per month (cannot use Sardinian coal due to its high percentage of sulphur).
- (6) The power requirements are 850 K.W. per 20 hour day.
- (7) The firm will also require 20 metric tons of 50° Bè H₂SO₄, but have the necessary containers for transport and storage.
- (8) The management of this plant gave the impression of being of average ability.

CONCLUSIONS &
RECOMMENDATIO
NS

- (1) Assuming a supply a supply of raw materials in the shape of coal, tin and steel sheet bars can be available, it is recommended that the tin plate rolling mills should be encouraged to continue production. Food Sub-Commission, A.C.C. has been asked to submit for examination a note of six months requirements for tinsplate and blackplate. It may be possible by building a set of corrugating rolls to produce corrugated sheeting which is in short supply and much needed for civilian and army needs. (Spelter will have to be made available).
- (2) The firm's iron foundry can probably be found useful work in the production of Railway Brake Shoes, Furnace Castings, small bogie wheels and general iron castings.
- (3) The engineering and maintenance plant is a useful shop for general machine work of a non-repetition character.
- (4) The nut and bolt factory and the forge are the least promising units of the plant, but as they appear to have considerable orders on hand, the firm's representatives

4629

should be pushed into getting this plant into better repair. Old machines should be cleared out and scrapped and some effort made by the firm to reorganise these two Departments.

In all the above matters the following points require consideration:

- a. Necessity of coordinating with D.D.W.S., HQ A.A.I. (and Royal Navy or P.S. Engineers where necessary) in laying down complete works programme so as to cover essential civilian as well as military needs.
- b. Possibility of supply of imported long-flame coal (a critical item)

The plant is at present working, in part, for D.D.W.S., HQ, A.A.I. under the supervision of Capt. W.H. Betts, 80 E.B.W., A.A.E.C., who has lately arrived for this purpose.

149/31

ACP/ac

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

Tel. 843238
Ref. AC/149/Tn 4

29 March 1945

TO : Public Works and Utilities Sub-Commission, HQ AC.

SUBJECT : Casaluce Company.

1. Please see the enclosed papers received from Public Safety Sub-Commission. The firm of Casaluce has not been invited to tender for contracts by the ISR because of their "blacklisting", but it will be seen that Public Safety Sub-Commission state the position can be rectified by a declaration by the Minister of Public Works that he endorsed the decision of the High Commissioner for Sanctions against Fascism that the firm be removed from the Black List.
2. This Sub-Commission has no communication with the Ministry of Public Works on such matters, and it is felt you would prefer to take the necessary action in the matter, as presumably you have dealt with the question of Defascism amongst firms engaged in Public Works.

O. H. Lindberg
O.H. LINDBERG
Lieut. Col. R.E.,
Chief, Rail Division.

Copy to: Public Safety Sub-Comm. HQ AC.

4627

Subject : Sta Industrie Meccaniche Meridionali - Vasto - NAPLES.

Military Railway Service,
C.M.F.
Telephone : Firebox 52,
Outside Line 843867.
Tn.A.3(M)/60.
2 March 1945.

To : Tn. Sub Commission, AC. (Bdg.) ✓

Copy to : Lt. Bowie .

1. With reference to the above plant, ADD Equipment has received a report from CO, 753 Shop Bn., in which he states that all plant and machinery of any value to MRS has been removed and that the shops and buildings are so badly damaged as to preclude their use.

2. You are therefore at liberty to take any action you may think desirable in the matter. Should there be any special items remaining which you might wish to withdraw, if you will give me details I will recommend same to AFHQ.

W. S. P. H. A. D. Tn. 3(M)
4636
for Brigadier,
Director Military Railway Service.

149/29

C ML/1c

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

Tel. 843191-11
Ref. AC/149/Tn 4

11 February 1945

TO : DMRS - D.A.D. Tn (Stores) Bldg.

SUBJECT : Requisitioning of Material in Liberated Italy.

1. Reference your Tn A 2/2 dated 2 February 1945 and letters of 27 Oct. 15 Nov., and 18 Nov. 1944 above subject.

2. Your request to requisition the materials as listed has been forwarded to the Minister of Communications thru the Director General ISR, however, this headquarters could not recommend the requisitioning of the machinery at the Monopoli Cement Works as this plant is being put into operation and will require the use of all its facilities.

Cink
O.H. LINDBERG
Lt. Col. E.E.,
Chief, Rail Division.

4625

149/28

CM1/1c

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

Tel. 843191/11
Ref. AC/149/Tn 4

11 February 1945

TO : Director General Italian State Railways
Building

SUBJECT : Requisitioning of Materials in Liberated Italy.

1. Transportation (Br) is desirous of requisitioning certain items of plant and machinery which are located in liberated Italy.
2. The Legal Sub-Commission of AC. has advised DMRS that the requisitioning can only be done thru the Italian Government and that the channel of approach is the Minister of Communications thru the Transportation Sub-Commission.
3. Attached are lists of machinery which they desire to have requisitioned, showing location, ownership, description of machinery and purpose for which required.
4. Referring to the machinery requested from the Italian Cement Company at Monopoli, this headquarters does not approve of requisitioning this machinery as the Cement Works has been rehabilitated and will require the use of all of the facilities.
5. This matter is respectfully submitted to you for your consideration and further handling.

4834

Encl

G.H. LINDBERG
Lt. Col. R.E.,
Chief, Rail Division,

Encl. 3 lists of machinery.

Subject: Requisitioning of Materials
in Liberated Italy.

Transportation Increment,
C.M.F.

Tel: Firebox 59.

File: Tn.A.2/2.

2 Feb. 45.

To: Tn. Sub Commission, A.C.,
R.A.A.C.

- 198 / 221 / 224
1. On 27 Oct, 16 Nov and 18 Nov.44, we wrote you regarding requisitioning on our behalf of certain plant and machinery located in liberated Italy and required for use by this service.
 2. Up to the present we cannot trace any acknowledgment from you and are therefore uncertain as to whether any action is being taken.
 3. It would be appreciated if you would inform what progress, if any, is being made.

4633

G.J. Ellis

G.J. ELLIS, S/Capt.,
for Brigadier,
Director of Transportation.

Subject: Requisitioning of Materials
in Liberated Italy.

Transportation Increment,
C.M.F.

Tel; Firebox - 53.

File Tn.A.2/2.

16 Nov. 44.

To : A.C.C., Transportation
Sub - Commission,
R.A.A.C.

1. Further to our Tn.A.2/2 dated 27 Oct.44, it is now desired to requisition for Docks Working in Brindisi, a Diesel Generator.
2. Full details are given below and it will be appreciated if you will make the necessary arrangements on our behalf.

Description of Plant: Diesel Generator.

Engine:

3 Cylinder -4 Stroke - Fiat Diesel.

Generator:

Ecole Marcelli.

Synchronous 3 Phase.

225 Volt.

103 Amps.

45 Cycles.

Owners:

Soc Gen per L'Industria M. e C.
Montecatini.

Purpose for which required: Docks working at Brindisi.

G.J. Ellis, S/Capt.,
for Brigadier;
Director of Transportation.

4622

Subject: Requisitioning of Materials
in Liberated Italy.

Transportation Increment,
C.M.P.

Tel: Firebox 58.

Tn.A.2/2.

27 Oct. 44.

To: - A.C.C. Transportation Sub-Commission,
R.A.A.C.

Copy to:- File Tn.A.2/43.

1. Transportation (Br.) is desirous of requisitioning certain items of plant and machinery which are located in liberated Italy.

2. We have ascertained from the Legal Sub Commission of A.C.C. that no service can requisition direct in that portion of Italy and that it can only be done through the Italian Government. We were further informed that our channel of approach is the Minister of Communications through A.C.C. Transportation Sub Commission.

3. Attached are full details of exactly what is required by us, name of the owners and location of the plant. Will you please deal with the question of the requisitioning and advise us in due course when we may arrange collection.

R.E. COWARD, Lt.Col.,
A.D.Tn.(Stores),
for Brigadier,
Director of Transportation.

Encl.

GJE/NL.

4631

Location - Warehouse adjoining Monopoli Docks. Key held by Port Commandant, Monopoli.

Owners - Ing. Aurelio Aureli, Via Alessandria 208, ROME.

Description and Quantities.

Slip ring induction motors.

<u>H.P.</u>	<u>Volts</u>	<u>Amps.</u>	<u>Cycles</u>	<u>R.P.M.</u>		
2.4	380	4.2	-	-	each	I.
4.5	220	12.7	-	1200	"	I.
9.	220	24	45	900	"	I.
9.	120/210	40/26	45	1350	"	I.
10	210	27	-	1250	"	I.
10	260	22	-	1260	"	I.
15	220	40	-	1200	"	I.
30	220	-	50	1450	"	I.

Centrifugal Pumps, Single Stage, with sluice valve and suction strainer fitted with belt pulley 3" - 3.

Pumping sets, electric motor, 220v. 10 amp. 3.75 h.p. direct coupled to 4" single-stage pump - I.

Pumping sets, electric motor, 220v. 6.57 amp.h.p. direct coupled to 3" pump - I.

Marble switchboard, approx. size 3' x 2' fitted with one ammeter 0 - 660 amps. One voltmeter 0 - 300 volts, one triple blade, single throw switch each I.

Purpose for which required.

For use in Railway Construction and Port Operation.

Location - Disused Cement Works, Monopoli.

Owners - Italian Cement Coy., Turin (representative in Monopoli).

Description and Quantities.

30 cwt. electric fixed jib slewing cranes	each	3.
Motor Generator set for the above comprising I - 260v. 3 phase		
35 h.p. motor, I - 220v. 44.5 kw. D.C. generator	each	1.
Control panel for generator comprising I - marble slab 3' x 4',		
2 - cartridge fuses, I - 0 to 250 amp. ammeter, I - 0 to 400 volt		
voltemeter, I - Rheostat, I - oil circuit breaker.	each	1.

Purpose for which required.

Removal from site and installation at Bari Docks to speed up lighter discharge.

Subject : Cantieri Metallurgici Italiani -
Castellammare di Stabia.

Military Railway Service,
C.M.F.
Telephone : Firebox 52,
Outside Line 843867.
Tn.A.3(M)/60.
11 Jan. 45.

To : Director General, (Reference your
ISR. (Bdg.) (ICCA/2026/44 dated 8 Jan.)

Copy to : Transportation Sub-Commission, AC.
(Rail Section) (Bdg.)

1. With reference to your above mentioned letter,
I can only confirm the contents of my Tn.A.3(M)/63 of
22 Dec. 44.

2. This firm is under the direct control of
Director of Works, A.F.H.Q., and in their letter of 18 Dec.
they stated as follows :-

"C.M.I. is no longer a private concern but a
Military Workshop fully engaged on the production of
bridges and other important military engineer stores and
has no surplus capacity.

This works was taken over as a military
workshop in March of this year after it had been agreed
that it would not be required for wagon repairs by L.R.S.

Since March the wagon repair sheds have been
converted into bridge construction shops."

3. I regret therefore that there is nothing I can
do further in the matter.

4628
AD Tn.3(M)
for Brigadier
Director Military Railway Service

0892

149/25

(Translation)

Rome, 13 ~~1943~~

I.S.R. Procurement Service

our ref. A 38/48/B Varie/200/2130/44

Transports Sub Commission

Allied Commission

Subject: Cantieri Metallurgici Italiani

R o m e

-Establishment of Castellammare di Stabia

- 1) Further to our letters T.V. NR/Varie 7.I.I. cc a 1658.25:1843/44; ICCA/2026/44 respectively dated 12 and 27 December last and 8 January 1945

2) The resumption of the operation by the establishment mentioned in the subject, is not only urgent and necessary for the accomplishment of the programme regarding repairs of any kind to the rolling stocks, but also to manufacture small materials, rivets, nails, bolts, cheeks (of rack) a.s.o. which are so essential for the upkeep and for minor repairs of operating cars and for the efficiency of the railway.

- 3) Therefore, in reporting to you our comments about the granting of the request presented by the above mentioned Establishment, we beg kindly to consider the above remarks.

The General Director

signed Di Raimondo

Na ng15/1

4627



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO

DIREZIONE GENERALE

SERVIZIO APPROVVIGIONAMENTI

OGGETTO

Cantieri Metallurgici
Italiani-Stabilimento
Castellere di Stabia

ALLA SOTTO COMMISSIONE TRASPORTI
DELLA COMMISSIONE ALLEATA

R O M A

=====

Allegati N. _____

- 1) Si fa seguito alle note T.V.NR/Varie 7.I.1 cc a I658.25-
I843/44- ICCA/2026/44 rispettivamente del 12 - 27 s.m.
e 8 corr.
- 2) La ripresa di una maggiore attività da parte dello Sta-
bilimento di Castellammare di Stabia dei Cantieri Metal-
lurgici Italiani oltre ad essere urgente e necessario
allo svolgimento del programma di riparazione di ogni
genere nel campo dei carri ferroviari, lo è anche per la
confezione di materiale minuto e di bullonerie e chio-
rie, chiavarde, ganasce, ecc., tanto necessarie per la ma-
nutenzione e piccole riparazioni dei veicoli in esercizio,
e per il mantenimento in efficienza della linea ferrata.
- 3) Perciò nel riferire alla sub-Commissione le proprie con-
clusioni in merito al soddisfacimento della richiesta
presentata dallo Stabilimento sopraindicato, pregasi te-
ner presente quanto sopra.

4628

IL DIRETTORE GENERALE

Ardo Panunzio

Roma, 11 15 Gennaio 1945 - Anno

M. 238/48 13 via Doca/2130/44

OGGETTO

Cantieri Metallurgici
Italiani-Stabilimento
Castellare di Stabia

ALLA SOTTO COMMISSIONE TRASPORTI
DELLA COMMISSIONE ALLEATA

R C M A

=====

Allegati N.

1) Si fa seguito alle note T.V.NR/Varie 7.I.1 cc a 1658.25-
1843/44- IOCA/2026/44 rispettivamente del 12 - 27 s.m.
e 8 corr.

- 2) La ripresa di una maggiore attività da parte dello Sta-
bilimento di Castellammare di Stabia dei Cantieri Metal-
lurgici Italiani oltre ad essere urgente e necessario
allo svolgimento del programma di riparazione di ogni
genere nel campo dei carri ferroviari, lo è anche per la
confezione di materiale minuto e di bullonerie e chiodi-
rie, chiavarde, ganasce, ecc., tanto necessarie per la ma-
nutenzione e piccole riparazioni dei veicoli in esercizio,
e per il mantenimento in efficienza della linea ferrata.
- 3) Perciò nel riferire alla sub-Commissione le proprie con-
clusioni in merito al soddisfacimento della richiesta
presentata dallo Stabilimento sopraindicato, pregasi te-
ner presente quanto sopra.

4626

II DIRETTORE GENERALE

Ardo Perinetti

M.B.

HEADQUARTERS ALLIED COMMISSION

APO 394

INDUSTRY SUB COMMISSION

Tel. 237

13 January 1945

Ref: AC/5615/16/IND

SUBJECT: Railway Rolling Stock Plant of Societa
Anonima Centieri Metallurgici Italiani
a Castellammare di Stabia.

1. Reference is made to your 1753/Ra of 5th July 1944.
2. As the result of further representations from the Ministry for Industry, Commerce and Labour and the Ministry of Communications to this Headquarters it is suggested that the possibility of allowing access of the management and work-people to the wagon repair shops which are not in use by HQ Engineer Base Workshops, be given your serious examination.
3. While the priority of the production of Bailey Bridge, and the consequent saving of 450 tons of shipping is recognized, it is suggested that the difficulties in rail transportation owing to the shortage of railway rolling stock of the I.S.R. involving the transportation of hundreds of thousands of tons of supplies for the Allied Armies and the civilian population is also worthy of the most serious consideration.
4. There are at present approximately 26,000 railway wagons in service, and 13960 immobilized for lack of repairs; rail transportation facilities are 50% of normal while demands for transportation are practically twice the normal demands.
5. Under these circumstances, it is felt that, even through the output of the firm may not have been outstanding in your experience, the present situation is such that every railway wagon put back into service is an aid to the solution of transportation problem.
6. Any means by which the partial functioning of the firm in railway wagon repair can be effected without interruption to the work of E.S.W. will be a valuable contribution in this direction.

4625

COPY

149/24

SUBJECT : Railway Rolling Stock Plant of Societa
Anonima Centrieri Metallurgici Italiani
a Castellammare di Stabia.

1. Reference is made to your 1753/Ra of 5th July 1944.

2. As the result of further representations from the Ministry for Industry, Commerce and Labour and the Ministry of Communications to this Headquarters it is suggested that the possibility of allowing access of the management and work-people to the wagon repair shops which are not in use by HQ Engineer Base Workshops, be given your serious examination.

3. While the priority of the production of Bailey Bridge, and the consequent saving of 450 tons of shipping is recognized, it is suggested that the difficulties in rail transportation owing to the shortage of railway rolling stock of the I.S.R. involving the transportation of hundreds of thousands of tons of supplies for the Allied Armies and the civilian population is also worthy of the most serious consideration.

4. There are at present approximately 22,000 railway wagons in service, and 13,560 immobilized for lack of repairs; rail transportation facilities are 50% of normal while demands for transportation are practically twice the normal demands.

5. Under these circumstances, it is felt that, even through the output of the firm may not have been outstanding in your experience, the present situation is such that every railway wagon put back into service is an aid to the solution of transportation problem.

4625

6. Any means by which the partial functioning of the firm in railway wagon repair can be effected without interruption to the work of E.B.W. will be a valuable contribution in this direction.

For the Chief Commissioner :

signed

W.S. VAUGHAN

Director

Industry S/Comm.

Transportation S/C.

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION

Tel. 237

NR12/ez

Ref. AC/3015/13/150

13 January 1945

SUBJECT : Railway Rolling Stock Plant of Societa
anonima Cantieri Metallurgici Italiani
at Castellumero di Stabia.

To : Allied Forces Headquarters
(Attaching Direction of Engineering Stores and Equipment)

1. Reference is made to your 1753/33 of 5th July 1944.

2. As the result of further representations from the Ministry for Industry, Commerce and Labour and the Ministry of Communications to this Headquarters it is suggested that the possibility of allowing access of the management and work-people to the wagon repair shops which are not in use by the Engineer Base Workshop, be given your serious examination.

3. While the priority of the production of Bailey Bridge, and the consequent saving of 450 tons of shipping is recognized, it is suggested that the difficulties in rail transportation owing to the shortage of railway rolling stock of the I.M.R. involving the transportation of hundreds of thousands of tons of supplies for the Allied Armies and the civilian population is also worthy of the most serious consideration.

4. There are at present approximately 88,000 railway wagons in service, and 12,000 immobilized for lack of repairs; rail transportation facilities are 50% of normal while demands for transportation are practically twice the normal demands.

4624

5. Under these circumstances, it is felt that, even though the output of the firm may not have been outstanding in your experience, the present situation is such that every railway wagon put back into service is an aid to the solution of transportation problem.

6. Any means by which the partial functioning of the firm in railway wagon repair can be effected without interruption to the work of S.S.W., will be a valuable contribution in this direction.

For the Chief Commissioner :

(Signed) W. S. VAUGHAN

Copy to:-

~~Economic Section~~
✓ Transportation S/O

~~Gen. Secy. H.D.~~

~~Ministry for Indus. & Com.~~

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

4623

file 149/23

SLB/ic

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

Tel: 843403

Our Reference: AC/149/Tn

11 January 1945

TO : Industry Sub-Commission
Hq., AC.

SUBJECT : Vasto Plant, Naples.

1. Reference your letter AC/5615/IND dated 6 January 1945.
2. In view of the opinion expressed in your letter, this Section is now prepared to support an application for the Vasto firm to be allowed access to their plant for the purpose of salvaging machine tools which can be made serviceable for railway work.

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

4622

149/22
SLB/ic

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

10 January, 1945

MEMORANDUM

TO : Lieut. Col. Lindberg, R.E.
Chief of Rail Section

SUBJECT : Vasto Plant Maples

1. Reference Industry Sub-Commission letter AC/5615/IND dated 6 January 1945.
2. In view of what is said in above letter, as a part of long term policy, and application could reasonably be supported on behalf of the Vasto firm for them to be permitted access to their plant for the purpose of salvaging machine tools which can be made serviceable for railway work.

S.L. Baister
S.L. BAISTER, Major
Mech. Engineer,
Rail Section.

*Replied to letter
A.L. 1945*

4621

Tel. 391

149/21
TGE/eg

Ref. AC/5615/IND.

8 January 1945

SUBJECT : Vasto Plant Naples.TO : Transportation Sub-Commission.
Rail Section.

FROM : Industry Sub-Commission.

1. Your letter AC/149/Tn of 3 January 1945 refers.

2. We note your remarks and conclusions that the above plant can be considered a total loss, so far as resumption of work on rail-car repairs is concerned.

3. So far as immediate resumption of work is concerned, we are inclined to agree with your view, but our suggestion to de-requisition this plant was based on the desirability to institute salvage work to prevent further damage and rapid deterioration of valuable and specialized machinery. Within these works there are many valuable and specialized machine tools designed solely for the construction and repair of rolling stock. It is our intention that some effort should be made to salvage and repair this plant which could be utilized to advantage in other plants operating for M.R.S. or the Italian State Railways.

4. We should be glad if you would re-consider your conclusions in view of the above remarks, bearing in mind that our suggestion for de-requisition is based on the salvage of valuable plant and materials which will be saved for ultimate use by the Italian State Railways.

4620

Copy to :
Economic Section.
W. S. VAUGHAN
Director,
Industry Sub-Commission.

TRANSPORTATION SUB-COMMISSION

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

SUBJECT: CAR REPAIR

REF: REF 1/5/9

TO: TN SUB-COMM A.C.
(RAIL SECTION)
c/o Tn Increment
C.M.F.

REGGIO CAL.
28 DEC 44

1. Reference your letter 14 Dec 44 file AC/148/TN.
2. Wrote you on 18 Dec in reply to yours of 8 th stating that 288 wagons would be repaired in this division but that 500 would have to be done elsewhere. Have not heard from Major Taylor yet as to the possibilities of having some repaired there.
3. Do not understand your reference to Castellammare di Stabia repair shops as it is not recalled that it was mentioned in your first letter.
4. Capt. Philby has asked for the attachments to your letter of 14 Dec and they were passed to him.

W. F. Blair, Maj
W.F. BLAIR, MAJOR
DEV. Supt. TN SUB-COMM

4619

AGP/1c

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

Tel: 483238

Our Reference: AC/149/Tn

3 January 1945

TO : Generale di Raimondo
Director General
ISR

SUBJECT : Derequisition -
Cantieri Metallurgici Italiani
Castellammare di Stabia

1. Reference is your letter TV.NR.Var.7/1/ICCA/1843/44 of 27 December 1944.
2. MRS inform me the firm is engaged to the utmost on military bridgework and therefore support cannot be given to derequisitioning.

AL

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

Copy to: Industry Sub-Commission, HQ., AC.

4618

ACP/10

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

Tel: 483238
Our Reference: AC/149/Tn

3 January 1945

TO : Industry Sub-Commission
HQ., AC.

SUBJECT : Vasto Plant Naples

1. Reference is your letter AC/5615/Ind of 9th December.
2. This plant was inspected by representative of MRS and this Sub-Commission some months ago, when it was concluded the firm was a total loss so far as resumption of work on rail car repairs is concerned.
3. This opinion is again confirmed, and in the circumstances no support can be given to the firm's application for de-requisition.

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

4617

Very Urgent

Ministry of Transports
I.S.R. General Direction

Subject:

Out of bounds Establishment
Cantieri Metallurgici Italiani

Allied Commission
Transport Sub Commission
Transportation Increment

R o m e

1. Reference letter ACP/ic of 14 December 1944, subject Derequisition of Cantieri Metallurgici Italiani - Castellammare di Stabia.
2. The yards were requisitioned by D.D.W., which manage them by their chiefs, through the 80th BW S&EC (South Africa Engineer Corp).

3. On 16 December 1944 the Ministry of Industry, Commerce and Labour - General Direction for Industry and Mines - Reconstruction Office, forwarded to Industry Sub Commission AC. the papers concerning the derequisition of the Establishment of Castellammare di Stabia.

4. It seems convenient that this Sub Commission intervene by the AC. Industry Sub Commission, and line up the urgent necessity for the requested derequisition, as the Cantieri Metallurgici Italiani are in a position to carry out any kind of repairs of railway cars.

Director General

Signed: Di Raimondo

4816

Rome 27 Dec 1944

TV. NR. Var. 7/1/ICCA/1843/44

149/19

Subject:

Out of bounds Establishment
Cantieri Metallurgici Italiani

Allied Commission

Transport Sub Commission

Transportation Increment

R 9 m s

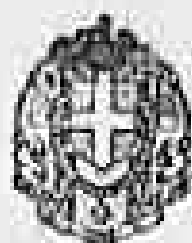
1. Reference letter MCP/ic of 14 December 1944, subject
Derequisition of Cantieri Metallurgici Italiani - Castellammare
re di Stabia.
2. The yards were requisitioned by D.D.W. which manage them
by their chiefs, through the 80th DEW S&EC (South Africa Engineer
Corp).
3. On 18 December 1944 the Ministry of Industry, Commerce
and Labour - General Direction for Industry and Mines - Recon-
struction Office, forwarded to Industry Sub Commission AC. the
papers concerning the derequisition of the Establishment of
Castellammare di Stabia.
4. It seems convenient that this Sub Commission intervene
by the AC. Industry Sub Commission, and line up the urgent necessi-
ty for the requested derequisition, as the Cantieri Metallurgici
Italiani are in a position to carry out any kind of repairs of
railway cars.

Director General

Signed: Di Raimondo

Ca.27.cb.

4616



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Materiale e Trazione

Nucleo di Collegamento - Roma

OGGETTO

Derequisizione Stabili-
mento Cantieri Metallur-
gici Italiani

ALLEGATI N.

URGENTISSIMA

Roma, 27^{ma} 1944 194 - A.

N. TV.NR.Var.7/1/ICCA/1843/AA

Al N. del

ALLA COMMISSIONE ALLEATA

SUB COMMISSIONE PER I TRASPORTI

TRANSPORTATION INCREMENT

R O M A

- 1)- Si fa riferimento alla lettera ACP/ic del 14.12.44 che ha per oggetto la "Derequisizione dei Cantieri Metallurgici Italiani di Castellammare di Stabia".
- 2)-L'ente che ha requisito i Cantieri è il D.D.W. che li gestisce direttamente con propri dirigenti a mezzo dell'80° E.B.W.-Saec (South Africa Engineer Corp)
- 3)-Si fa presente che il Ministero dell'Industria Commercio e Lavoro -Direzione Generale per l'Industria e le Miniere- Ufficio Ricostruzioni-ha rimesso in data 16-12-44 la pratica relativa alla derequisizio-
ne dello stabilimento di Castellammare di Stabia al-
la Commissione Alleata-Subcommissione dell'Industria.
- 4)- E' opportuno pertanto che codesta Sub-commissione in-
tervenga presso la sub-commissione per l'Industria
di codesta Commissione Alleata prospettando l'urgen-
za e la necessità della richiesta derequisizione e
facendo presente che i Cantieri Metallurgici Italiani
sono in grado di effettuare riparazioni di ogni genere
nel campo dei carri ferroviari.

IL DIRETTORE GENERALE

Luigi Raimondo

SLB/em

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

MEMORANDUM

29th December 1944

SUBJECT : Requisition of factories.

TO : Lt.Col. Lindberg,
Chief of Rail Section.

1. Reference Industry and Commerce (Steel Iron Division) letter ACC/5615/IND. dated 27 Oct. 44, your letter AC/149/Tn., dated 2 Dec. 44, Industry and Commerce letter AC/5615/IND. dated 9 Dec. 44.
2. I visited the Vasto Plant at Naples some months ago in company with Major D. Reynolds R.E. (D.A.D.Tn. 3 (M)) when we concluded that this Plant is a total loss so far as possibility of resuming production on rail cars is concerned.
3. Most of the buildings are completely wrecked and such machine tools as remain have been, even when not otherwise badly damaged, exposed to the weather for well over a year and are in very bad condition.
4. I have discussed the matter again with Major Reynolds who agrees with me that, for the purposes of M.R.S., it is useless to take any action in the direction of supporting the firm's application for de-requisitioning

4614

S.L. Baister
S.L. BAISTER, Major,
Tn.Sub-Comm., A.C.,
Rail Section.

TRANSPORTATION SUB-COMMISSION
ALLIED CONTROL COMMISSION
 PROVINCE OF REGGIO IN CALABRIA

149/18

SUBJECT: REPAIRS TO FREIGHT CARS

REF: REG 1/5/8

TO: TRANSPORTATION SUB-COMM (A.C.)
 (RAIL SECTION)

REGGIO CAL.

18 DEC 44

C/O TRANSPORTATION INCREMENT

C.M.F.

1. Acknowledging your letter 6 Dec 44 AC/145/TN with attachments.
2. The I.S.R. advise that they are arranging heavy repair of 239 wagons in their shops within Calabria but the remaining 500 will have to be done elsewhere as they have not the machinery to do it.
3. Matter was discussed with Major Taylor of Palermo who states he will review the matter with Capt Philby, who is now in Palermo, and with the I.S.R. Sicily and advise possibility of having some repaired there.
4. ENTIRE FILE RETURNED.

W. F. Blair
 W.F. BLAIR, MAJOR

DIV. SUPT. TN SUB-COMM

4613

ACP/ic

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

Tel: 843207
Our Reference: AC/ 149/Tn

6 December 1944

TO : Major W.F. Blair
C/o Mov. Reggio (Calabria)

SUBJECT : Repairs to Freight Cars - Calabria Division

Please see the enclosed correspondence and let me have your remarks in regard to the possibility of repairing freight cars in the Calabria Division, or shipping them to Sicily for repair.

at Ring Cap
1- O.H. LINDBERG,
Lieut-Colonel, R.E.,
Chief, Rail Section.

4612

Subject : Wagon Repairs - CALABRIA.

1001
149/
Military Railway Service,
C.M.F.
Telephone : Firebox 52,
Outside Line 843867.
Tn.A.3(M)/63.
5 Dec. 44.

To : A.C. Tn. Sub Commission. (Bdg.) ✓

Copy to : Director General, ISR. (Bdg.)
(Your TV.NR/Vel - 6/IOCA/1563/44 of
3 Dec. refers.)

1. Following my Tn.A.3(M)/63 of 3 Dec. and
attached. I now attach you a further letter from
the Director General ISR.

2. The same remarks as those in my above
mentioned letter apply in this case also.

Joseph
A.D. Tn.3(M),
for Brigadier,
Director Military Railway Service.

4611



MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE
Servizio Materiale e Trazione

(1) Nucleo di Collegamento - Roma

OGGETTO. Ricupero veicoli sinistrati

Roma, 194 . A

N. TV.NR/Vel.6/100A/1563/44

Al N. del

DIREZIONE MILITARY RAILWAY SERVICE

S E D E

- 1) Sul piazzale della stazione di Vibo Valentia, dove sono stati ultimati dal 4/11 c.a. i lavori di sgombrò e di recupero dei carri disastriati in seguito ad azioni belliche, restano 32 veicoli da inviare alle Officine di grande riparazione.
- 2) Per le disposizioni del caso da impartire alla Sezione Materiale e Trazione di Reggio Calabria, pregasi far conoscere quantò ed in quale Officina detti veicoli potranno essere inviati.

IL DIRETTORE GENERALE

F.to DI RAMONDO

4610

Stab. Tip. Pucci - Ancona - Ord. 37 - 30-6-42-XX - 1.701.920 1/2

(1) Servizio.

Subject:- Wagon Repairs - CALABRIA

Military Railway Service

CME

Tele: Firebox 52
Outside Line 843867

Tn.A.3(M)/63

3 Dec 44

Director

Tn Sub Comm AG (Bldg) ✓

Copy to:- Director General ES (Bldg)

- ref your TV.MR/Veic.6/ICEA/1559/44
dated 2 Dec 44.

1. I have received the attached letter from the Director General ISR.

2. No reference is made to the state of damage of the 500 cars, and the word 'sinistrati' leads me to believe that many of them are burnt out.

3. As you are aware, we are already overloaded with wagon repairs on the BARI Division and I am unwilling to block up the yards with an additional 500, many of which could not be repaired at all.

4. I would suggest that the easily repairable cars of useful type (box cars and tank cars) be sorted out from the remainder, and when this has been done and if you find that you are unable to repair these with your own resources in CALABRIA, I will see what can be done in the BARI Division to assist.

5. Please let me hear in due course.

AD Tn.3(M)

for Brigadier
Director Military Railway Service



MINISTERO DELLE COMUNICAZIONI

FERROVIE DELLO STATO - DIREZIONE GENERALE
Servizio Materiale e Trazione(1) Nucleo di Collegamento - Roma
Riparazione veicoli sinistrati

OGGETTO:

Roma, 2 DIC 1944

TV. NR/Verc. 6/1000A/1552/44

N.

Al N. del

DIREZIONE DEL MILITARY RAILWAY SERVICE

S E D E

1*)-La Sezione Materiale e Trazione di Reggio Calabria deve inoltrare alla Officina di grande riparazione circa 500 carri sinistrati, già recuperati e giacenti nei piazzali del Compartimento di Reggio Calabria.

2*)-Per evitare l'ingombro di detti piazzali, dato che per la riparazione di così rilevante numero di carri si prevedono lunghe giacenze, pregasi condotta Sede di comunicare, come e dove deve essere regolato l'inoltro e la sosta di tali veicoli, compatibilmente con il traffico militare, con l'urgenza delle riparazioni e con la capacità di assorbimento delle Officine.

IL DIRETTORE GENERALE

F.to DI RAIMONDO

4608

EXTRACT COPY

Subject : Wagons for repairs ex CALABRIA.

Military Railway Service,
C.M.F.
Telephone Firebox 52
Outside Line 843867
Tn.A.3(M)/63
22 Dec. 44.

To : A.C. Tn. Sub-Commission (For attention Major Baister).

Copies to: Director General, I.S.R., (Bldg).
Tn.3(C) (Bldg) (For attention Major Wilson).

6. With regard to the suggestion made by the Director General, I.S.R., to use the firm of Cantieri Metallurgici Italiani - Castellamare di Stabia, I regret that this is not possible as Director of Works, AFHQ informs me in his letter 1701/LW of 18 Dec that this firm is engaged to the utmost on urgent military bridgework.

Sd. D.N. TOPHAN
A.D. Tn.3(M),
for Brigadier,
Director Military Railway Service.

attach

4607

Tel. 391

149/17
TGE/EC

Ref. AC/5615/IND

9 December 1944

SUBJECT: Requisition of Factories.

TO ☒: Transportation Sub-Commission.

FROM : Industry Sub-Commission.

1. Your AC/14⁹5/TN of 2 Dec. 1944 refers.
2. The full description of this factory is:-
SOC. INDUSTRIE MECCANICHE MERIDIONALI
Vasto Plant - Naples.
3. The works are situated on the Corso Meridionale adjacent to the Central Station.

Copy to:-
Economic Section


W. S. VAUGHAN
Director,
Industry Sub-Commission

4608

Subject : Wagon Repairs - CALABRIA.

11/9/15

*see note
under Blair*
attach
Military Railway Service,
C.M.F.
Telephone : Firebox 52,
Outside Line 843867.
Tn.A.3(M)/63.
9 Dec. 44.

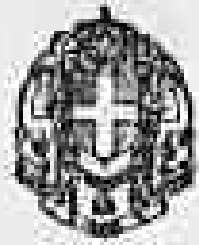
To : A.C. Tn. Sub Commission. ✓

Copy to : Director General, I.S.R.

1. With reference to my previous letters of 3 Dec. and 5 Dec., I now append you copy of a further communication from Director General, ISR, with lists of wagons involved.
2. Will you please let me hear in due course in order that a plan may be formulated.
3. It would appear to be a good plan to find out who the Cantieri Metallurgici Italiani di Castellammare di Stabia has been requisitioned by and whether they cannot undertake some of these repairs.

W. D. Opham
A.D. Tn.3(M),
for Brigadier,
Director Military Railway Service.

4605



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Materiale e Trazione

Nucleo di Collegamento - Roma

OGGETTO

Veicoli disastriati in
seguito ad azioni bel-
liche

Roma, - 5.10.1944

N. TV.NR/Vei.7/ICCA/1591/44

Al N. del

DIREZIONE DEL
MILITARY RAILWAY SERVICE

S E D E

ALLEGATI N. 6.-

1- Mi riferisco alla v/ lettera del 3 ottobre c.a.

prot. A.P.O. 400 relativa alla riparazione dei
veicoli in oggetto.

2- Si trasmettono gli elenchi di quelli giacenti
nelle stazioni di Reggio Calabria C.^{le}, Villa
S.Giovanni, Vibo Valentia, Sapri, Roccella e
Crotone con le indicazioni richieste nella nota
suddetta; da tali elenchi risulta che nelle sta-
zioni suddette esistono complessivamente N° 251
carri da inviare in officina per la grande ripa-
razione.

3- Pregasi comunicare dove quest'ultimi debbono es-
sere inoltrati, non essendo riparabili presso
gli impianti del Compartimento di Reggio Calabria.

4- A tale riguardo si fa presente che i Cantieri Me-
tallurgici Italiani di Castellammare di Stabia
che hanno in corso con questa Amministrazione un
contratto per la riparazione di Carri, valido

46/4

fino al 15-6-1946, risultano totalmente requisiti per lavori inerenti all'attività bellica.

Quest'Ufficio esprime il parere che sarebbe opportuno autorizzare la Ditta a rimettersi in grado di proseguire nell'espletamento del contratto suddetto; ciò sarebbe molto utile per sollecitare la riparazione dei carri riparandi giacenti nell'Italia Meridionale.

- 5- Si farà seguito per i veicoli giacenti in altre stazioni, appena in possesso dei dati relativi.

IL DIRETTORE GENERALE

Vedi. R. Armando

0720

149/12

ACE/1c

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

Tel: 043207
Our Reference: AC/149/Tn
14 December 44.

TO : Ministry of Transports
ISR Direction General

SUBJECT : Derequisizione stabilimento Cantieri Metallurgici
Italiani.

1. Reference is to your letter TV.MR/Ver.7/1/ICCA/1658/25 of
12 December.

2. Consideration will be given to your letter if you will
advise me who requisitioned the works of the Cantieri Metallurgici
Italiani di Castellammare, and who are using it at the present
time.

AL

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

4603

Ministry of Communications
I.S.R. General Direction

Rome 12 December 1944

M. MV MR/Var. 7/15 Doc 1658/25

To Allied Commission

Transportation Sub-Comm.

Subject: Derequisition of the Establishment
Italian Metallurgic Dock Yards

R O M E

1) We remit here attached the Memorandum of the Italian Metallurgic Dock-Yards of Castellammare di Stabia requesting the derequisition of the establishments as above mentioned.

2) Said derequisition is useful for I.S.R. Administration as well as for Allied military transportation for the following reasons:
a) The number of the cars to be repaired is still considerable and it is not likely to be sensibly reduced because of the shortage of shops now working for our Administration. 13,900 cars are at present out of use in liberated Italy waiting to be repaired;
b) the shops of Castellammare have already worked for I.S.R. and their workers are well trained for this work and quite aware of our requirements.

c) The shops equipment is fit both for the restoration and vehicles construction. The establishment disposes also of subsidiary industries, useful for the work of construction and repair of vehicles.

d) There is a contract existing between I.S.R. and Italian Metallurgic Dock Yards falling due on June 1946 for the amount of 200,000 hours of work yearly.

3) As for the difficulty of supplying materials necessary for the work, the material recovered by the demolition of the heavily damaged vehicles might be partly re-utilized.

4602

149/12

Subject: Derequisition of the Establishment
Italian Metallurgic Dock Yards

R O M E

1) We submit here attached the Memorandum of the Italian Metallurgic Dock Yards of Castellammare di Stabia requesting the derequisition of the establishments as above mentioned.

2) Said derequisition is useful for I.S.R. Administration as well as for Allied military transportation for the following reasons:
a) The number of the cars to be repaired is still considerable and it is not likely to be sensibly reduced because of the shortage of shops now working for our Administration. 18,500 cars are at present out of use in liberated Italy waiting to be repaired;
b) the shops of Castellammare have already worked for I.S.R. and their workers are well trained for this work and quite aware of our requirements.

c) The shops equipment is fit both for the restoration and vehicles construction. The establishment disposes also of subsidiary industries, useful for the work of construction and repair of vehicles.

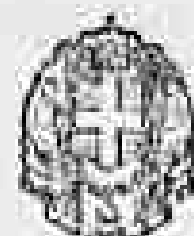
d) There is a contract existing between I.S.R. and Italian Metallurgic Dock Yards falling due on June 1946 for the amount of 240,000 hours of work yearly.

3) As for the difficulty of supplying materials necessary for the work, the material recovered by the demolition of the heavily damaged vehicles might be partly re-utilized.

Some parts, especially wheeled axles, for instance, might be utilized also for new vehicles reconstruction.

The General Director
signed Di Raimondo

Go 10 na/



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 12 ¹⁹⁴⁷ - R.

N. TV.NR/Var.7/1 ^{Scal/1658/25}

Al ¹⁹ del

OGGETTO

Derequisizione stabilimento Cantieri Metallurgici Italiani

SOTTOCOMMISSIONE TRASPORTI
DELLA COMMISSIONE ALLEATA

R O M A

ALLEGATI N. 2

- 1)- Si trasmette l'allegato esposto dei Cantieri Metallurgici Italiani di Castellammare di Stabia, nel quale viene richiesta la derequisizione degli stabilimenti della Società sopraccennata.
- 2)- Detta derequisizione è utile alla Amministrazione delle Ferrovie dello Stato ed ai trasporti militari alleati per i seguenti motivi:

a) il numero dei carri riparandi permane elevato e non accenna a diminuire sensibilmente, dato lo scarso numero di officine che attualmente lavorano per conto della nostra Amministrazione. Attualmente nell'Italia liberata stazionano inutilizzati in attesa di riparazione 13900 carri,

b) Le Officine di Castellammare hanno già lavorato in passato per conto delle Ferrovie dello Stato e le loro maestranze sono già esperte del lavoro e delle nostre esigenze,

c) L'attrezzatura delle Officine di cui trattasi è adatta alla lavorazione sia di riparazio-

ne e sia di costruzione veicoli. Lo stabilimento è dotato anche di industrie sussidiarie utili alla lavorazione di riparazione e costruzione veicoli,

d) esiste un contratto in corso fra la nostra Amministrazione ed i Cantieri Metallurgici Italiani valevole fino al giugno 1946 per l'ammontare di circa 280.000 ore di lavoro annue.

- 3)- Circa la difficoltà di approvvigionamento dei materiali occorrenti alla lavorazione, in parte potrà essere utilizzato il materiale recuperato dalla demolizione in corso dei veicoli gravemente disastriati.

Alcuni organi, come ad esempio le sale montate, potranno essere utilizzati anche per la costruzione di nuovi veicoli.

IL DIRETTORE GENERALE

U. Di Raimondo

MINISTERO DELL'INDUSTRIA DEL COMMERCIO E DEL LAVORO
 DIREZIONE GENERALE DELL'INDUSTRIA E DELLE MINIERE
 Uffici o Ricostruzioni

Richiesta di derequisizione per stabilimenti industriali necessari per i bisogni civili.

- 1 - Nome della Ditta - Cantieri Metallurgici Italiani S.A.
- 2 - Ubicazione dello stabilimento - Corso Vittorio Emanuele 366
Castellammare di Stabia
- 3 - Natura dell'attività produttiva - Costruzione e riparazione di cerri ferroviari in grande serie - Bulloneria calavarde e caviglie per armamento ferroviario - Banda stagnata e lamierini neri fino a 4 m/m. - Bulloneria stampata a caldo e a freddo di qualunque tipo - Fucinatura e stampaggio pezzi di acciaio - Costruzioni metalliche in genere (ponti, tettoie e tralicci) - Fusione di ghisa in grandi serie: ceppi per freni e barre triple per focolai di locomotive ed altri getti - Lavorazione del legno: baracche, infissi etc. - Fusioni di bronzo.
- 4 - Attuali condizioni degli edifici e degli impianti - Con nostri esclusivi mezzi sono stati riparati e riattivati i seguenti reparti: Reparto Costruzioni e Riparazioni vagoni Ferroviari - Reparto Bulloneria - Rep. Lamierini e latta - Fonderia ghisa - Costruzioni meccaniche - Impianto Presse - Officina Meccanica. Sulla ns/ attuale dotazione di macchine, nonostante le distruzioni avvenute, riportiamo in allegato un elenco delle macchine utensili principali già pronte per essere utilizzate.
- 5 - Nominativo esatto dell'Unità Alleata che occupa lo stabilimento, precisando se si tratta di requisizione o di occupazione. Lo stabilimento è stato occupato per la gestione diretta, dal 1°/4/44, da parte del D.D.W. (Deputy Directorate of Works) e gestito con propri dirigenti dall'80° E.B.W. - Sasec - (South Africa Engineer Corp).
- 6 - Scopo della requisizione o della occupazione - Per la produzione di stufe - Bulloneria - Carpenteria per ponti, attrezzi vari etc.
- 7 - Da chi è richiesta la derequisizione - La derequisizione è di interesse essenziale per le Ferrovie dello Stato.
- 8 - Per quali scopi - Per far fronte alle impellenti esigenze della ricostruzione degli impianti e mezzi di trasporto delle P.R.SS.

- 1 - Nome della Ditta - Cantieri Metallurgici Italiani S.A.
- 2 - Ubicazione dello stabilimento - Corso Vittorio Emanuele 366
Castellammare di Stabia
- 3 - Natura dell'attività produttiva - Costruzione e riparazione di
carri ferroviari in grande serie - Bulloneria chiavarda e cavi
glie per armamento ferroviario - Banda stagnata e lamierini ne
ri fino a 4 m/m. - Bulloneria stampata a caldo e a freddo di
qualunque tipo - Fucinatura e stampaggio pezzi di acciaio - Co
struzioni metalliche in genere (ponti, tettoie e tralicci) - Fu
sione di ghisa in grandi serie: ceppi per freni e barre triple
per focolai di locomotive ed altri getti - Lavorazione del le
gno: barecche, inflessi etc. - Fusioni di bronzo.
- 4 - Attuali condizioni degli edifici e degli impianti - Con nostri
esclusivi mezzi sono stati riparati e riattivati i seguenti re
parti: Reparto Costruzioni e Riparazioni vagoni Ferroviari -
Reparto Bulloneria - Rep. Lamierini e Latta - Fonderia ghisa -
Costruzioni meccaniche - Impianto Presse - Officina Meccanica.
Sulla ns/ attuale dotazione di macchine, nonostante le distru
zioni avvenute, riportiamo in allegato un elenco delle macchi
ne utensili principali già pronte per essere utilizzate.
- 5 - Nominativo esatto dell'Unità Alleata che occupa lo stabilimen
to, precisando se si tratta di requisizione o di occupazione.
Lo stabilimento è stato occupato per la gestione diretta, dal
1°/4/44, da parte del D.D.W. (Deputy Directorate of Works) e
gestito con propri dirigenti dall'80° E.B.W. - Saec - (South
Africa Engineer Corp).
- 6 - Scopo della requisizione o della occupazione - Per la produzio
ne di stufe - Bulloneria - Carpenteria per ponti, attrezzi va
ri etc.
- 7 - Da chi è richiesta la derequisizione - La derequisizione è di
interesse essenziale per le Ferrovie dello Stato.
- 8 - Per quali scopi - Per far fronte alle impellenti esigenze del
la ricostruzione degli impianti e mezzi di trasporto delle FF.SS.
anche in esecuzione di importanti contratti preesistenti ed in
corso di attuazione all'atto della occupazione e gestione diret
ta dell'80° E.B.W.Saec. (Ord.A.27/4/176/705.19 del 27/2/42 per
la costruzione di n.50 carri Fc. - ord.N.A27/4/1495/705.29 del
18/12/42 per la costruzione di n.80 carri Fc.-Contratto n.3956/
1939 del 18/7/39 e appendice n.I per numero 285.000 ore tariff
farie di riparazione vagoni da espletarsi dal 15/6/43 al 15/6/46)

9 - Fabbisogni ps. iniziare la produzione (materie prime, energia elettrica, carbone nazionale o estero, mano d'opera etc.) ..

Per la riparazio- Per la produ-
ne di 500 carri zione di n.25
mese carri sc. mese

Laminati	q.li. 500	q.li. 1000
Lamiere e laminati	" 200	" 200
Laminati piatti speciali (bidoni per lamierini e lamiera di ne/ produzione)	" 100	" 440
Billette di acciaio per pezzi	" 20	" 100
Fucinati	" 50	" 100
Laminati per bulloneria ribattiti chiavarda etc.	" 300	" 300
Getti acciaio fuso e ghisa	" 25	" 100
Tubi per condotte ferro e scorrimento porte	N. 300	N. 100
Portacatturatori di feltro	" 300	" 100
Garniscialetti felpati	mc. 250	mc. 125
Molle a bovolo o a lancia	q.li. 350	q.li. 60
Legname: abete, larice, olmo etc.	" 30	" 60
Vernici (minio di piombo, rosso)	" 30	" 6
vagoni, bianco zinco, nero fumo)	mq. 6000	" 380
Olio di lino cotto	q.li. 500	" 300
Olio per boccole	Kw. 250	
Tela olona		
carbone fossile		
Fabbisogno energia elettrica		

10 - Capacità di produzione - Riparazione carri ferroviari n.500 mese - costruzione nuovi carri 25 mese - Lamierini neri e banda stagnata tonn.1250 mese - Fonderia ghisa q.li.6000 mese: bronzo q.li. 60 mese - Bulloneria tonn.100 mese - Pezzi forgiati 150 T. mese - Fonderia ghisa getti (ceppi per freni) tonn.350 mese - Costruzioni meccaniche e carpenterie metalliche di ogni genere (tettoie, pensiline, ponti) tonn.350 mese.

11 - Informazioni su eventuali precedenti richieste di deroghe
ne e sul loro esito -

12 - Giustificazioni sulla richiesta di deroga
Esecuzione dei contratti in corso per conto della Amministrazione delle FF.SS. e per i quali la Direzione Generale Ferrovie Sezione Trazione - ha da tempo rivolte premure ai Comandi Al- leati interessati (Col. Topham - Capo Direzione Trazione del D.R.M.) - Per l'attuazione di forniture urgenti ed essenziali richiesti ripetutamente dal Servizio Approvvigionamenti FF.SS.

Laminati	q.li. 500	q.li. 1000
Lamiere e laminati	" 200	" 200
Laminati piatti speciali (bidoni per laminari e lamiere di na/ produzione)	" 100	" 440
Billette di acciaio per pezzi fucinati	" 20	" 100
Laminati per bulloneria misti- ni chiave etc.	" 50	" 100
Getti acciaio fuso e ghisa	"	" 300
Tubi per condotte ferro e scor- rimento porte		" 25
Portaotturatori di feltro	N. 300	N. 100
Guancialetti felpati	" 300	" 100
Molle a bovolo o a balestra		225
Legname: abete, larice, olmo etc.	mc. 250	mc. 125
Vernici (minio di piombo, rosso vagoni, bianco zinco, nero fumo)		
Olio di lino cotto	q.li. 350	q.li. 60
Olio per boccole	" 30	" 60
Tela olona	" 30	" 6
Carbone fossile	mq. 6000	" 380
Fabbisogno energia elettrica	q.li. 500	Kw. 300
	Kw. 250	

IO - Capacità di produzione - Riparazione carri ferroviari n. 500 mese - costruzione nuovi carri 25 mese - Laminari neri e banda stagnata tonn. 1250 mese - Fonderia ghisa q.li. 6000 mese: bronzo q.li. 20 mese - Bulloneria tonn. 100 mese - pezzi forgiati 150 T. mese - Fonderia ghisa getti (coppi per freni) tonn. 350 mese - Costruzioni meccaniche e carpenterie metalliche di ogni genere (tettoie, pensiline, ponti) tonn. 350 mese.

II - Informazioni su eventuali precedenti richieste di deroga al- ne e sul loro esito -

12 - Giustificazioni sulla richiesta di deroga al- ne -
 Esecuzione dei contratti in corso per conto della Amministra- zione delle FF.SS. e per i quali la Direzione Generale Ferrovie Sezione Trazione - ha da tempo rivolte premure ai Comandi Al- leati interessati (Col. Topham - Capo Direzione Trazione del D.R.M.) - Per l'attuazione di forniture urgenti ed essenziali richiesti ripetutamente dal Servizio Approvvigionamenti FF.SS. (materiale d'armamento e attrezzi vari)
 Per lo sfruttamento di una vasta ed organica e specializzata attrezzatura industriale, ora del tutto inattiva, e che potreb- be invece iniziare immediatamente la propria attività portando un contributo notevole alla auspicata ripresa del nostro traf- fico ferroviario.

CANTIERI METALLURGICI ITALIANI
CASTELLAMMARE DI STABIA
RAPPRESENTANZA IN ROMA
Via Gioiello Carducci 4 - Telefono 481-178

La Società Anonima CANTIERI METALLURGICI ITALIANI di Castellamare di Stabia è la più vecchia industria dell'Italia meridionale per la costruzione e riparazione, in grande serie, di carri ferroviari.

Essa svolge, da molte decine d'anni, tale lavorazione per conto delle Ferrovie dello Stato ed altre Società ferroviarie.

RIPARAZIONE CARRI FERROVIARI

La lavorazione di riparazione e montaggio dei carri viene eseguita in 14 ampi e luminosi capannoni da mt.100x12, divisi in 3 gruppi, collegati tra loro da n.3 carrelli trasbordatori, di cui uno capace di trasportare carri a carrelli, comandati elettricamente, per lo spostamento dei carri, da un settore all'altro a seconda delle esigenze di lavoro.

Nello stabilimento esiste un vasto parco di binari disposti a fascio, capace di contenere n.450 veicoli di scorta, oltre a quelli contenuti nei capannoni di lavoro.- In totale si possono ricoverare oltre 600 carri ferroviari, con uno sviluppo di binari pari a mt.5500.-

Lo stabilimento è raccordato con la stazione ferroviaria di Castellammare di Stabia.

Il Servizio interno del movimento carri e quello di raccordo viene disimpegnato da 2 locomotive a vapore del peso di 25 - 30 tonn.

Altri reparti annessi a quello di riparazione sono:

Un'Officina Meccanica-Una Segneria e Paleanameria - Un Reparto Forze e Magli - Un Reparto per la preparazione stucchi e colori - Magazzino per materiali di scorta delle PP.SS. e materiali di consumo - Depositi per legnami grezzi e lavorati, ecc. - Vari impianti costituenti servizi accessori alla lavorazione.-

L'Officina meccanica - Contiene il macchinario necessario per la costruzione di qualunque pezzo in sostituzione di quelli avariati e non riparabili. Essa contiene il seguente macchinario:

- N. I Torno speciale per la tornitura dei cerchioni delle sale montate;
- " I Torno speciale per la tornitura e lisciatura dei fuselli delle ruote;
- " I Torno speciale per la tornitura e lisciatura dei cuscinetti;
- " 3 saldatrici elettriche ad arco;
- " 20 macchine utensili di vario tipo, come: torni paralleli, limatrici meccanica, sega circolare per metalli, fresatrici, trapani,

La Società Anonima Cantieri di Stabia è la più vecchia industria dell'Italia meridionale per la costruzione e riparazione, in grande serie, di carri ferroviari.

Essa svolge, da molte decine d'anni, tale lavorazione per conto delle ferrovie dello Stato ed altre Società ferroviarie.

RIPARAZIONE CARRI FERROVIARI

La lavorazione di riparazione e montaggio dei carri viene eseguita in 14 ampi e luminosi capannoni da mt. 100x12, divisi in 3 gruppi, collegati tra loro da n. 3 carrelli trasbordatori, di cui uno capace di trasportare carri e carrelli, comandati elettricamente, per lo spostamento dei carri, da un settore all'altro a seconda delle esigenze di lavoro.

Nello stabilimento esiste un vasto parco di binari disposti a fascio, capace di contenere n. 450 veicoli di scorta, oltre a quelli contenuti nei capannoni di lavoro. - In totale si possono ricoverare oltre 600 carri ferroviari, con uno sviluppo di binari pari a mt. 5500.-

Lo stabilimento è raccordato con la stazione ferroviaria di Castellammare di Stabia.

Il Servizio interno del movimento carri e quello di raccordo viene disimpegnato da 2 locomotive a vapore del peso di 25 - 30 tonn.

Altri reparti annessi a quello di riparazione sono:

Un'Officina Meccanica - Una Segheria e falegnameria - Un Reparto Forme e Magli - Un Reparto per la preparazione stucchi e colori - Magazzino per materiali di scorta delle FF.SS. e materiali di consumo - Depositi per legnami grezzi e lavorati, ecc. - Vari impianti costituenti servizi accessori alla lavorazione.

L'Officina meccanica - Contiene il macchinario necessario per la costruzione di qualunque pezzo in sostituzione di quelli averiati e non riparabili. Essa contiene il seguente macchinario:

N. 1 Tornio speciale per la tornitura dei cerchioni della sala montate;

" 1 Tornio speciale per la tornitura e lisciatura dei fuselli delle ruote;

" 1 Tornio speciale per la tornitura e lisciatura dei cuscinetti;

" 3 saldatrici elettriche ad arco;

" 20 macchine utensili di vario tipo, come: torni paralleli, limatrici, fresatrici, trapani,

ce meccanica, sega circolare per metalli, fresatrici, trapani, pielle, cesoie, punzonatrici, calandre;

4599

2)

- N. 1 Forno fusorio per la colatura del metallo bianco nelle carcasse dei cuscinetti di bronzo;
- " 1 apparecchio elettromagnetico per la misurazione del serraggio dei cerchioni alle ruote delle sale montate.-

SEGHERIA E FALCIGNANERIA. - Appositamente attrezzata per la lavorazione di tutte le parti in legno dei carri: foderine, tavole centine, montanti in legno ecc.-

Essa è costituita da un ampio fabbricato, diviso in tre saloni, contenente il seguente macchinario:

- n. 2 importanti trafilè per la preparazione delle foderine;
- " 2 Grandi seghe a nastro per il taglio dei tronchi;
- " 5 seghe a nastro normali;
- " 4 pialle a filo e a spessore;
- " 10 macchine tra fresce, mortase, levigatrici, trapani, tenonatrici ecc

REPARTO FORGE - Attrezzato per la laccinatura di qualunque pezzo che si presenti necessario alla riparazione.-

Esso è costituito da :

- N. 6 Forge;
- " 2 magli pneumatici, con mazza battente da 150 Kg.;
- " 1 maglio a vapore a doppio effetto con mazza battente da 3000 Kg.

IMPIANTI E SERVIZI -

Energia elettrica. - Il fabbisogno di energia elettrica è di Kw.250: essa entra in cabina a 12000 volta e viene trasformata a 260 volta per la forza motrice e a 160 per l'illuminazione, frequenza 45 periodi.

Tutti i capannoni di lavorazione, officine e piezali sono sufficientemente illuminati onde poter eseguire anche il lavoro di notte.-

Impianto di aria compressa. - E' costituito da n.2 compressori del tipo "Ingersol" da 12 mc/I^o a 6 atm. e da 1 serbatoio accumulatore dal quale dipartono le linee principali di distribuzione, da una rete di distribuzione, con serbatoi polmoni, che si stende per tutti i capannoni e reparti in modo da permettere, in qualunque punto, l'utilizzazione di macchine pneumatiche come: ribaditrici, scalpellatrici, schiodatrici, trapani, sbavatrici, oltre ai martinetti di varia portata per il sollevamento dei carri.

Impianto per la prova del freno. - costituito da una pompa a vuoto "Westinghouse" da valvole, apparecchi di attacco e condotte.

Impianto per la prova degli apparecchi e condotte di riscaldamento

E' costituito da una caldaia a vapore verticale da 12/398 ed apparecchi di alimentazione attacchi, manometri etc.

SEGHERIA E FALCENNERIA. - Appositamente attrezzata per la lavorazione di tutte le parti in legno dei carri: foderine, tavole centine, montanti in legno ecc.

Essa è costituita da un ampio fabbricato, diviso in tre saloni, contenente il seguente macchinario:

- " 2 importanti trafilé per la preparazione delle foderine;
- " 2 Grandi seghe a nastro per il taglio dei tronchi;
- " 5 seghe a nastro normali;
- " 4 pialle e filo e a spessore;
- " 10 macchine tra frese, mortese, levigatrici, trapani, tenonatrici ecc

REPARTO FORGE - Attrezzato per la manutenzione di qualunque pezzo che si presenti necessario alla riparazione.

Esso è costituito da :

- N. 6 Forge;
- " 2 magli pneumatici, con mazza battente da 150 Kg.;
- " 1 maglio a vapore a doppio effetto con mazza battente da 3000 Kg.

IMPIANTI E SERVIZI -

Energia elettrica. - Il fabbisogno di energia elettrica è di Kw. 250: essa entra in cabina a 12000 volta e viene trasformata a 260 volta per la forza motrice e a 160 per l'illuminazione, frequenza 45 periodi.

Tutti i capannoni di lavorazione, officine e piazzali sono sufficientemente illuminati onde poter eseguire anche il lavoro di notte.

Impianto di aria compressa. - E' costituito da n. 2 compressori del tipo "Ingersol" da 12 mc/l' a 6 atm. e da 1 serbatoio accumulatore del quale dipartono le linee principali di distribuzione, da una rete di distribuzione, con serbatoi polmoni, che si estende per tutti i capannoni e reparti in modo da permettere, in qualunque punto, l'utilizzazione di macchine pneumatiche come: ribaditrici, scalpelletrici, schiodatrici, trapani, sbavatrici, oltre al martinetto di varia portata per il sollevamento dei carri.

Impianto per la prova del freno. - costituito da una pompa a vuoto "Westinghouse" da valvole, apparecchi di attacco e condotte.

Impianto per la prova degli apparecchi e condotte di riscaldamento
E' costituito da una caldaia a vapore verticale da 12/139.8 ed apparecchi di alimentazione attacchi, manometri etc.

Impianto di saldatura ossiacetilénica - Costituito da un generatore ed epuratore centrale di acetilene, da una pompa per la compressione del gas e da una rete di tubazioni lungo i capannoni per l'utilizzazione di questo. Cannelli e punte per la saldatura ed il taglio

Impianto per la rigenerazione delle molle. Costituito da una pompa e da una pressa idrauliche ad alta pressione e da un forno a nafta per la tempera delle molle.

3)

Impianto per la preparazione dei colori e stuccini - comprendente una vasca con appositi rulli per imbibere le tele degli imperiali dei carri di olio di lino cotto ed essiccarle ed accessori vari per la preparazione dei coloranti.

Impianto di essiccamento e stegionatura dei legnami, costituito da n.3 celle, da stufa di essiccamento ed elettroventilatore con la possibilità di regolazione per l'immissione dell'aria calda.

Nello stabilimento esiste la possibilità di produrre anche i seguenti materiali da utilizzare nella riparazione dei carri ferroviari: Getti di ghisa, di bronzo ed altri metalli, Bulloni, chiavarda, ribattini, pun e di Parigi, lamierini di acciaio dello spessore fino a m/m 4 nelle misure normali e, per spessori maggiori in m sure ridotte. Ciò che è importante che esista ancora la possibilità di ritrovare tutta o in gran parte, la nostra vecchia maestranza che da decine di anni ha sempre lavorato con un'ottima competenza e pratica nella riparazione dei carri nello stabilimento.

COSTRUZIONE DI NUOVI CARRI FERROVIARI

La lavorazione dei carri ferroviari di nuova costruzione viene eseguita, per tutta la parte in ferro da altra officina del nostro stabilimento, indipendente da quella della riparazione carri.

Il reparto della costruzione dei nuovi carri è composto di due grandi capannoni per la preparazione degli elementi, delle testate, fiancate porte etc. e di n.4 capannoni per il montaggio completo dei carri.

I capannoni sono collegati fra loro da un elettro carrello trasbordatore per carri ferroviari.

In uno dei due primi capannoni scorre un carroponente da Tonn.7,5 ed uno di Tonn.5 di portata. L'altro capannone è servito da un carroponente di Tonn.3 di portata.

In altri reparti dello stabilimento vi è la possibilità di preparare tutti gli elementi necessari alla costruzione dei carri, meno i getti in acciaio fuso, le valvole del freno e le sale montate. La produzione dei carri si riferisce a qualsiasi tipo di carri chiusi, carri aperti con sponde alte e basse, carri riscaldatori, carri speciali "Talbot" per il trasporto e distribuzione ghiaia per strade ferrate, carri frigoriferi, carri serbatoio etc. Inoltre possono essere costruiti carri con struttura completamente chiodata o saldata elettricamente oppure a struttura mista e riferendosi alle casse, queste possono essere allestite in acciaio, in alluminio o in legname.

Nel reparto esistono tutte le macchine necessarie e sufficienti per una produzione in grande serie dei carri comprendente il seguente

n.3 celle, da stufa di essiccamento ed elettroventilatore con la possibilità di regolazione per l'immissione dell'aria calda.

Nello stabilimento esiste la possibilità di produrre anche i seguenti materiali da utilizzare nella riparazione dei carri ferroviari: Getti di ghisa, di bronzo ed altri metalli, Bulloni, chiavarda, ribattini, pun e di Parigi, lamierini di acciaio dello spessore fino a m/m 4 nelle misure normali e, per spessori maggiori in m sure ridotte. Ciò che è importante che esista ancora la possibilità di ritrovare tutta o in gran parte, la nostra vecchia maestranza che da decine di anni ha sempre lavorato con un'ottima competenza e pratica nella riparazione dei carri nello stabilimento.

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Nel reparto esistono tutte le macchine necessarie e sufficienti per una produzione in grande serie dei carri comprendente il seguente macchinario:

- N. 6 seghe circolari a freddo per metalli;
- " 2 segnetti alternativi;
- " 1 cesoia grande a ghigliottina per spessori fino a 40 m/m
- " 1 cesoia doppia "Pels" anche per il taglio di profilati
- " 1 cesoia continua "Pels"
- " 2 trapani radiali sensitivi per fori fino a Ø 50 m/m
- " 1 trapano a colonna per fori fino a Ø 30 m/m
- " 4 trapani sensitivi per fori fino a un Ø 10 m/m

4)

- n. 1 punzonatrice doppia di grande potenza;
- " 2 punzonatrici semplici
- " 2 spianatrici meccaniche per lamiera a n.7 rulli;
- " 2 calandre a tre rulli meccanizzate;
- " 2 chiodatrici elettromeccaniche (in ripartizione)
- " 2 sbavatrici doppie per mole Ø 600x70;
- " 1 sbavatrice semplice per mole Ø 1000x150;
- " 50 utensileria pneumatica; trapani, martelli, sculpellatrici, sba-
vettrici etc.
- " 7 saldatrici elettriche ad arco a corrente continua ed alternata
- " 1 saloatrice elettrica a resistenza per punti;
- " 1 pressa-volano per la rettificatura dei profilati
- " 1 pressa a vite a a frizione da tonn.3;
- " 4 forges per sagomatura profilati ed altri lavori connessi coi carri
- " 12 altre macchine utensili per la lavorazione meccanica degli ele-
menti fra torni, frese, pialle, limatrici, trapani etc.

Molte altre macchine ausiliarie.

IMPIANTI VARI -

Energia elettrica - Il fabbisogno di energia elettrica è di Kw.300.
trasformazione da 12000 a 160 volte per forza motrice a 160 volta
per illuminazione frequenza 45 periodi.

I capannoni sono bene illuminati per cui è possibile anche la la-
vorazione notturna.

Impianto di aria compressa. - Costituito da n.4 compressori d'aria
da 22 mc/l. del tipo "Ingersoll" a 6 atm. da serbatoi accumulatori
d'aria e da una rete di tubazioni per il prelievamento d'aria in qua-
lunque punto dei capannoni.

Impianto di saldatura ossiacetilénica. Costituito da un generatore e
da un depuretore centrale della acetilene che viene compresso a bassa
pressione nella rete di tubazione, a mezzo di un apposito compressore
ed utilizzato per la saldatura e taglio.

Esistono cannelli e lance per saldatura e taglio ossiacetilénico.
un apparecchio speciale per taglio con copia e pantografo a movimento
elettrico, e due macchinette per il taglio rettilineo con movimento
elettrico.

Impianto zincatura a spruzzo. Costituito da tre gruppi pneumatici di
sabbatura e zincatura.

Impianto idraulico ad alta pressione. Costituito da pompe, accumula-
tori e presse per lo stampaggio a freddo e a caldo, con presse da
tonn. 300 e 150 e da un gruppo di presse accoppiate con travi per

4596

- " 2 spianatrici meccaniche per lamiera a n.7 rulli;
- " 2 calandre a tre rulli meccanizzate;
- " 2 onioestrici elettromeccaniche (in riparazione)
- " 2 sbavatrici doppie per mole ϕ 600x70;
- " 1 sbavatrice semplice per mole ϕ 1000x150;
- " 50 utensileria pneumatica; trapani, martelli, scalpellatrici, sbavatrici etc.
- " 7 saldatrici elettriche ad arco a corrente continua ed alternata
- " 1 saldatrice elettrica a resistenza per punti;
- " 1 pressa-voleno per la rettificatura dei profilati
- " 1 pressa a vite a frizione da tonn.3;
- " 4 forgi per segonatura profilati ed altri lavori connessi coi carri;
- " 12 altre macchine utensili per la lavorazione meccanica degli elementi fra torni, frese, pialle, limatrici, trapani etc.

Molte altre macchine ausiliarie.

IMPIANTI VARI -

Energia elettrica - Il fabbisogno di energia elettrica ϵ di Kw.300. trasformazione da 12000 a 160 volta per forze motriche a 160 volta per illuminazione frequenza 45 periodi.

I capannoni sono bene illuminati per cui ϵ possibile anche la lavorazione notturna.

Impianto di aria compressa. - Costituito da n.4 compressori d'aria da 12 mc/l. del tipo "Ingersol" a 6 atm. da serbatoi accumulatori d'aria e da una rete di tubazioni per il prelievemento d'aria in qualunque punto dei capannoni.

Impianto di saldatura ossiacetilenea. Costituito da un generatore e da un depuratore centrale della acetilene che viene compresso a bassa pressione nella rete di tubazione, a mezzo di un apposito compressore ed utilizzato per la saldatura e taglio.

Esistono cannelli e lance per saldatura e taglio ossiacetilenea. un apparecchio speciale per taglio con copia e pantografo a movimento elettrico, e due macchinette per il taglio rettilineo con movimento elettrico.

4596

Impianto zincatura a spruzzo. Costituito da tre gruppi pneumatici di saccatura e zincatura.

Impianto idraulico ad alta pressione. Costituito da pompe, accumulatori e presse per lo stampaggio a freddo e a caldo, con presse da tonn. 300 e 150 e da un gruppo di presse accoppiate con travi per lo stampaggio di lamiera di grandi dimensioni.

COPY

Subject : Repairs to wagons by Private Firms

Military Railway Service
CMF
Tele: Firebox 52
Outside Line 843867
Tn.A.3(M)/60
26 Nov. 44

To: - DMRSChief Commissioner AC

1. With reference to para 13 of the Minutes of the Meeting held at HQ MRS on 22 Nov. 44 (TN.A.1/199 of 23 Nov 44), a subsidiary meeting was held on 25 Nov 44 at 11.30 hrs in the office of Lt Col LINDBERGH AC to discuss procedure in dealing with wagon repairs done by private firms on behalf of the ISR.

2. The following were present:

Lt Col LINDBERGH	-	AC
Lt Col TOPHAM	-	MRS
Major STREET	-	AC
Sgr PALMERIO	-	ISR

3. It was pointed out that prior to Allied Occupation a fair percentage of rolling stock repairs was farmed out by the ISR to private contractor firms who had facilities for doing them. In addition, a considerable number of spare parts were also so obtained. It was noted that it was desirable to recommence this policy as far as possible in order to augment the production from the ISR's own shops. At the same time, any shop not strictly under railway control automatically fell under the auspices of the Director of Works and it was necessary to obtain his sanction before any work of the above nature could be carried out.

4. The following procedure was therefore decided upon: **4595**
- (a) When either MRS, AC or the ISR consider it desirable that a specific private firm should carry out rolling stock repairs or manufacture of spare parts, MRS and the ISR will first of all consult mutually on the subject.
 - (b) MRS will then consult the Director of Works in order to obtain his sanction.
 - (c) Once this sanction has been obtained, MRS will inform the firm who will then make the necessary arrangements with

Tele: Firebox 52
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(b) MRS will then consult the Director of Works in order to obtain his sanction.

(c) Once this sanction has been obtained, MRS will inform AC, who will then make the necessary arrangements with the ISR to place the contract.

5. As regards materials, it was most improbable that any of these private firms could be assisted by MRS in basic materials as these were strained to the utmost in keeping ISR shops supplied. The ISR would, however, doubtless be able to assist with spare parts from demolished and scrap stock.

.....#2

Sheet 2

6. AD TN (Meeh) MRS desired to receive a fortnightly list showing the quantity of wagons of different types that had been repaired during that period in each shop, differentiating between those repaired normally and those put into service for the first time (recovered).

7. Upon receiving the approval of DMRS and the Chief Commissioner AC to these subsidiary minutes, copies would be sent to ISR, D Works AFHQ and D Works AAI.

Lt Col RE
AD TN(M) MRS

Lt Col
Director TN Sub-Comm AC

2897

149/9
ACP/10

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub Commission

Tel: 478701

Our Reference: AC/149/Tn

2 December 1944

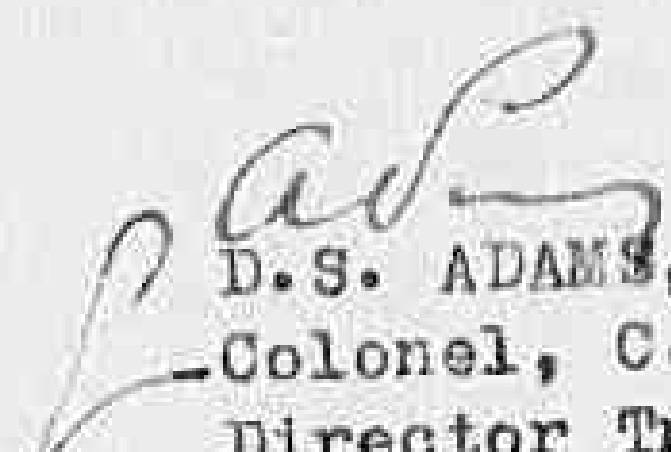
TO : Industry Sub Commission
HQ. AC.

SUBJECT : Requisition of Factories.

1. Reference is to your ACC/5615/Ind 27 October 44 to RAAO, copy to ^{the} Sub Commission.

2. In regard to para 2 (b), Director Military Railway Services would be interested in any project for repair of rail cars, but at the moment has no information as to the location of the Vasto Factory Naples.

3. If you can give further information, the Factory would be examined to ascertain the potential aid it can give to ERS., and pressure might come from that direction to assist the release of the works if it is of value.


D.S. ADAMS,

Colonel, C.E.,

Director Tn Sub Commission

4593

149/8
~~151/4~~

HEADQUARTERS
ALLIED CONTROL COMMISSION
INDUSTRY SUB-COMMISSION
STEEL WORKS DIVISION
APC 394

TGE/go

27 October 1944

Ref. APC/5515/IND

SUBJECT: Requisition of factories

TO : Allied Force Local Resource Section
RAAC., S.F.

1. Representation have been received from the Brada Co. requesting derequisition of two of their factories, one in the Rome area and the other in Naples.

2. These factories are:-

- (a) Brada Ostia Factory laid out for the production of agricultural machinery. This plant is not badly damaged and could re-start production fairly quickly. The plant is under requisition but is not occupied by any Allied Troops or units.
- (b) Vasto Factory Naples laid out for the production of railway cars, coaches and associated materials. This plant has been heavily damaged by aerial bombardment and could not be put to work immediately, but it is considered that a useful purpose would be served if the management were allowed access to the plant and permission granted to employ workmen for clearing up purposes. It is pointed out that the plant is specialised in the construction of rolling stock and is important to the re-habilitation of the railway system.

4592

It is at present occupied by III S.A.C.A. 18th AGO
and understood to be partly used for storage purposes.

3. Could action be taken to have the above two plants
derequisitioned especially in view of their importance to
the transportation and agricultural industries of Italy.

For the Acting Chief Commissioner:

(Signed)

W. S. VAUGHAN

Copy to:-

~~Economic Section~~

✓ Transportation/O

~~Administration S/C~~

W. S. VAUGHAN

Director,

Industry Sub-Commission

4591

HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394

BWB/nf

File

149/7

Tel. 478701

12 October 1944

ACC.TN/149

TO : Industry S/C
ACC

SUBJECT : Eng. Eugenio Di Gaddo - Steel and metal
Shops (n. 42 Via Isonzo Rome). Tool steel

1 Local Resources Board have apparently given release orders for present stocks of special steel held by above firm to the Allied Armies.

2 This firm is the principal source from which Italian State Railways can procure tools. Is it possible for you to intervene with the I.R.B. with a view to leaving a substantial stock of metal with the firm for the purpose of making railway tools, please?

3 These tools will be urgently needed shortly by the I.R.B. under rehabilitation schemes being at present prepared by the Government at our request.

all

D.S. ADAMS
Colonel, C.E.
Director, In. Sub.Comm.

Copy to: Major W.S. BALKER
Stores Section
D.G.F. P.O. Rome
(your NEW/ri of 4 Oct. refers)

4590

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR ~~GENERAL~~ Italy WSW/ri

APO 400
4 October 1944

SUBJECT: Tool Steel.

TO : Hq. Allied Control Commission, APO 394, U.S. Army.
ATTN: ~~Communications~~ Sub-Commission.

1. There is attached, copy of a letter (translation) from the Director General, Italian State Railways, in which it is explained that the firm, "Eng. Eugenio Di Gaddo", is the principal source from which the railways may hope to procure tools and that according to a report, the stock of metals on hand at this firm is about to be requisitioned.

2. It has been understood, but not confirmed, that some investigating was being made in respect to this firm with the view of leaving it sufficient stock to continue operating.

3. While we have no information as to the firm's inventory, nor of the extent of the demands being made by various sources for the metal, it is requested that if consistent, favorable consideration be given to the proposition of leaving a substantial stock for the purpose of making railway tools as requested by the Italian State Railways.

For the Director:

W. S. Walker
W. S. WALKER
Major, TC
Stores Section

4589

Translation

Ministry of Communications
I & R - General Direction
Supply Service -

our ref. 4/207/Gera/888/33

To General Direction M.P.S.

Subject:

Special steel's purchase

Building

- 1) We have been informed that the "Ing. Eugenio DI CARDO" firm, owner of a special steels and metals shop (n.42 - via Isonzo-Rome) received recently release orders from the local Resources Board for the supply of about tons 26,5 of several special steels to

Allied Military Bodies.

- 2) We inform you that said shop is the sole of this kind, located in Rome. The materials whereof it is furnished, are very important for the needs of the Italian Mechanics Industry and especially our Railway Administration's
- 3) Said firm, after the withdrawal of the released materials, will have available only 6 tons of special steels. Therefore, the firm will not be able to fulfill I & R Administration's requests.

- 4) We inform you that the materials, very important for our Administration, at present deposited at said firm depot, are the following:

- a) high speed steel with great contents of wolfram for high speed tools,
- b) high speed wolfram steel for tools,
- c) semi-high speed wolfram steel for tools
- d) special steel for hot cutting snags,
- e) wolfram steel for fine tools
- f) electric extra denaceous hard steel for tools,
- g) chromo-nickel steel for cementation
- h) best chromo-nichel steel for purification
- i) special steel for chisels

Special steel's purchase

- 1) We have been informed that the "ING. AUGUSTO DI CARO" Firm, owner of a special steels and metals shop (n. 42 - via Isonzo-Rome) received recently release orders from the local Resources Board for the supply of about tons 26,5 of several special steels to Allied Military Bodies.
- 2) We inform you that said shop is the sole of this kind, located in Rome. The materials thereof it is furnished, are very important for the needs of the Italian Mechanics Industry and especially our Railway Administration's
- 3) Said firm, after the withdrawal of the released materials, will have available only 6 tons of special steels. Therefore, the firm will not be able to fulfill I & V Administration's requests.
- 4) We inform you that the materials, very important for our Administration, at present deposited at said firm depot, are the

following:

- a) High speed steel with great contents of wolfram for high speed tools,
- b) High speed wolfram steel for tools,
- c) Semi-high speed wolfram steel for tools
- d) Special steel for hot cutting cases,
- e) Wolfram steel for fine tools
- f) Electric extra denuncious hard steel for tools,
- g) Chrome-nickel steel for concentration
- h) Best chrome-nichel steel for purification
- i) Special steel for chisels
- l) Stained special steel for mine bars
- m) Carbon steel for construction
- n) Chrome nickel stainless steel resisting to very high temperature.
- o) Chrome nickel stainless steel resisting to the acids.

4588

5) We beg therefore your Direction to arrange for the delivery to our Administration, in the mutual Railway service interest, to most part of the above referred steels already released by L B B.

the Director General

signed Di Raimondo

ng/cu30

2823

- a) acciaio rapido ad alto tenore di Wolframio
per utensili ad alta velocitàKg. 20,--
- b) acciaio rapido al Wolframio per utensili " 200,--
- c) acciaio semirapido al Wolframio per uten-
sili " 35,--
- d) acciaio speciale per stampi a caldo " 1300,--
- e) acciaio al Wolframio per utensili fini " 2000,--
- f) acciaio elettrico extra tenace duro per
utensili " 3000,--
- g) acciaio al Cromo-nichel per cementazione " 600,--
- h) acciaio superiore al Cromo-nichel da
bonifica " 500,--
- i) acciaio speciale per scalpelli " 80,--
- l) acciaio speciale per barre da mina forato " 3000,--
- m) acciaio al carbonio da costruzione " 1000,--
- n) acciaio inossidabile al Cromo-Nichel re-
sistente ad altissima temperatura -----
- o) acciaio inossidabile al Cromo-nichel re-
sistente agli acidi -----

acciaio extra per Calcestruzzo " 1000,--

1-ottobre-1946

Aug. E. Evans

149/4

(CHEMICALS DIVISION)

SJM/ac

Tel. 328

2 October 44

Ref. ACC/5580/IND

SUBJECT : Derequisition of your Wood Impregnation Plant

TO : Sig. Ing. G.F. Franciosi
Manager, Soc. Italiana Ruerping
Via Toscana 1, R O M A

1. Referring to your call on this Sub-Commission of this morning attached is copy of a letter from D.D.O.S., L. of C., C.M.F., dated 20 Sept. 44
2. It is suggested that you contact C.C. 38 Vehicle Co. R.A.O.C. in Naples without delay.
3. If any difficulty is encountered you should request assistance from H.Q., ACC, Southern Region, contacting either Maj. Stockman or Maj. Birt.

For the Acting Chief Commissioner:

1 Encl. Letter DDOS., L. of C. CMF
dated 20/9/44

Copy to:-

- ✓ - Transportation Sub-Commission
- Economic Section
- Communication Sub-Commission
- ACC - Southern Region
- Ministero delle Comunicazioni

J. S. B. TORD

J. S. B. TORD
Colonel,
Acting Director,
Industry Sub-Commission.

7586

Subject :- ACCOMMODATION

D.D.O.S. L. of C., O.M.F.
Phone:- 57 Area, No. 25 & 55315
Reference:- 6042
20th September, 1944.

O.C.,
38 Vehicle Coy. (2)

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

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

Brigadier,
D.D.O.S. L. of C.
(H.H. PHILPS)

RESTRICTEDALLIED CONTROL COMMISSION
INCOMING MESSAGETO: ACC MAIN FOR ADAMSSIGNAL MESSAGE CENTER No: 71/18FROM: MOVEIT FROM BAISTERCLASSIFICATION: RESTRICTEDREFERENCE No: 19PRECEDENCE: NONEDATE AND TIME OF ORIGIN: SEP 18 1145 OFFICE OF ORIGIN: _____

YOUR 336 DATED 16 SEPT. RECEIPT ACKNOWLEDGED. WILL HANDLE.
FROM BAISTER.

Dist
(not) in file (2)
(info) Alice
Leona
File (2)
That



4584

SEP 18 2330A

DATE and Time of RECEIPT _____

Distribution:

RESTRICTED

HEADQUARTERS
ROME REGION
ALLIED CONTROL COMMISSION
A.P.C. 394, U.S. ARMY
T.C.U. DIV.

149/1
44494
CRB/my

3 July 1944

TO : S.C.A.C. - Rome Region

Forwarded herewith are copies of a letter I have received from a representative of the Fiat Works giving certain information relative to the factories and materials essential to the operations thereof.

It is requested that these be forwarded to the proper sub commissions for their information.

It is further suggested that Signor Cavelli be contacted by these agencies and used as a Liaison Officer.

C.R.D.
C.R. BERCHETT
Lt. Col. C.E.
Dir. TCU Div.

Copies to:

Military Railroad Service
Industry & Commerce Sub Comm. ACC
Transportation Sub Comm. ACC ✓
Files

4583

June, June 29, 1944

6660 P Y .

Lt. Col. Clarence BIRCHETT
Chief of the Engineering Service
Via del Mare, 45
R O M E .

Sir,

with reference to the conversation I had with you on the 26 inst. and in compliance with your request, I beg to give you hereunder the production program that I consider could be gradually fulfilled at the Fiat Works once the regions where the factories are established are liberated.

Par. 1 - General outline.

- = The Fiat Group has an average of 70.000 workmen and 10.000 employees.
- = The Fiat factories perform a complete production cycle, from the basic treatment of raw materials to the mechanical construction of finished products.
- = All the Fiat factories are established in the Po plain, with the exception of those of Marina di Pisa and Florence (the machine-tools of which have been transferred to northern Italy under German imposition)
- = Besides the factories of the mechanical sector, the following plants also belong to the Fiat Group:
 - "Vetrocoke" of Porto Marghera (Venice), producing coke, glass, chemical fertilisers, chemical products;
 - "Ferrania", near Savona, producing every kind of film and plates for photography, inclusive of those needed for aviation and medical use;
 - several cement factories, in Casale, Guidonia, etc.

Par. 2 - The FIAT plants of the mechanical sector are:

- A) - Mines.
 - 1) The Traverselle mines, in Piedmont, giving a monthly output of abt. 8.000 tons of iron ore.
- B) - Treatment of raw materials.
 - (at Turin)
 - 2) Iron mills, for the production of every kind of steel, from ingots to be employed in subsequent working cycles by other factories to sheets, section and profiled steel, wire and barbed wire, etc.
 - 3) Steel works, for the production of pressed pieces of big dimensions as frames for trucks and buses, chains for tractors, etc. as well wrought pieces as crank and transmission shafts for ships, sleepers for rail yards, axes and wheels for wagons, etc.
 - 4) Cast-iron Foundry, where all castings needed for the construction of motorcars and trucks are made.

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4582

ne, June 29, 1944

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 - 4) Cast-iron Foundry, where all castings needed for the construction of motorcars and trucks are made.

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4582

- 2 -

- 5) Light alloys Foundry, where all castings in aluminium and other light alloys needed for the construction of aeroengines, airplanes, cars and trucks are made.
- C) - Mechanical construction.
(at Turin)
- 6) "Mirafiori" plant, for the production of Fiat trucks (4 to 6 tons of loading capacity) and passenger cars. In this plant a special section has been established constructing tools and, possibly, the machine-tools that have to be replaced. Moreover, the plant has its own thermo-electrical power station having a capacity of 25.000 kilowatts, besides the possibility of getting energy from the city net-work. A test track is close to the building. Special accommodation for workmen has been arranged, such as showers, mess, etc.
- 7) "Lingotto" plant; to be refitted for the production of passenger cars.
- 8) Plant for the construction of aeroengines, with test cabins annexed. The assembling and final control of engines are accomplished in a separate section.
- 9) "Grandi Motori" plant, for the production and assembling of great power diesel engines for ships and submarines. This plant has its own foundry. There is the possibility of building machine-tools.
- 10) "SPA" plant, for the production of vehicles of various models, with great loading capacity.
- 11) Plant for the production of rolling stock, as electrically driven locomotors, passenger coaches and freight wagons, trams, trolleybuses, petrol tank wagons, railcars, etc.
- 12) Plant for the production of aircraft and propellers, having an airfield annexed.
- 13) Plant for the production of ball and roller bearings.
- 14) Plant for the production of high precision apparatus, as gyroscopes, autopilots, movie cameras, etc.
- 15) Spare parts section; for the production of same for past construction models of cars and trucks. The spare parts for the vehicles under actual production are made by the same plants that build the finished products.
(out of Turin)
- 16) "Villar Perosa" plant for the production of ball and roller bearings.
- 17) "Cansa", Novara, specially fitted for general overhauling of aero-engines and for thorough repairs of aircraft. An airfield is annexed.
- 18) "O.M.", Milan, for the production of rolling stock.
- 19) "Compagnia Generale di Eletticit ", Milan, being the Branch of the General Electric Company of Schenectady, for the production in Italy from radio sets to high power transformers, etc.
- 20) "O.M.", Brescia, for the production of trucks having a loading capacity of 3 tons, built under Saurer license.
- 21) "O.C.I.", Modena, for the production of caterpillar tractors for agricultural use.

= The plants mentioned at n. 12, 13 and 16 are at present entirely out of use due to the heavy bombardments suffered in these last months. All the other plants established in Turin as well as

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- 3 -

the most important ones out of this city, underwent serious damage by previous bombings, and they could be restored to their full working capacity only after a few months. Under the present circumstances the above mentioned factories work at the minimum possible rate, and, apart from the bombings, the main reasons for this abnormal situation are: lack of raw materials (due to the fact that these cannot be promptly supplied by other European Countries), difficulties in transport, irregular presence of workmen, the steady sabotage put on by the workmen who have always represented in these past years the bulwark of anti-fascist and anti-german resistance in northern Italy.

Par. 3 - Production program.

- Providing that the FIAT plants do not suffer from further air attacks, nor be deprived of their machinery through German plunder, nor be seriously affected by a last hour blowing up of their vital parts;
- that the electrical power sources are found to be in good order (the Fiat thermo-electrical power station as well as the city network);
- that roads and railways consent the forwarding of raw materials from supports to the working centers;
- and excluding the factories that are out of use as well as those of minor importance;

I presume that the following monthly production program can be put into effect after a few weeks reorganisation:

- a) Iron mills: 10.000 tons of ferrous materials.
- b) Mirafiori: 1.000 trucks of a single model, preferably the 626 model, having a loading capacity of 4 tons, with engine fed by crude oil.
- c) Lingotto: 300 passenger cars and vans of a single model, preferably the 1100 model, (4cylinders, 30 HP, loading capacity of van: 600 kilograms).
- d) Aeroengine plant: 300/400 units of the 1000 HP Fiat radial air-cooled type. This plant could be fitted for the production of similar engines of American or British design.
- e) Grandi Motori: Diesel engines for 8/10.000 HP, plus 30 machine-tools.
- f) SPA: 150 trucks or buses of great capacity: the truck could be the Fiat 666 model, having a loading capacity of 6 tons, with engine fed by crude oil.
- g) Rolling stock: 300 freight wagons, 10 trams, 10 trolleybuses, 2
- h) Cansa: general overhauling of 50 aeroengines and repair of 20 airplanes.
- i) O.M., Milan: 8 freight wagons, 10 trams, 10 trolleybuses, 2 electrical locomotors.
- j) C.G.E., Milan: 10 trams, plus a large production of electrical motors, etc. that I am unable to specify owing to its big variety.
- k) O.M., Brescia: 300 trucks.
- l) O.C.I., Modena: 80/100 agricultural tractors.

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- 4 -

Par. 4 - Workmanship.

The number of workmen and employees presumably required to fulfill the above production is the following:

- Iron mills	5.000	
- Steel works	3.000	
- Cast-iron foundry	2.000	
Mirafiori plant		
Aeroengine plant		
Light alloys plant	11.000	
- Lingotto plant	4.000	
- Grandi Motori	4.000	
- Spa	4.000	
- Rolling stock plant	2.000	
- Precision apparatus factory	2.000	
- Workmen for reconstruction and repair of factories	5.000	42.000
to which the following should be added later:		
- Ball bearing plants	7.000	12.000
- Aircraft plant	5.000	16.000
- other plants out of Turin		70.000
Total of workmen		10.000
- Employees		
Grand total of workmen and employees of the Fiat Group		80.000

Par. 5 - Supplies of raw materials.

To fulfill the production as planned above and considering only the approximate monthly necessities of raw materials destined to the plants established in Turin, in order to simplify the present study, the following minimum quantities have to be foreseen:

= Pig iron and scrap-iron		Tons	11.000
for a production of abt. 10.000 tons of ferrous materials of which 5.000 with 2% chromium and 1% manganese			
= Coal		"	3/4.000
it is possible to use Sardinian or Arsa(Trieste) coal		"	100
= Chromium		"	50
= Manganese	4579	"	2/300
= Aluminium			
obtainable from the nearby plant of Borgofranco di Ivrea; however the Italian production attaining a maximum level of 50.000 tons a year is ample for the Country		"	120/150
= Electrolytical copper		"	20
= Tin		"	25
= Nickel		"	15
= Antimony (for accumulators)		"	30
= Zinc (obtainable from Sardinia)		"	150
= Lead (idem)			

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- 5 -

	Tons	50
= Quick steel		
produced by Fiat Iron mills on condition that 5 tons of wolframite are supplied		
= Petroliferous products:		
fuel (for furnaces)	"	100
crude-oil (for tests of engines and vehicles)	"	150
gasoline (idem)	"	50
= Rubber, plus 250 tons of tyres	"	10
= Asbestos (for brakes)	"	20
= Cotton	"	25
= Hemp (obtainable in Italy)	"	?
= Wood (for freight wagons, mostly obtainable in Italy)	"	?
= Industrial diamonds (in stock)		=

The above quantities cover the needs of the sub-suppliers who provide the Fiat plants with brakes, pistons, lamps, etc.

The raw materials necessities of the O.M. and O.C.I. factories can be reckoned equal to 15% of the quantities above mentioned. The supplies for C.G.E. have not been taken into consideration. The Ferrania factory needs a 2 tons monthly supply of silver.

In order to supply raw materials to Turin and Milan, the seaports of Genova and Savona would be the most convenient, and, for petrol, the harbour of Vado Ligure.

Trusting that the above will prove of interest to you and, while confirming that I am at your entire disposal for any further particulars you may require,

I remain, Sir,
yours faithfully

Sen. C. Cavalli

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