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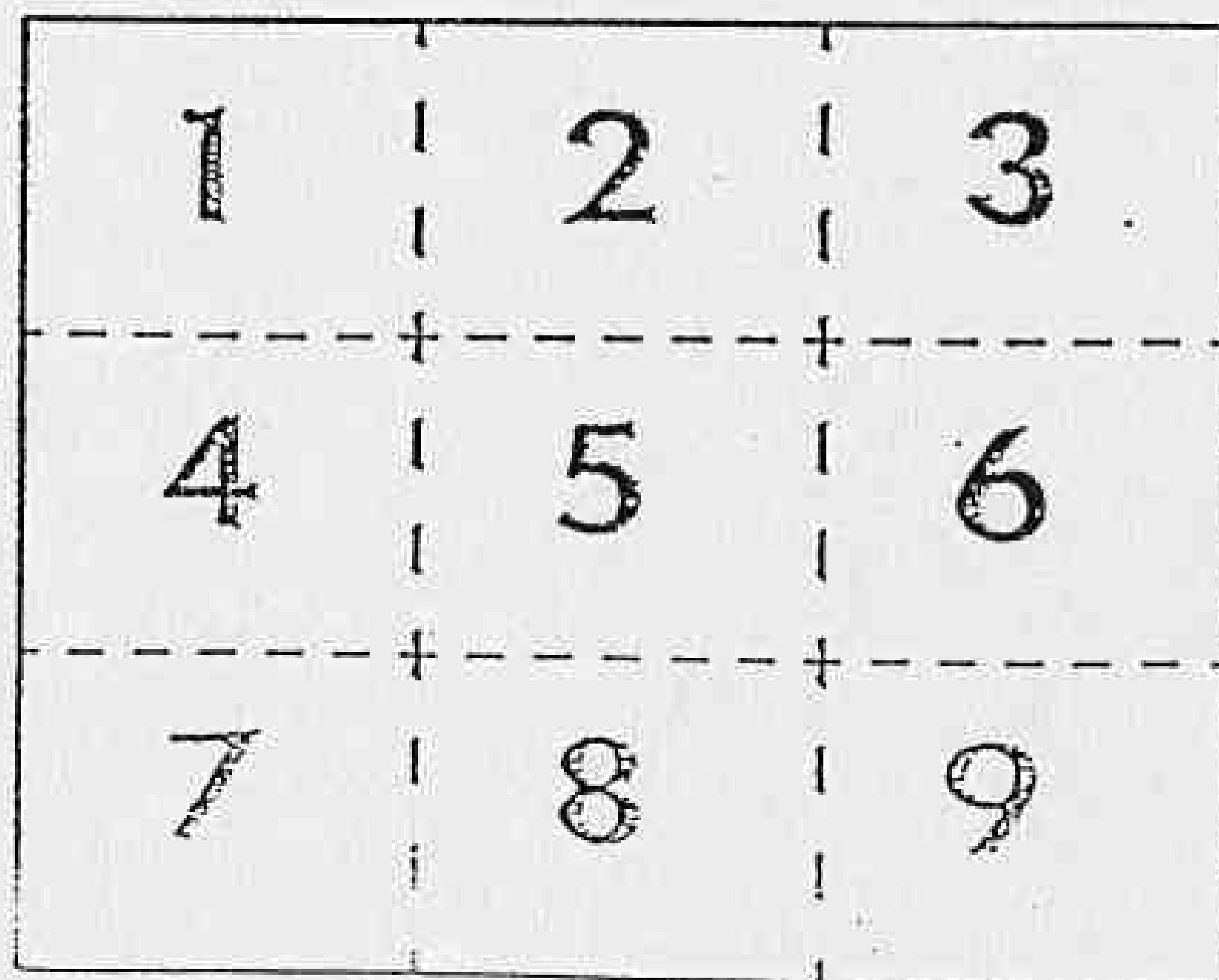
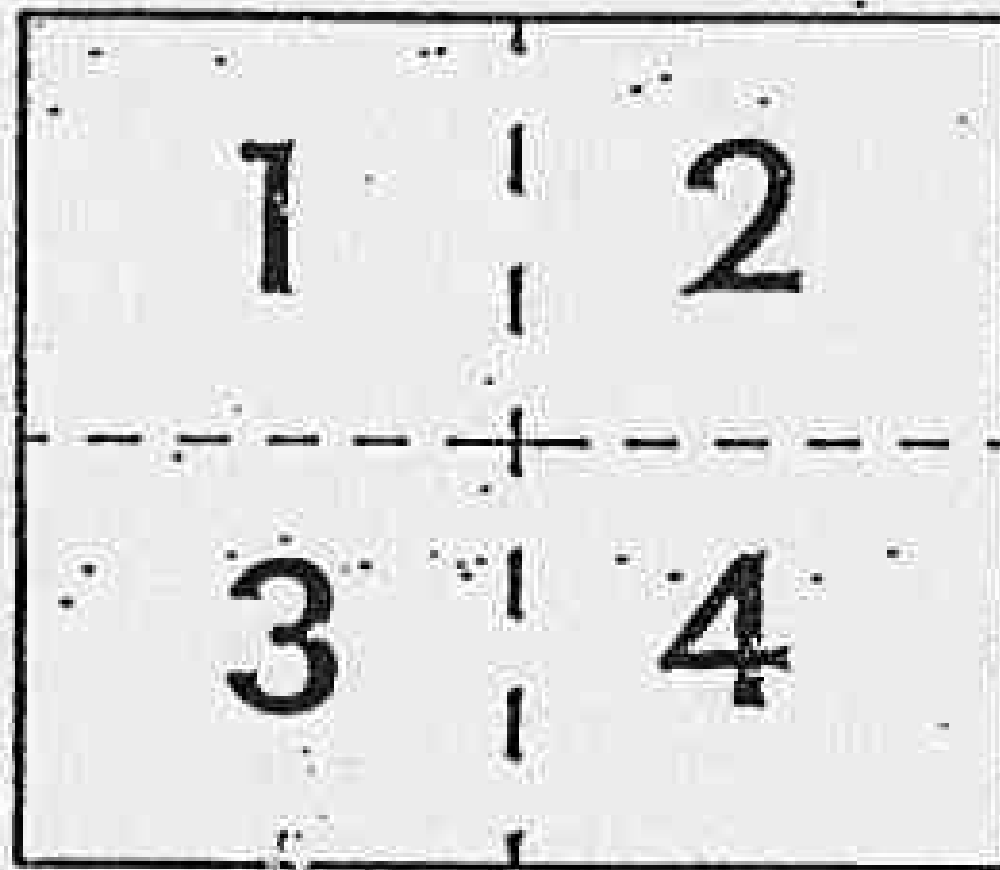
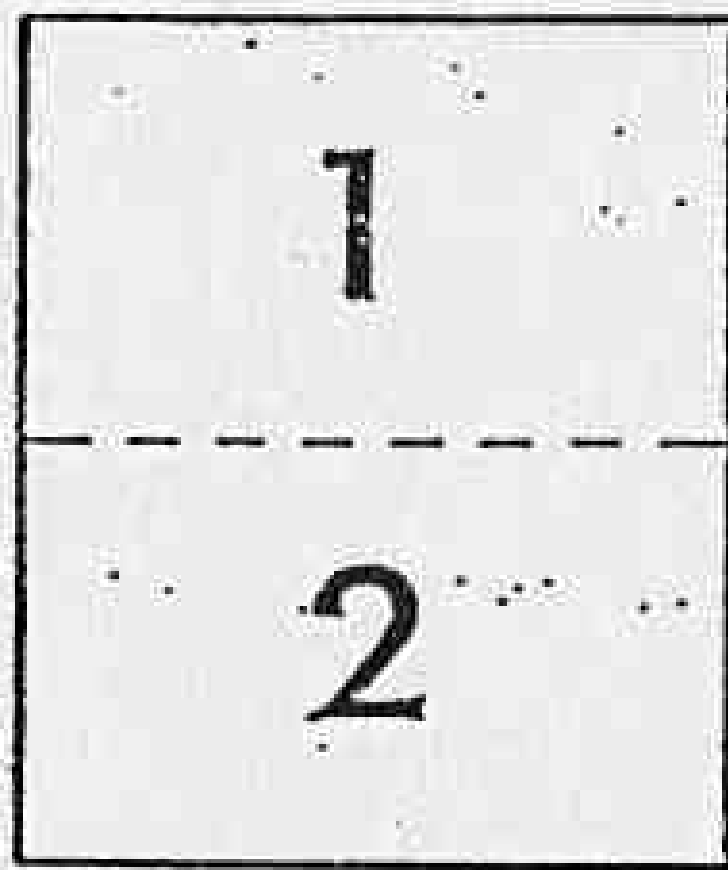
REPAIR SH
APR 1944-JUN 1945

10000/148/2238

REPAIR SHOPS - BOMBINI PARODI
APR 1944 - JUN 1945
DELFINO AT CELLEFERRO

MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.



ROMA II-7-SAR

SCHIE 1:4000

PLANIMETRIA
GENERALE
NELLA SCALA 1:4000
DEGLI
STABILIMENTI
DI
COLLEFERRO
DELLA SOCIETA'
BOMBRINI PARODI-DELFINO

4783

QUESTO DISEGNO E' STATO RICAVATO NEL
LUGLIO 1944 PRESSO GLI UFFICI DI ROMA
DAL DISEGNO DELL'UFFICIO TECNICO DI
COLLEFERRO N. 20148 AGGIORNATO AL
29.4.1943.

A PARTE, L'INDICE DEI FABBRICATI

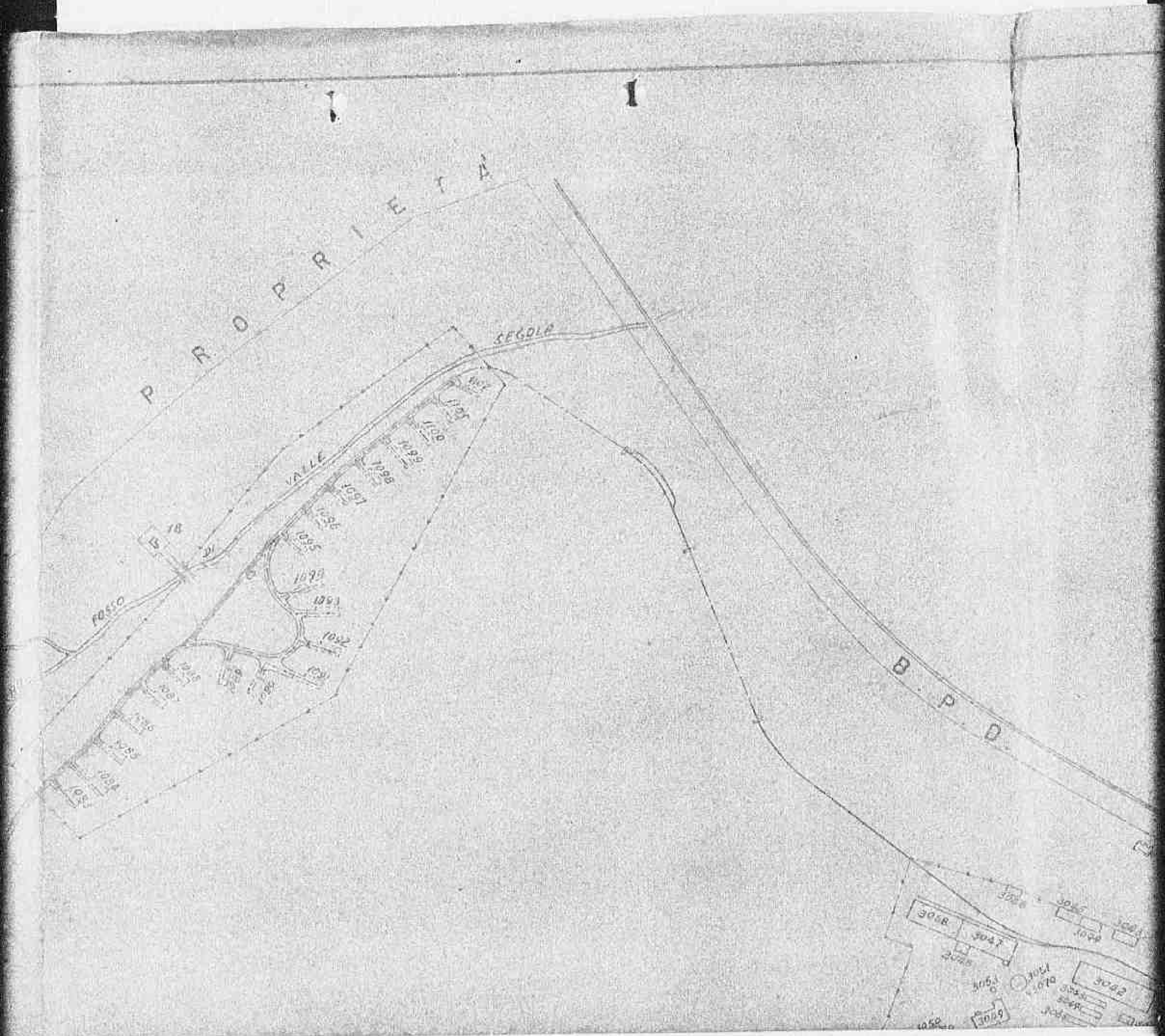
Dis. N° 733

0764

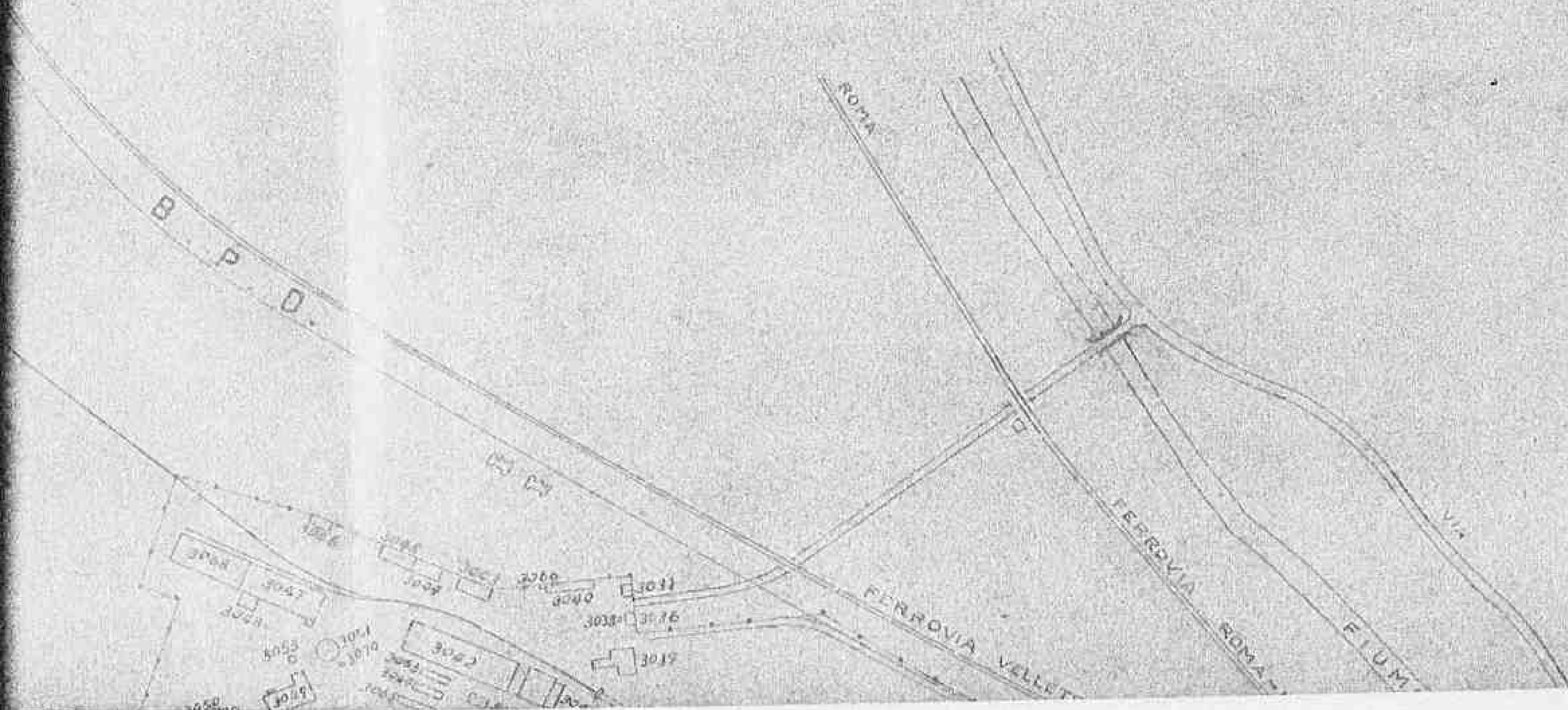
Declassified E.O. 12356 Section 3.3/NND No. 785021



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



0767

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

ROMA 11-7-54

PLANIMETRIA
GENERALE
NELLA SCALA 1:40
DEGLI
STABILIMENTI
DI
COLLEFER
DELLA SOCIETA
BOMBRINI PARODI-DI

4783

QUESTO DISEGNO E' STATO RICAVATO
LUGLIO 1944 PRESSO GLI UFFICI
DAL DISEGNO DELL'UFFICIO TECNICO

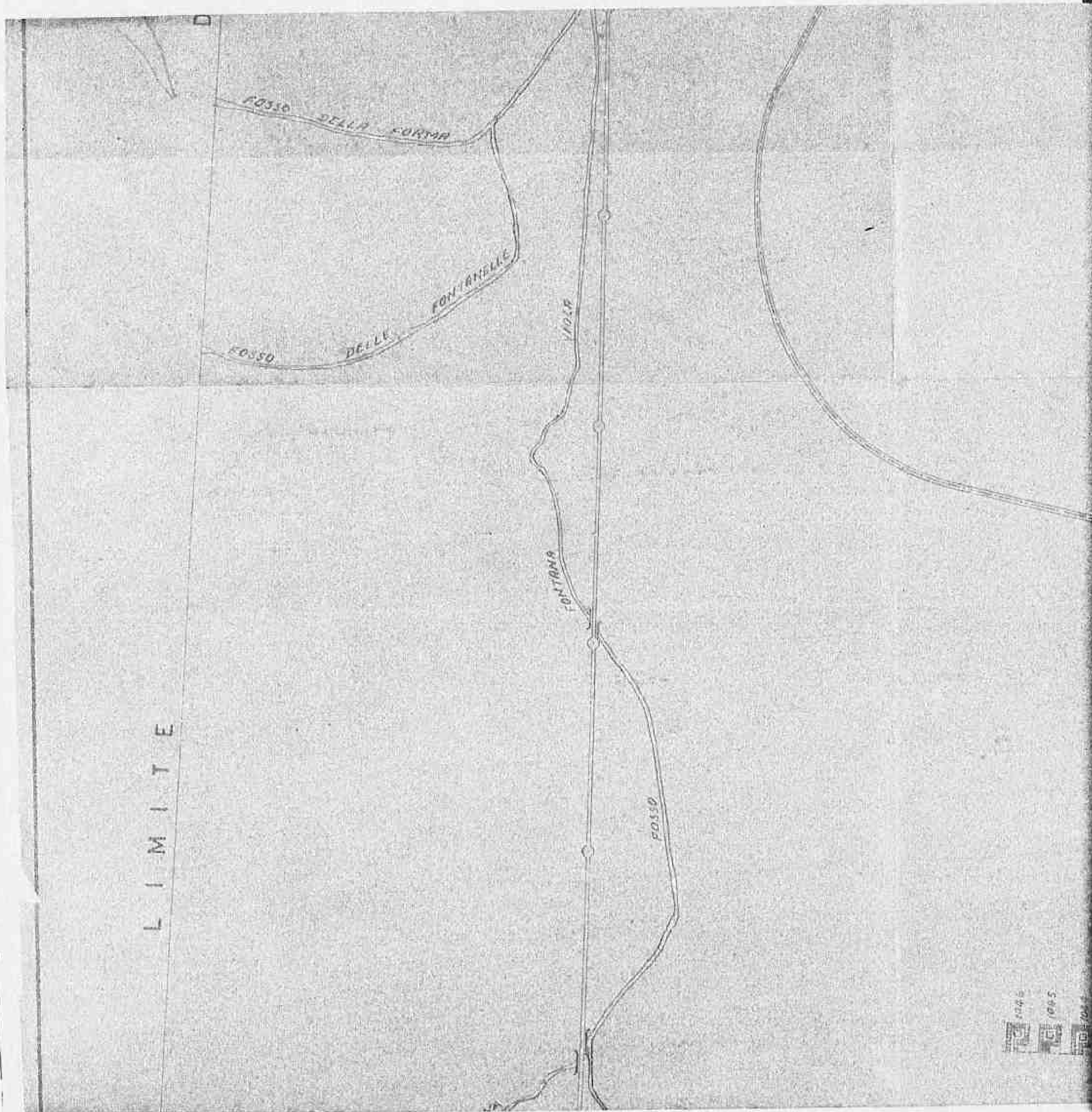
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GENERALE
NELLA SCALA 1:4000
DEGLI
STABILIMENTI
DI
COLLEFERRO
DELLA SOCIETA'
BOMBINI PARODI-DELFINO

4785

QUESTO DISEGNO E' STATO RICAVATO NEL
LUGLIO 1944 PRESSO GLI UFFICI DI ROMA
DAL DISEGNO DELL'UFFICIO TECNICO DI

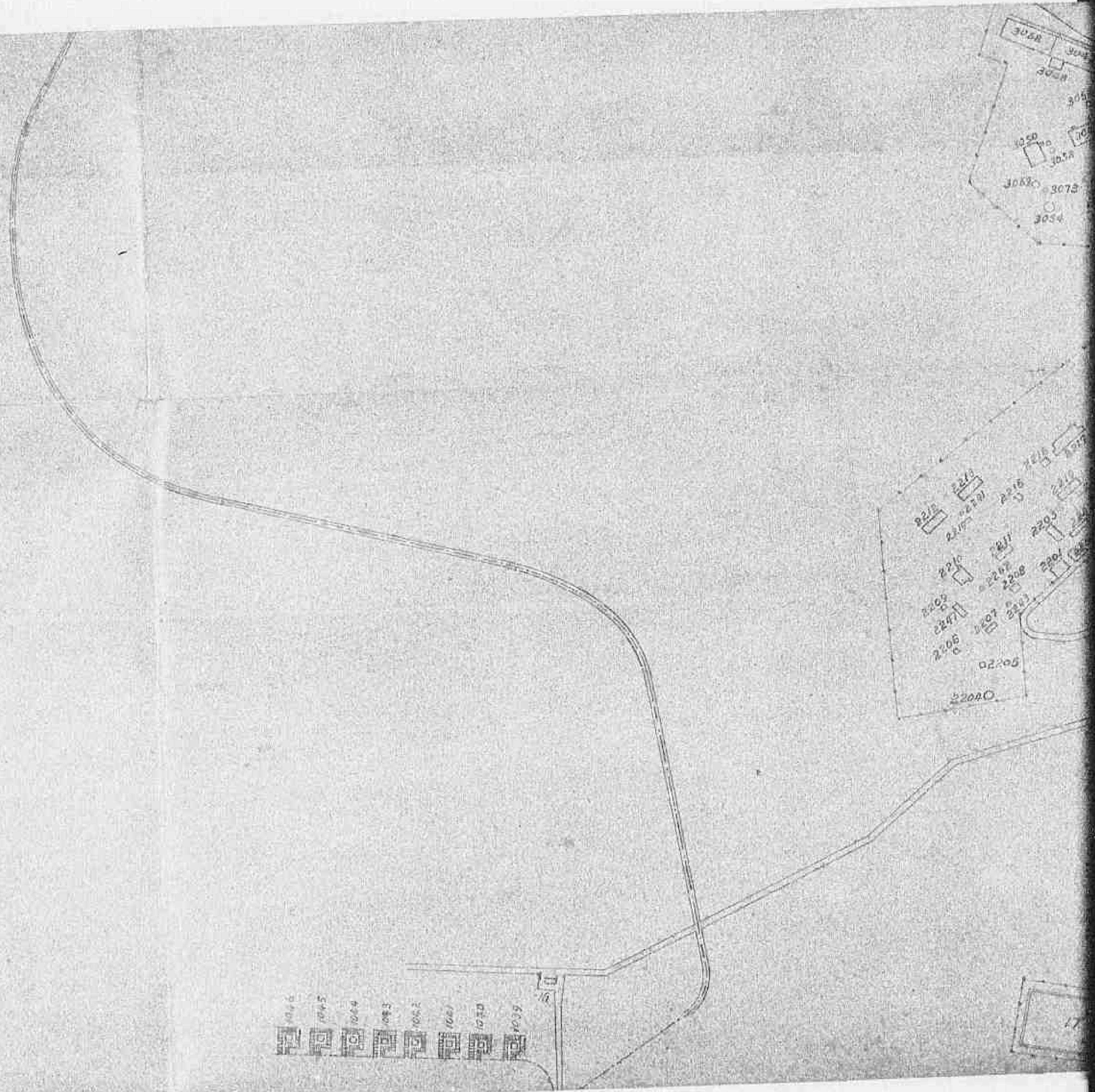
0769

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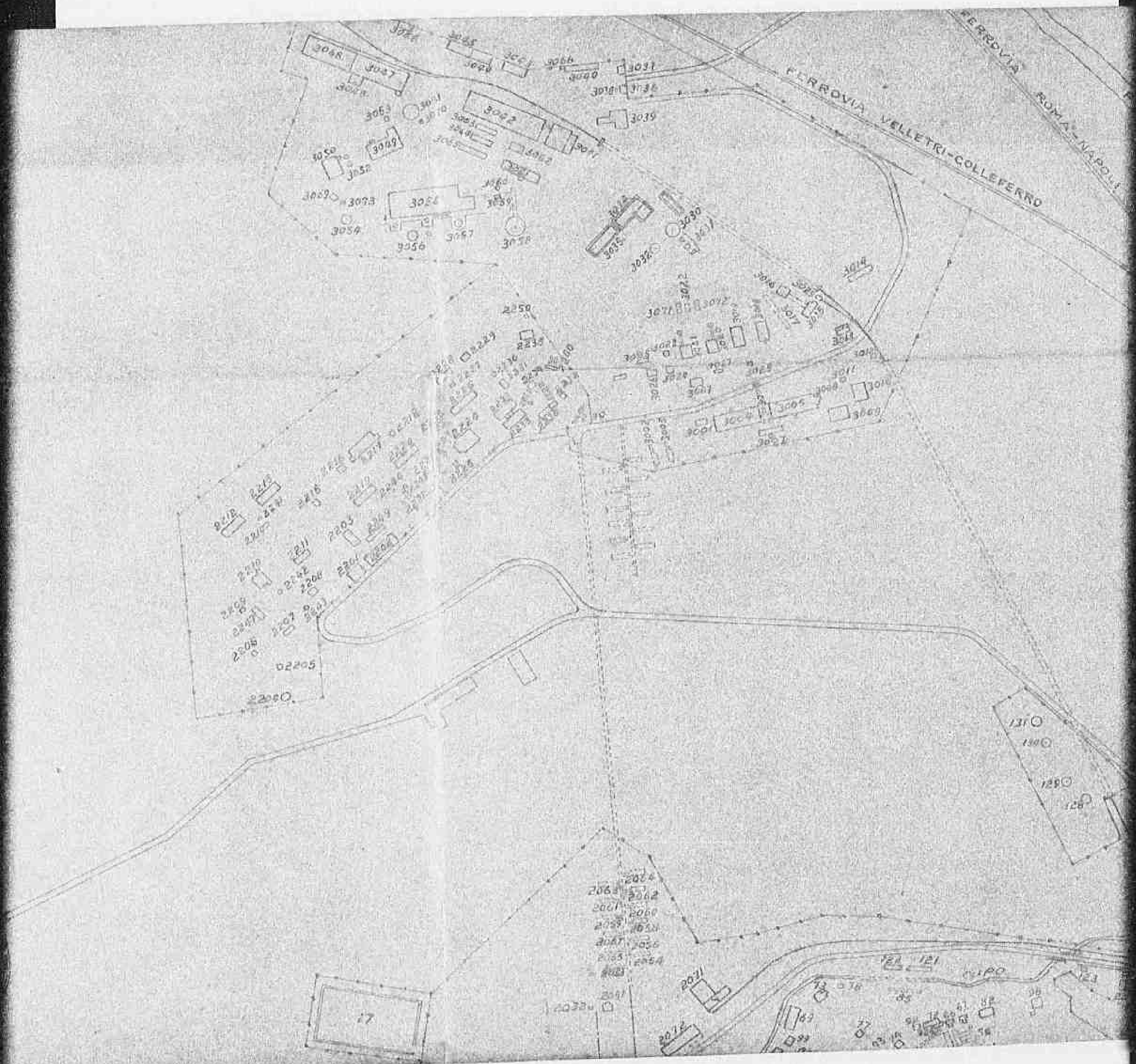


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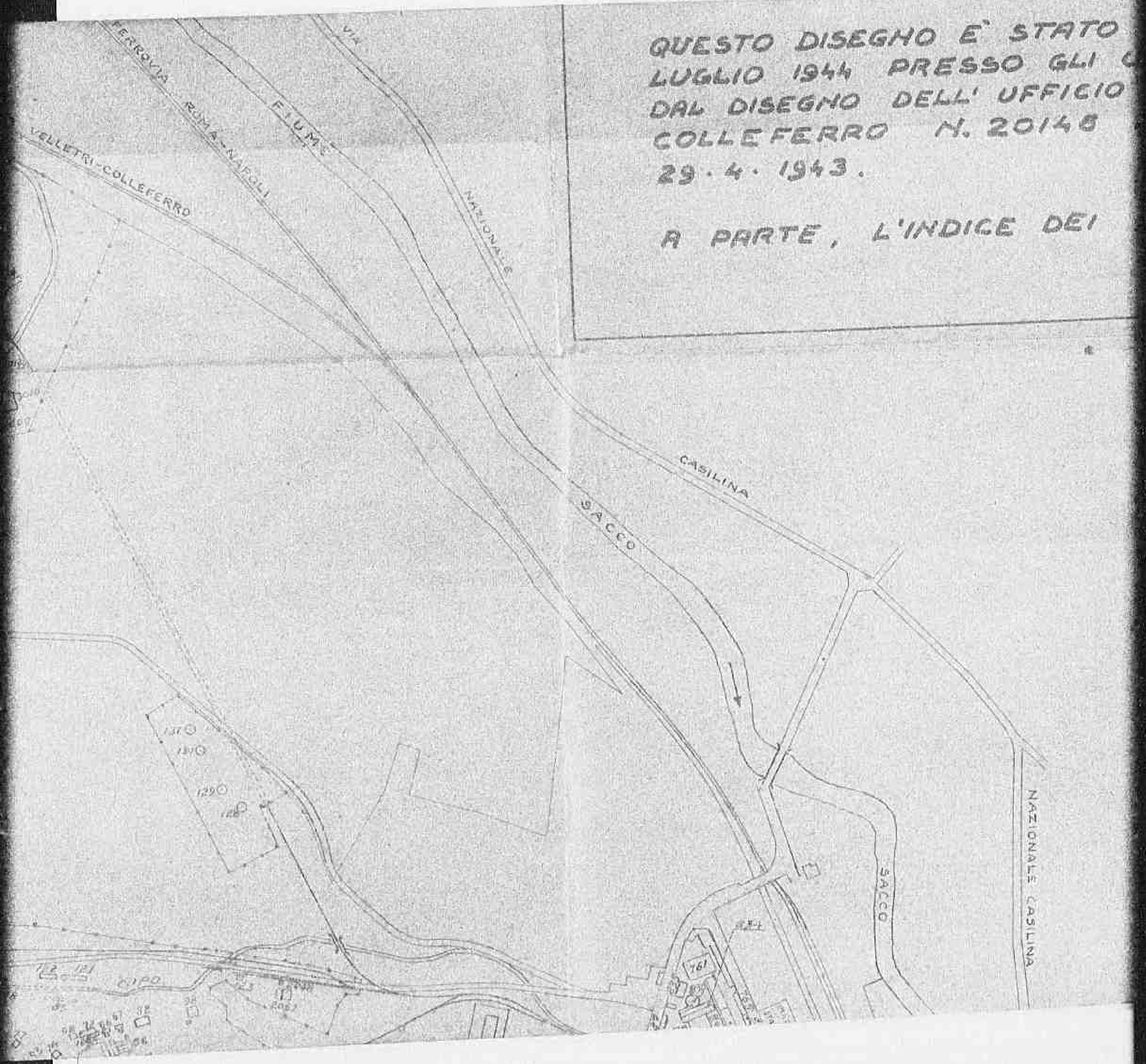


0772

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

QUESTO DISEGNO E' STATO
LUGLIO 1944 PRESSO GLI
DAL DISEGNO DELL' UFFICIO
COLLEFERRO N. 20148
29.4.1943.

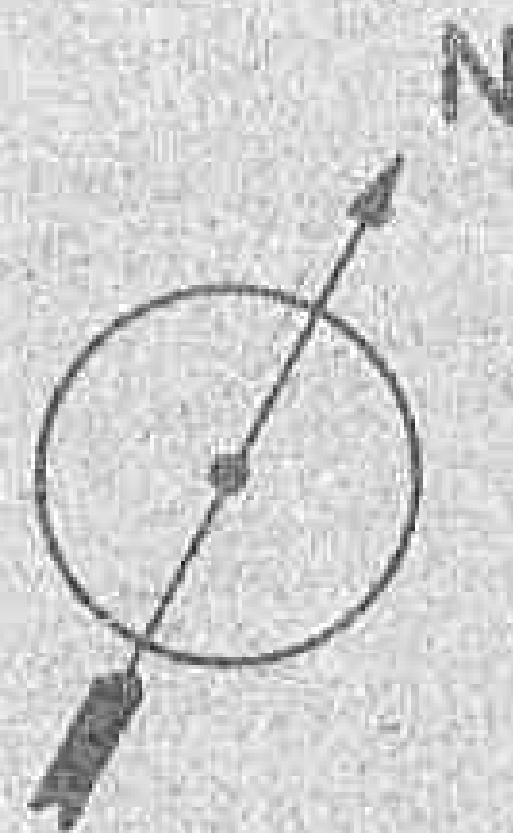
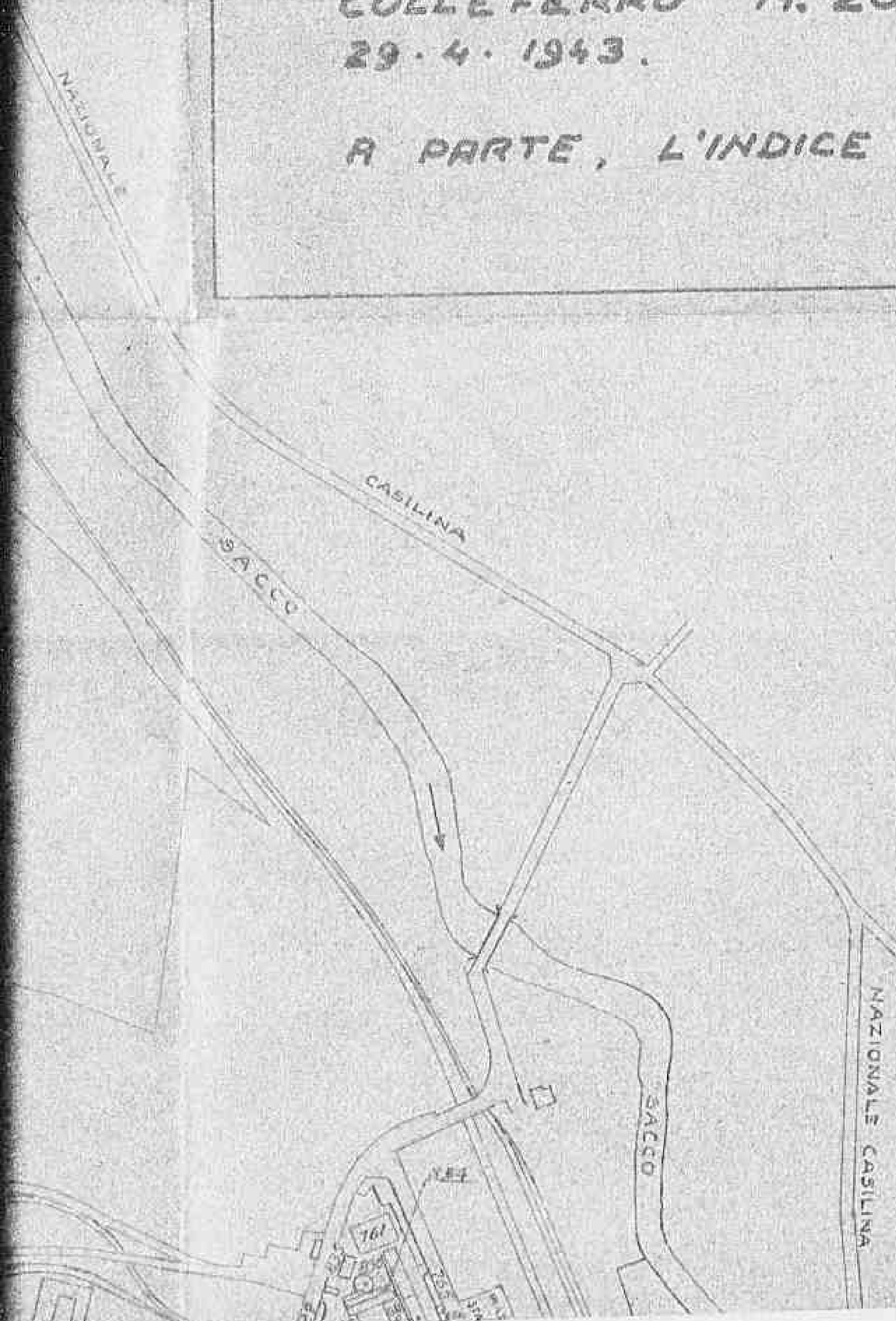
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QUESTO DISEGNO E' STATO RICAVATO NEL
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DAL DISEGNO DELL'UFFICIO TECNICO DI
COLLEFERRO N. 20148 AGGIORNATO AL
29.4.1943.

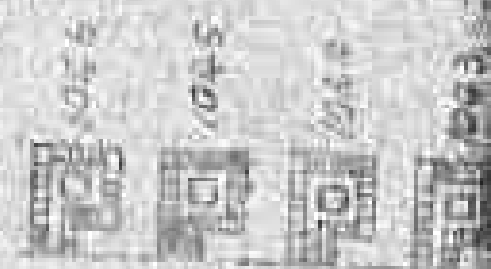
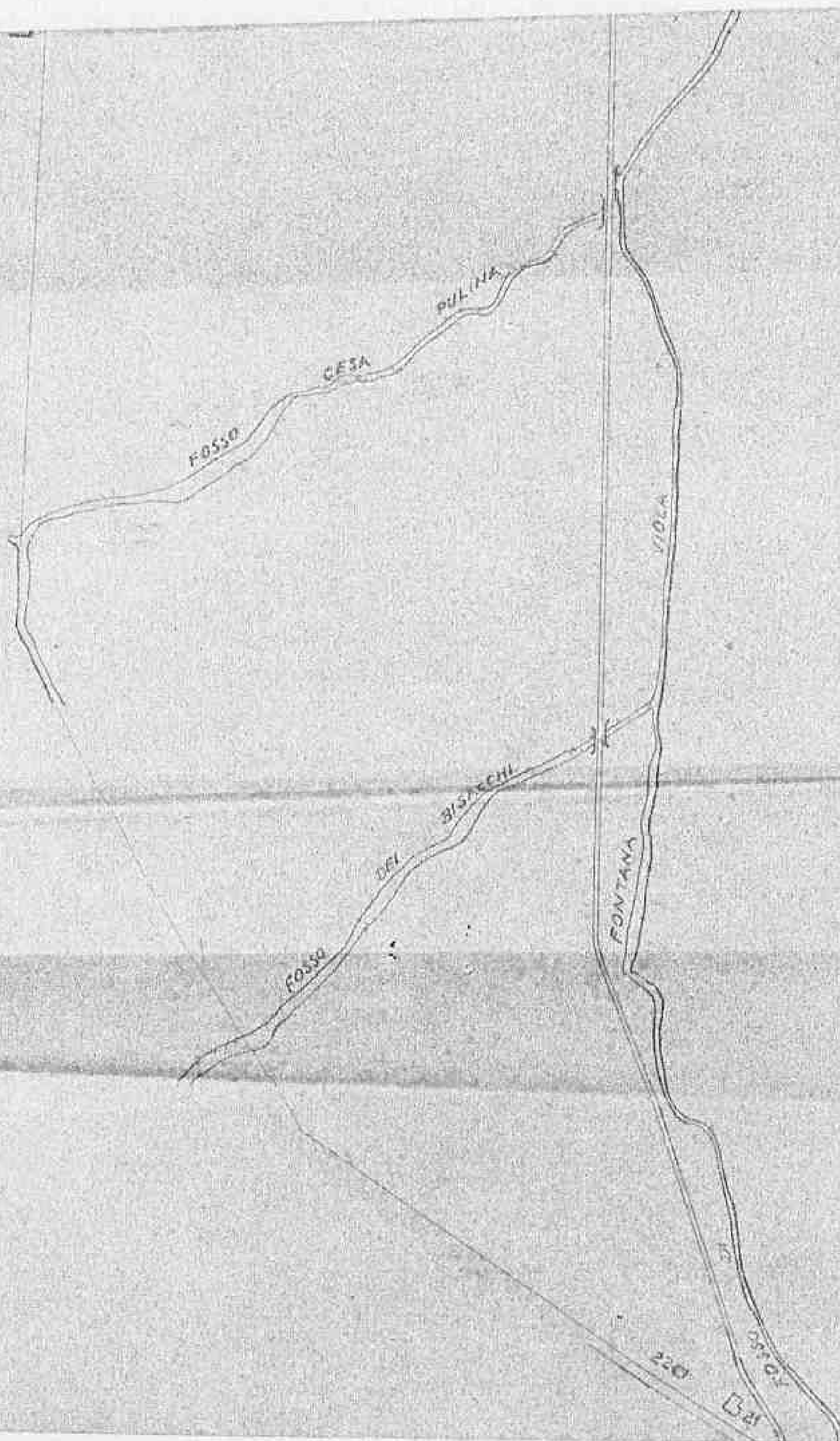
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Dis. N° 133

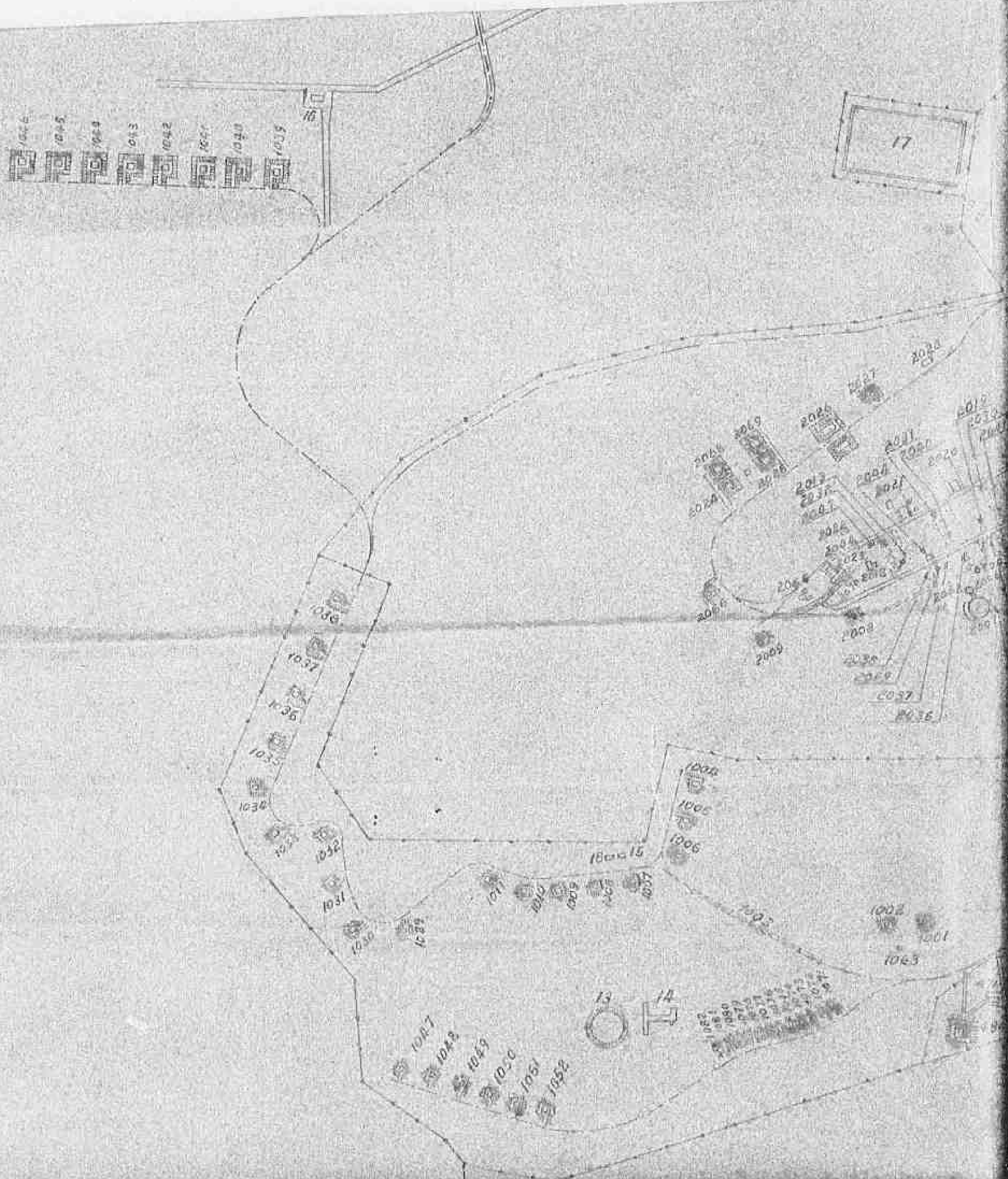


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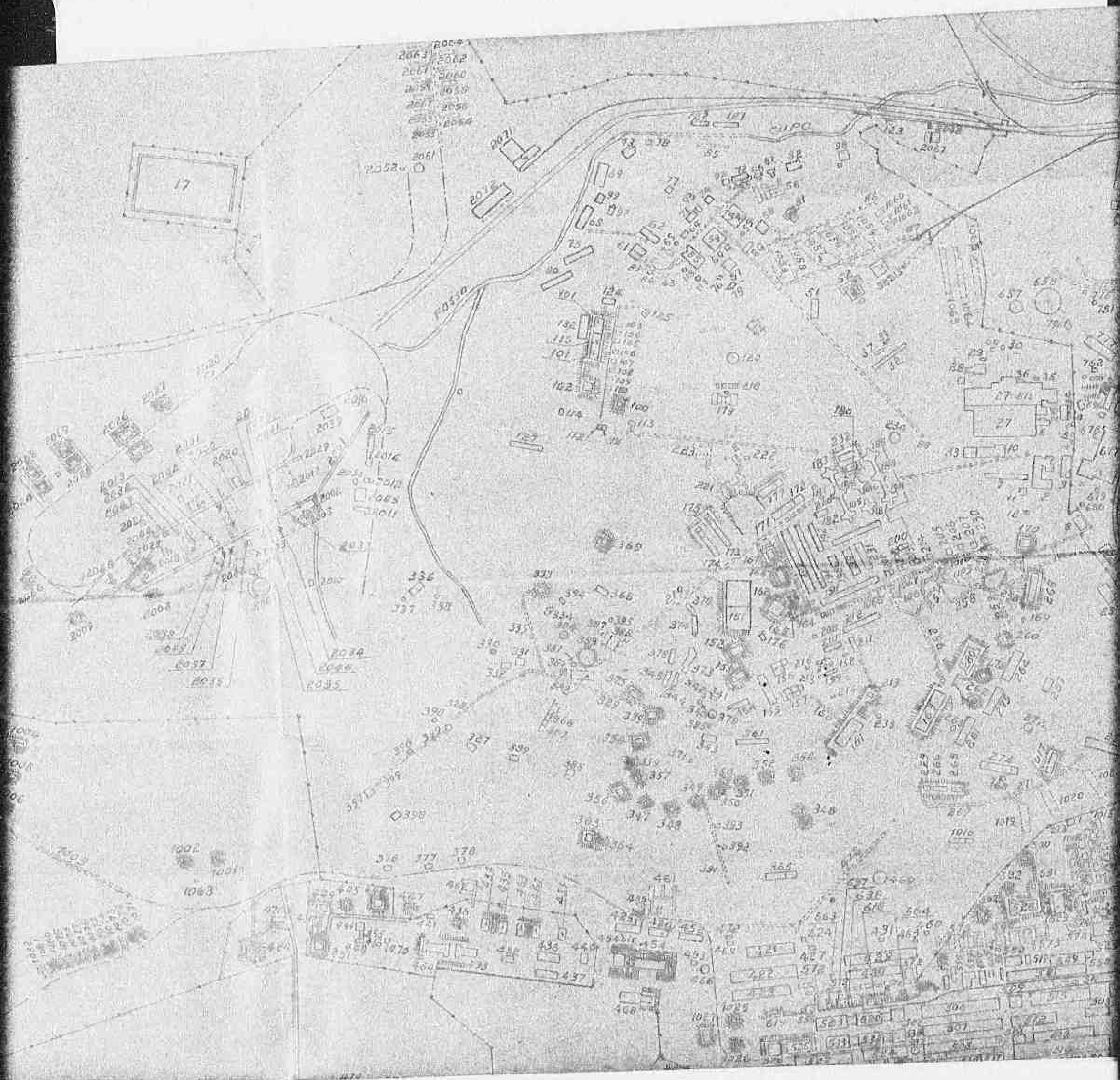


785021



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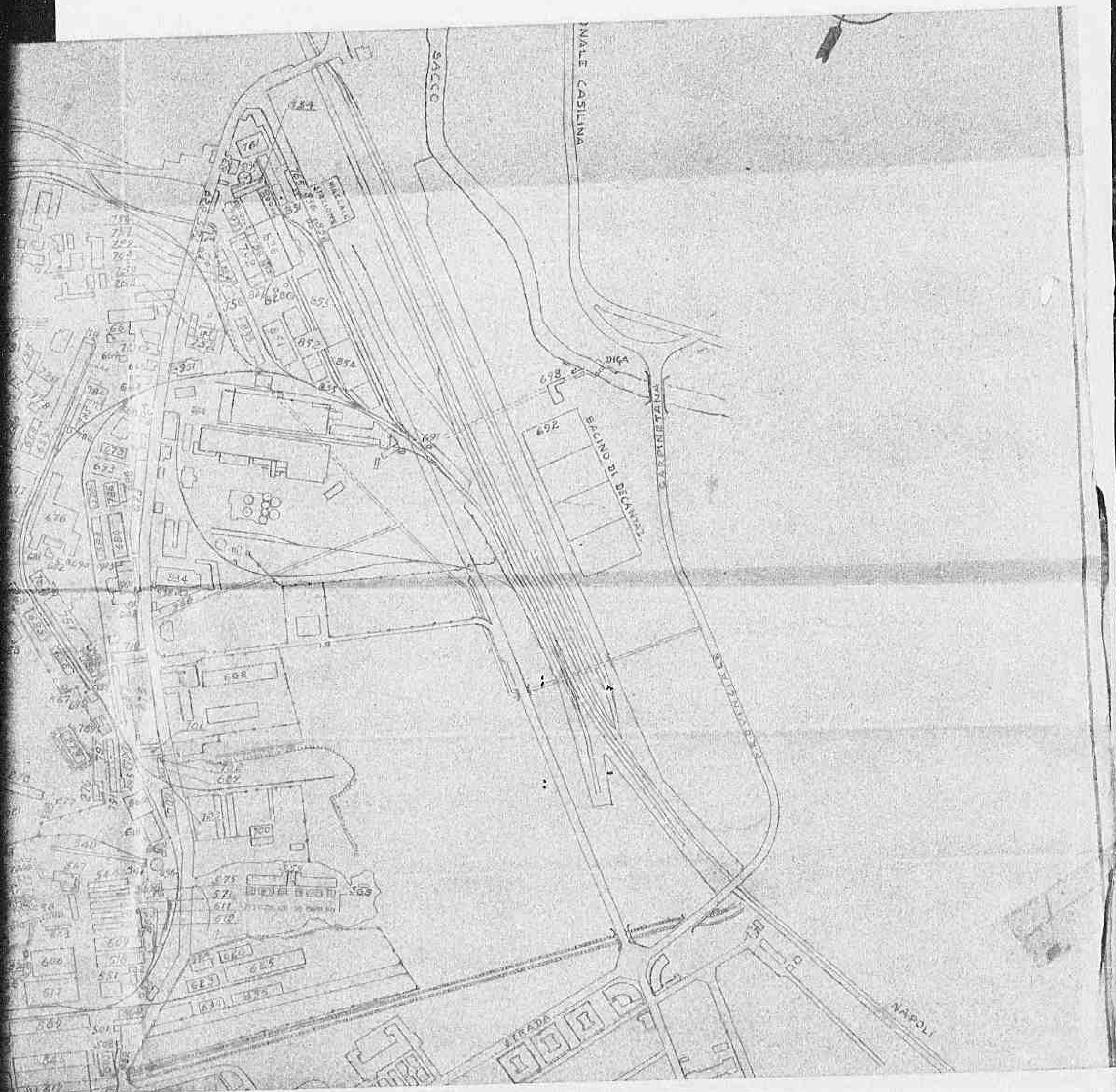
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Declassified E.O. 12356 Section 3.3/NND No. 785021



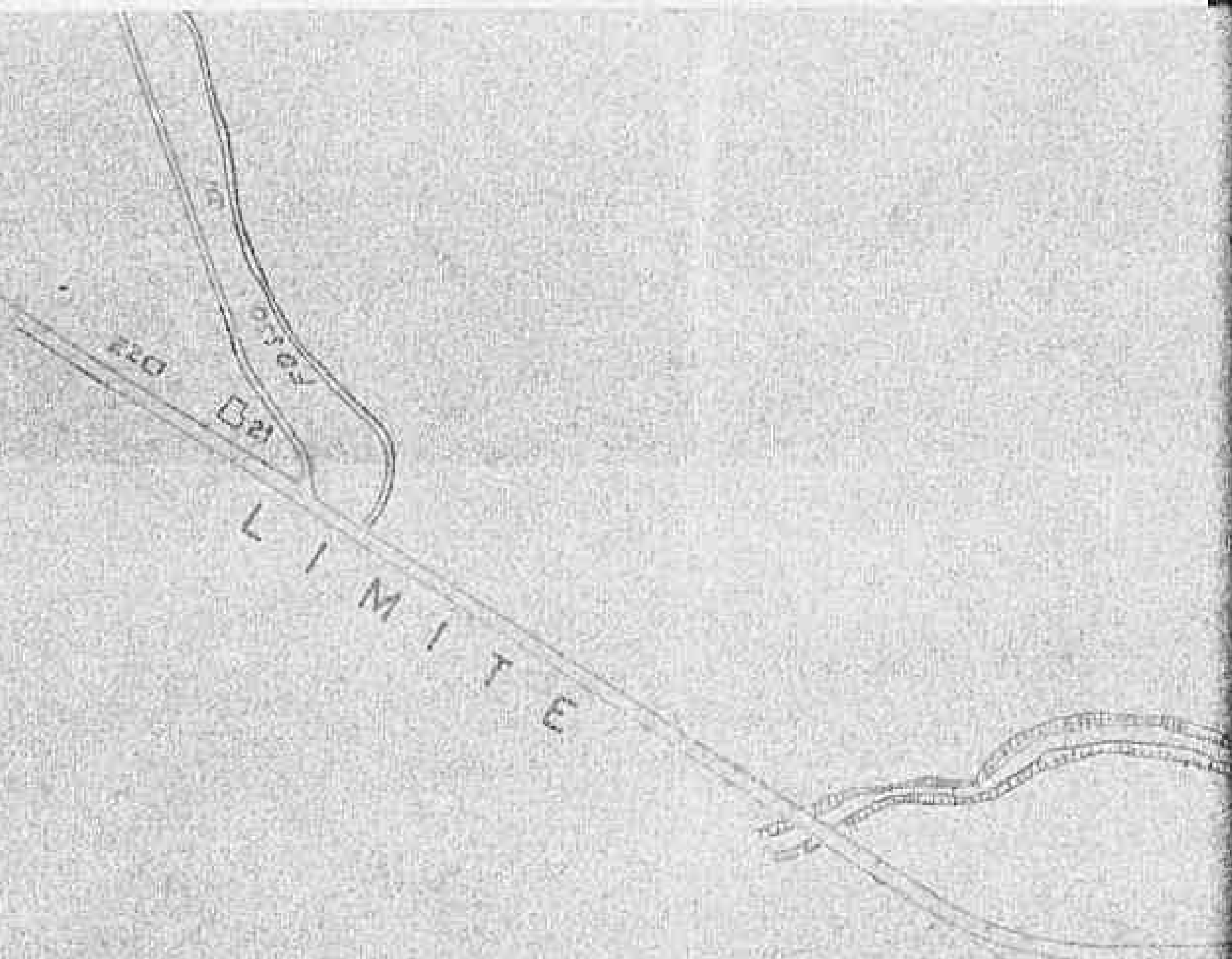
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Declassified E.O. 12356 Section 3.3/NND No. 785021



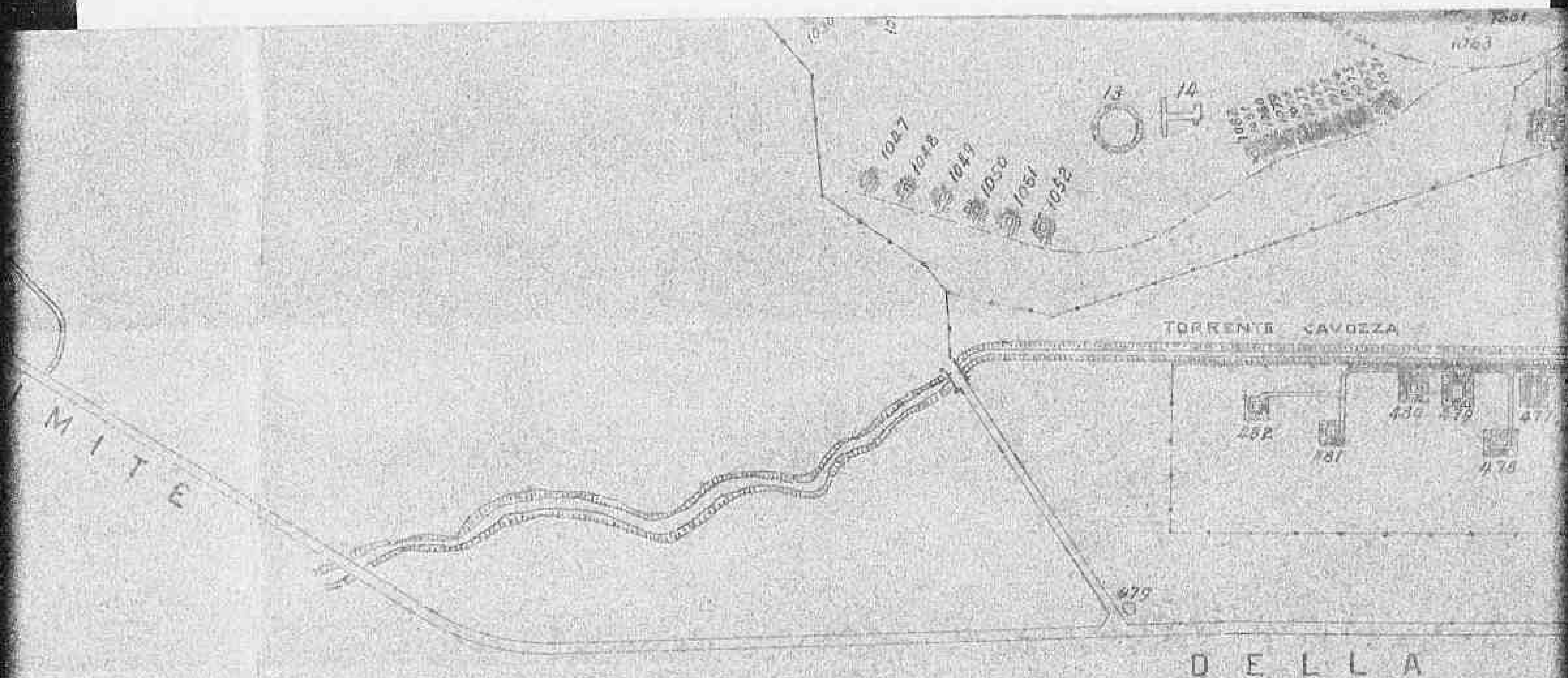
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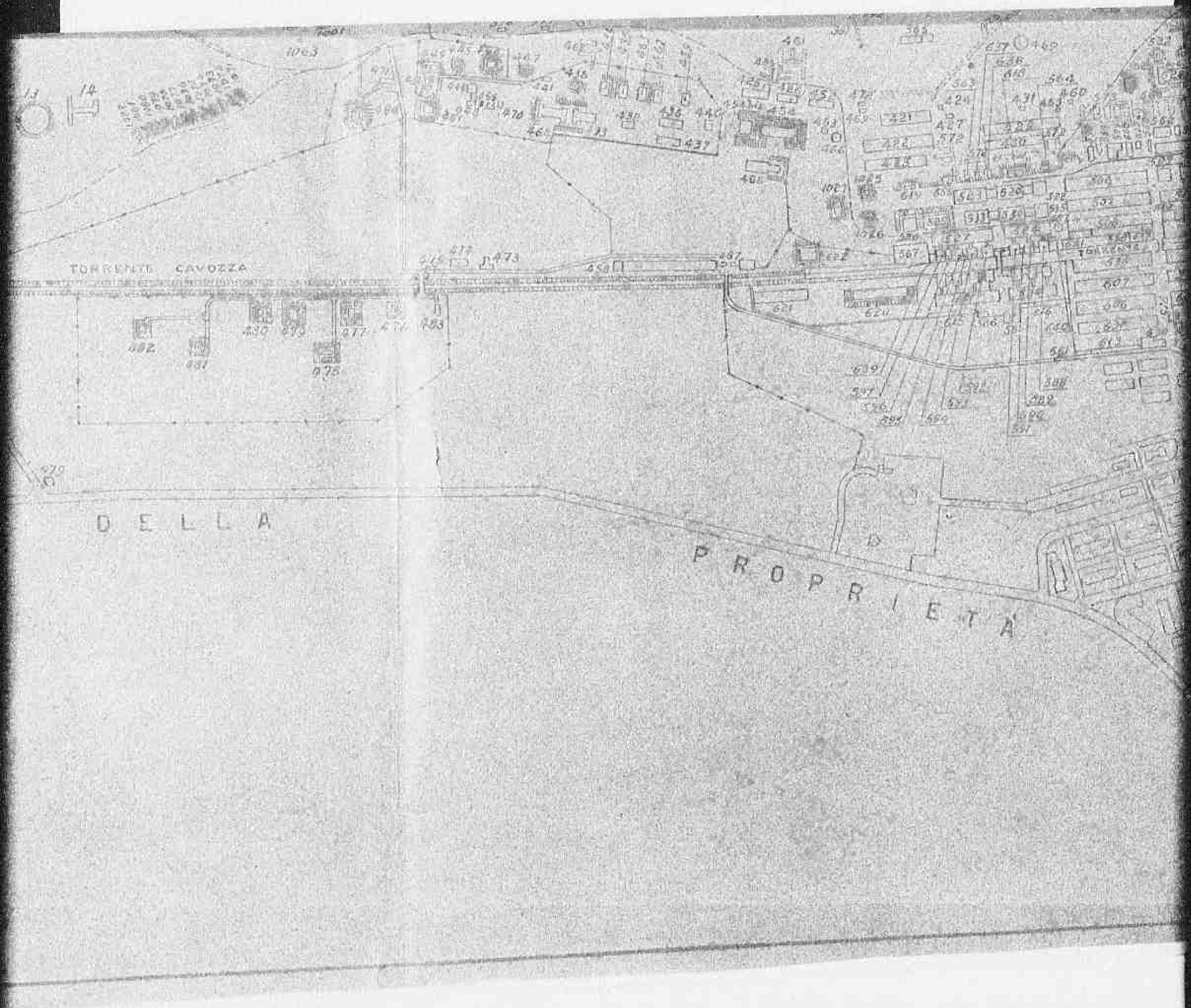


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Declassified E.O. 12356 Section 3.3/NND No. 785021

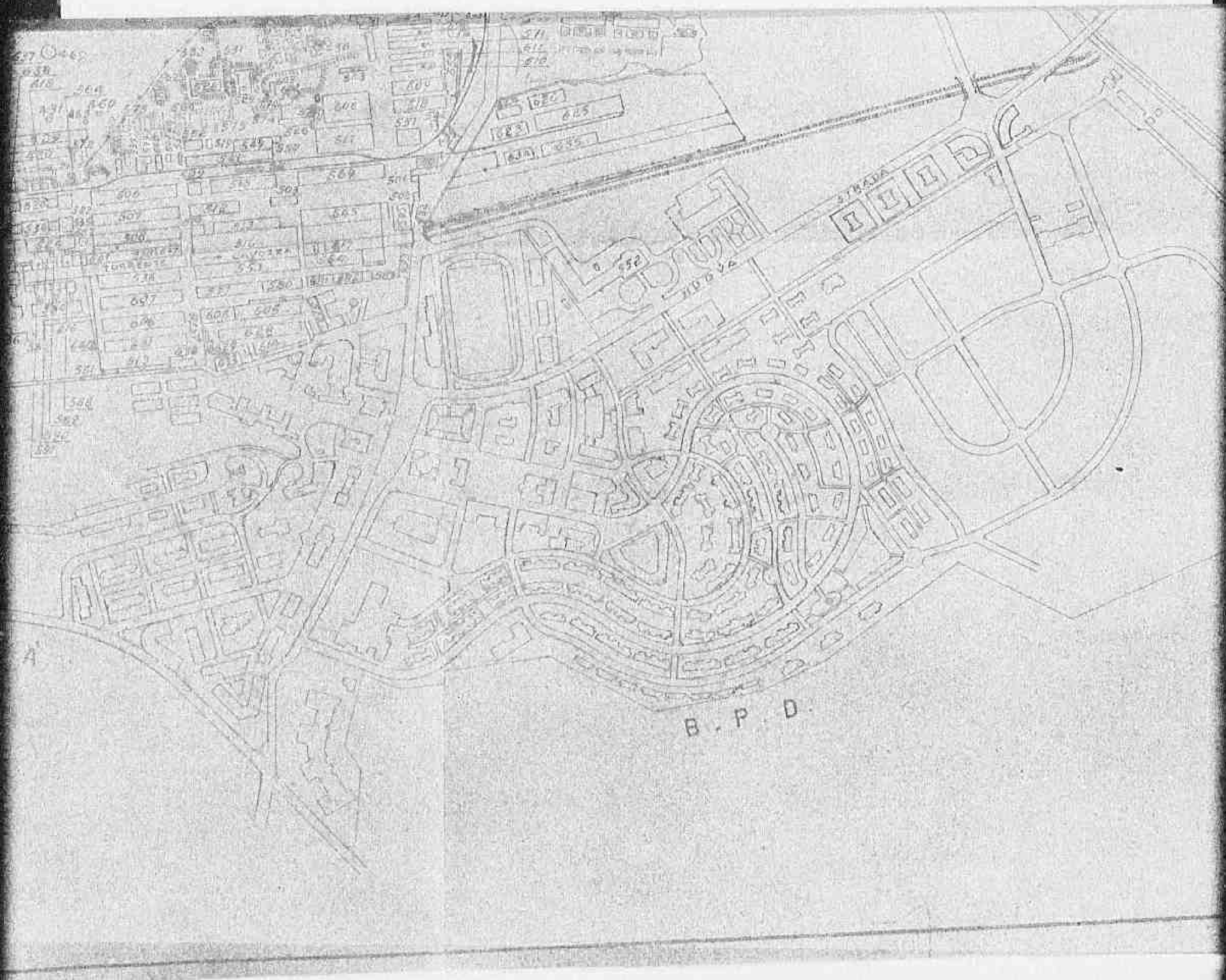


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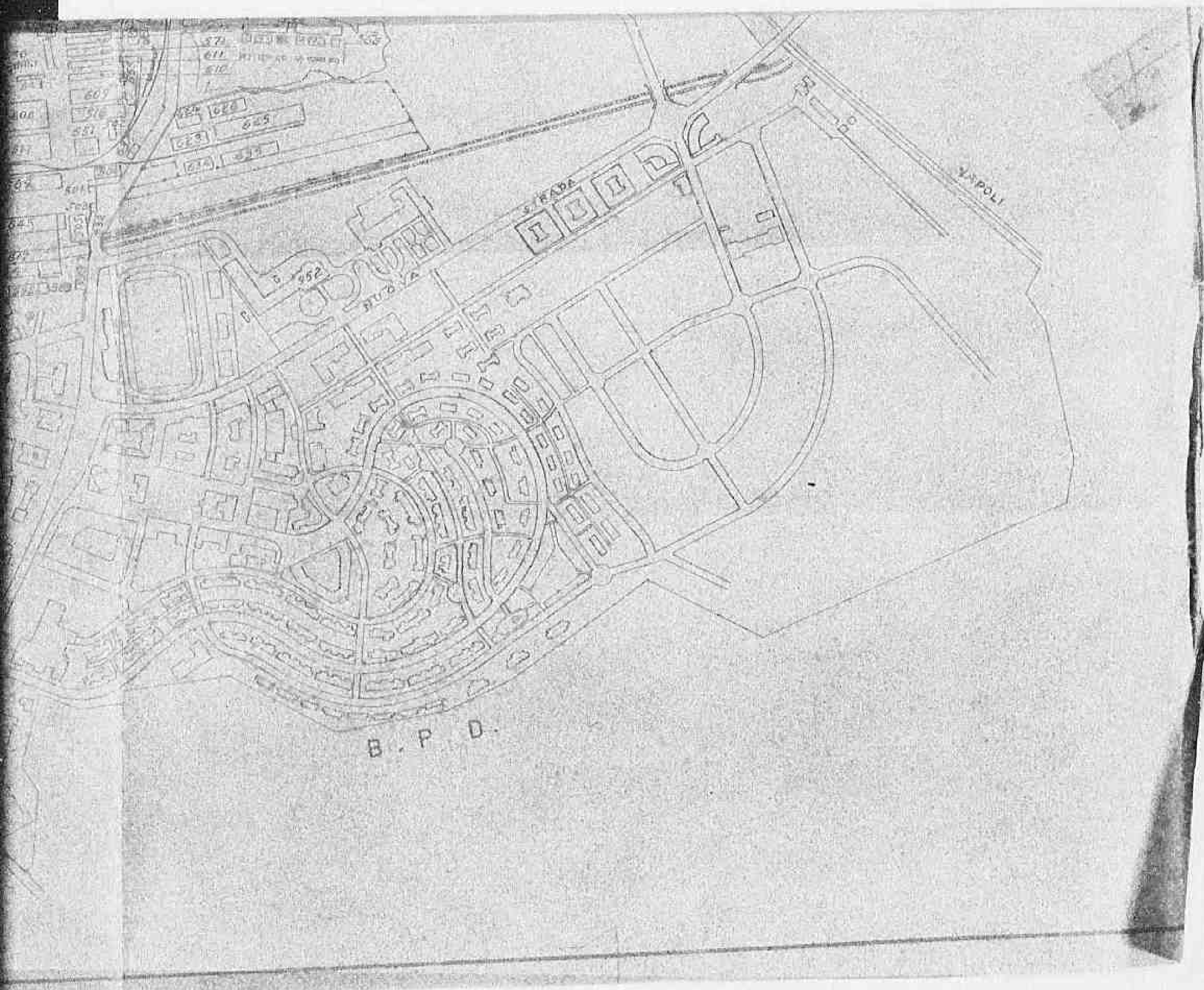
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Declassified E.O. 12356 Section 3.3/NND No. 785021



0783

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



AGP/LMA

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

14 September 1945

Tel. 843238
Ref. AG/103/19/Tn4

SUBJECT : Freight Car Repairs.

TO : Military Railway Service.

1. Reference is to your letter Tn.A.3(M)/52 of 13 September 1945.
2. I am obliged for your offer of help, but I do not think that there is anything further that can be done in this matter at the present moment, other than the arrangements we have made.

P. G. MATSON
MAJOR T.C.
for Director

4787

Tel. ROME 643121/5 (Firebox)
EXT. 9352

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

Subject : Freight Car repairs.

Tn.A.3(10)/52.

To : Tn. Sub Commission, AC. (B&A)

13 Sept. 45.

Reference your AS/108/10/Tn6 dated 11 Sept. 1945.

I note and am obliged. Is there any action or assistance you wish me to give in the matter please?

[Signature]
Colonel,
L.B.Tn. (Mech)
for Brigadiere

Director Military Railway Service.

4786

ACP/lnl

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

Tel. 843238
Ref. AC/106/1B/Tn4

11 September 1945

SUBJECT : Freight Car Repairs.

TO : Military Railway Service.

1. Attached hereto are reports in connection with action taken by this Sub-Commission, to insure satisfactory output of repairs to freight cars at Colleferro and at Civitanova Marche.

A.C. FENG, Major
for Director

Attachment:

As stated above.

4785

JWG/ic
JWG/10INTER-OFFICE MINUTE

TO : Major Ping

Concerning your memo on Civitanova Marche it is advised that checks were made through three channels. These checks included needs at Civitanova Marche and Cellerferro.

The MRS was contacted regarding timber coal and coke supply. The matter of coal and coke for these organizations through an oversight was neglected. This question has been reopened through MRS channels and will doubtless show results in the near future.

The question of timber was taken up with Major Long who agreed to talk with Engr. Bracci on the matter.

An outline of the situation was given to Engr. Grandi and he was requested to work with Sig. Bracci to alleviate the critical situation at both plants.

This matter will be followed up by this office.

J.W.GILL, Major T.C.

Transportation Sub-Commission (Rail Division)
8 September 45

4784

JWG/10

INTER-OFFICE MINUTE

Tel. 843403

SUBJECT : Situation of Car Shops at Colleferro.

TO : Chief,
Rail Division.

A brief summary of the production situation at Colleferro Car Shops, a private industry working under contract for the I.S.R. is as follows :

1. They are working under a serious handicap of shortage of lumber and certain other materials pertinent to car construction and repair. No back log of lumber was seen at this plant and they are working from day to day making maximum use salvage scrap.

2. The following production balance has been set up to make maximum use of personnel.

Equipment and available materials :

40% Box cars of which - 15% should be metal
50% Gondolas or Flats - 20% should be metal
10% all others.

3. Shop capacity at one time 60 cars
Output of shops (present) 18 cars per week
(All work are heavy repairs of demolished or partially demolished equipment).

4. Improvising and manufacture of items such as nails and bolts, usually purchased in quantity from other sources, are examples of the effort being put into their manufacturing program.

RECOMMENDATION :

At the present time and pending availability of material in sufficient quantity to build up a working reserve it is suggested that the production schedule they have set up be continued. It is felt that a change could possibly add one or two box cars per week but at a sacrifice of a larger number of other type cars. Also the work balance in the shops would be upset to a certain degree.

DISCUSSION :

The Colleferro people are making an analysis of their material and supply problem. Upon the completion of this analysis they will put their problem before the Mechanical Section.

We will attempt to assist the organisation in procurement of operating material,

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- 2 -

at least, through ISR channels. When this is available, production in box cars may well be increased.

General Material Items short :

1. Soft Pine for Siding (Box Car)
2. Roofing materials
3. Nail, bolts, nuts, etc.
4. Hard wood for flooring and Gen siding.

The above for your information.

John W. GILL
Major T.C.

Transportation Sub-Commission, AG
1 September 45

4782

0790

From: Chief, Submarine Branch
(1000 2000 000)
To: Administration (Mr) Smith,
R.A.S.

14 September 1945

1000 2000 000

1000 2000 000

Subject: Memo to the Chief of R.A.S. Balliol.

1. (Copy received from the Chief of R.A.S. Balliol.)
(Attention: Mr. B. (1000 2000 000))

1. Material provided to the Chief of R.A.S. Balliol, who in original property of the R.A.S. Balliol, and who is in possession of the material, is available for inspection and collection.
2. It is noted that the material is available in a form for inspection and collection. It is suggested that the material be inspected and collected in a form for inspection and collection.
3. It is suggested that the material be inspected and collected in a form for inspection and collection.
4. It is suggested that the material be inspected and collected in a form for inspection and collection.

See the Chief of Ball Division

1000 2000 000
1000 2000 000
1000 2000 000

4781

Copy to: Chief of Ball Division
1000 2000 000
1000 2000 000

Tel. 242-003

Date: 1/10/50/na.

Subject: Disegno di materiale al S.P., Colloferro.

Attn: S. S. Servizio Rappresentanza
(Attenzione Ing. G. G. G.)

1. L'articolo presentato nei disegni di illustrazione che in origine proprietà della S.P., Colloferro ed adesso di proprietà della S.P., è disponibile per spedizione a Colloferro.
2. Fare in modo che il materiale sia pronto in tempo per spedizione a Colloferro appena possibile. Un rappresentante della S.P., Colloferro potrebbe contattare con voi per dettagli in riguardo verifica e carico.
3. Data la mancanza di materiale a Colloferro al momento l'adempimento si può essere respinto.
4. Prego avvisare questo Ufficio quanto transizione di sotto materiale sia stato ultimato.

Per the Chief Mail Division

J. G. G.
Major T. G.
Washington, D.C. Div. 10.Copie al: Major Long
Ing. G. G. G.
S.P., Colloferro.

4781

1089/18/79

LIST OF MATERIALS
 REQUIRED BY COLLEY AND WORKS FOR REPAIRING 18
 TANK CARS ENTERED THE 15th. JUNE 1945 -

Calcium carbide	3	2.
Oxygen	150	bottles
n.3 Electrodes	3000	
" 10 "	2000	
" 12 "	1500	
Solvay Soda	200	kg.
Quantic "	40	"
Zinc oxide	30	"
Linseed oil	100	"
Turpentine	50	"
Mild steel bars, section 30 x 20 mm.	60	mts.
" " " " 35 x 15 "	100	"
" " " " or 40 x 15 "		
" " " " 40 x 12 "	50	"
" " " " 50 x 12 "	50	"
" " angle iron section 30 x 50 x 12 mm.	150	"
Greased hemp packing trees 20 x 20 mm. section	20	"
Rubber sheet, with cloth inserted, thick- ness 3 to 4 mm.	4	sq mts.
Rubber packing section 20 x 16 mm.	15	mts.
" " " " 18 x 6 "	15	"
Bolts ϕ 16 x 50 mm.	150	kgs.
16 x 60 "	200	"
18 x 55 "	200	"
16 x 65 "	200	"
14 x 50 "	150	"
Borax glass	2	"
Welding plates	20	"
Needle valves ϕ 2" 1/4	6	
" " " 4"	4	
Car spring rod. 603 75	10	
" " " 691 "	10	

-----000-----

4280

MEMORANDUM

CONCERNING MAJOR PROBLEMS FOR OPERATION OF BPD'S COLLE
FERRO REPAIR SHOP

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1.- In compliance with regulations B.P.D. has returned on the 15th July to the Italian Army two military lorries which had been salvaged and used by B.P.D. during past months.

This means a substantial shortage in the transportation capacity of B.P.D. Colleferro Works which is mostly devoted to rolling stock repair shop.

It is very urgent to restore above transportation capacity and B.P.D. hopes therefore to be allocated as soon as possible with two lorries from the stock which has been handed over to Italian State Railways by Allied Authorities.

2.- Since Liberation of Rome B.P.D. is trying to be returned with about 40 carloads of its goods which were lying at Rome-Tiburtina Station and had been stored there under control of 329th T.S.D.

The goods consist chiefly of engineering materials, chemicals and raw materials which could greatly help operation of Colleferro Works while they are generally of little interest for Railways. Such materials which were of any use for R.R. rehabilitation have been long since disposed of.

B.P.D. recommends the release of the remaining materials and the allocation of necessary transportation.

3.- As it has been thoroughly demonstrated by B.P.D., operation cost of Colleferro repair shop is being kept at a very high level by lack of proper machinery and supplies. Thus B.P.D. is incurring in permanent losses although repair price has been lately increased to a figure which is theoretically meeting requirements. 4779

An improvement of this situation (which can not be permanently endured) could be performed by sending

- 2 -

back to Colleferro some machines and supplies which are already in possession of B.P.D. but have been compulsorily transferred to North Italy in early 1944. For this purpose B.P.D. should be allocated with one railway car a week, for six weeks for the trip Brescia-Colleferro.

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Rome, July 24th, 1945

4778

WEEKLY CAR SHOP AND SICKLINE PROGRESS REPORT

Week ending Ju

MEC. 5

Division.....

Shop Riptrack or Sickline	Coaches		Cisterns (tank Cars)		Refrig.		High Siders (Gondola)		Box		Bogie Flats		Low Siders		Miscel neous
	heavy	light	heavy	light	heavy	light	heavy	light	heavy	light	heavy	light	heavy	light	heavy
BOMBRINI PA- RODI-DELFINO COLLEFERRO	--	--	4	--	--	--	9	--	7	--	--	--	3	--	--

WEEKLY CAR SHOP AND SICKLINE PROGRESS REPORT

Week ending July 28th 1945

Coaches		Cisterns (tank Cars)		Refrig.		High Siders (Gondola)		Box		Bogie Flats		Low Siders		Miscellaneous		Total	
heavy	light	heavy	light	heavy	light	heavy	light	heavy	light	heavy	light	heavy	light	heavy	light	heavy	light
--	--	4	--	--	--	9	--	7	--	--	--	3	--	--	--	23	--

.....

Week ending . Ja

Shop Riptrack or Sickline	Coaches		Cisterns (tank Cars)		Refrig.		High Siders (Gondola)		Box		Bogie Flats		Low Siders		Miscel aneous	
	heavy	light	heavy	light	heavy	light	heavy	light	heavy	light	heavy	light	heavy	light	heavy	light
BOMBRINI PARODI DELFINO COLLEFERRO =	---	---	---	---	---	---	3	---	2	---	---	---	3	---	---	---

Week ending . July 21st . . . 1945 . . .

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1008/18/12
CE/1c

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

27 June 45

Tel. 843402✓
Ref. AC/150/151/Tn 4

SUBJECT : Electricity - Additional Load.
BONBRINI-PARODI-DELFINO - COLLEFERRO.

TO : Chief Engineer,
3 District,
C.M.F.

1. Reference is to your CE 6004/2/2 dated 18 June 45.
2. Our letter of 14 June under reference AC/150/151/Tn 4 was a re-application.

Emm. S. Duffey
waf. R.S.
Director

4775

Subject :- Electricity - Additional Load.
BOGHINI-PARODI-BEDFINO-CHELTENO.

Transportation Sub-Commission, AC. (Rail Div)
c/o Transportation Increment.

104 C.E. Works.

Chief Engineer,
3 District CEF,
BASEBALL, 84.
CE 6004/2/2.

18 June '45.

Reference your AC/105/151/Tn 4 dated 14th June '45.

1. Approval was given by this Office in March for the connection of a similar load to the above firm. It is therefore not quite clear as to whether this is a re-application or a request for an additional identical load.

2. This additional load sanctioned by A.F.L.R.S. vide their letter LPS/2150/148 dated 9th June '45, for June has therefore been included in 3 District bid for Electric Power for FROSINONE province for the month of July and onwards.

Re-application

JS/GR.

J. Stevenson
(J. STEVENSON)
Major P.E.
for Brigadier,
Chief Engineer,

WEEKLY CAR SHOP AND SICKLINE PROGRESS REPORT

Week ending ..

MEC. 5
Division.....

Shop Riptrack or Sickline	Coaches		Cisterns (tank Cars)		Refrig.		High Siders (Gondola)		Box		Bogie Flats		Low Siders		Misc neous
	heavy	light	heavy	light	heavy	light	heavy	light	heavy	light	heavy	light	heavy	light	heavy
BOMBRINI PARODI DELFINO COLLEFERRO =	—	—	1	—	—	—	5	—	9	—	—	—	—	—	—

785021

WEEKLY CAR SHOP AND SICKLINE PROGRESS REPORT

Week ending July 7th 1945.....

Coaches		Cisterns (tank Cars)		Refrig.		High Siders (Gondola)		Box		Bogie Flats		Low Siders		Miscella- neous		Total	
heavy	light	heavy	light	heavy	light	heavy	light	heavy	light	heavy	light	heavy	light	heavy	light	heavy	light
—	—	1	—	—	—	5	—	9	—	—	—	—	—	—	—	15	—

8/12/45

WEEKLY CAR SHOP AND SICKLINE PROGRESS REPORT

Week ending ...

MEC. 5

Division.....

Shop Riptrack or Sickline	Coaches		Cisterns (tank Cars)		Refrig.		High Siders (Gondola)		Box		Bogie Flats		Low Siders		Miscel neous
	heavy	light	heavy	light	heavy	light	heavy	light	heavy	light	heavy	light	heavy	light	heavy
BOMBRINI PARO DI-DELFINO COLLEFERRO	--	--	2	--	--	--	2	--	8	--	--	--	4	--	--

8227

WEEKLY CAR SHOP AND SICKLINE PROGRESS REPORT

Week ending .. July..14th...1945..

	Coaches		Cisterns (tank Cars)		Refrig.		High Siders (Gondola)		Box		Bogie Flats		Low Siders		Miscella- neous		Total	
	heavy	light	heavy	light	heavy	light	heavy	light	heavy	light	heavy	light	heavy	light	heavy	light	heavy	light
RO	---	---	2	---	---	---	2	---	8	---	---	---	4	---	---	---	16	---

0229

WEEKLY CAR SHOP AND SICKLINE PROGRESS REPORT

MEC. 5

Week Ending June

Division

Shop Riptrack or Sickline	Coaches		Cisterns (Tank Cars)		Refrig.		High Siders (Gondola)		Box		Bogie Flats		Low Siders		Miscella neous	
	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Li
BOMBRINI PA- RODI-DELFINO COLLEFERRO	--	--	1	--	--	--	12	--	6	--	--	--	2	--	--	--

7222

WEEKLY CAR SHOP AND SICKLINE PROGRESS REPORTWook Ending... June 23rd 1945....

Coaches		Cisterns (Tank Cars)		Refrig.		High Siders (Gondola)		Box		Bogie Flats		Low Siders		Miscella- neous		Total	
Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light
--	--	1	--	--	--	12	--	6	--	--	--	2	--	--	--	21	--

7/2/45

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07/11/45

108/18/69
SLB/40

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

Tel. 843403
Ref. AC/108/18/Tn 4

28 June 45

SUBJECT : Italian Army Trucks in use by Bombrini-Parodi-Delfino at
Colleferro.

TO : M.M.I.A.

1. The firm of Bombrini-Parodi-Delfino of Colleferro is engaged in repairing rolling stock for the Italian State Railways under supervision of this Sub-Commission.
2. The firm has in use for the transport of necessary material two motor trucks formerly belonging to the Italian Army, particulars as under:-
Type I.P. 4 ton truck, n° Rome 83435
" FIAT 2 1/2 " " " " 83206
3. The Carabinieri, by letter dated 28 May 45 from their Colleferro station, have ordered the return of these vehicles.
4. In order that the output programme of the firm may continue without interruption, it is requested that these vehicles may be retained until replacements can be provided which it is expected can be done in about fifteen days from to-day.

Lab
Director

4771

RCB/1c

HEADQUARTERS ALLIED COMMISSION
- APO 394
Transportation Sub-Commission

Tel. 843402

22 June 45

SUBJECT : Italian Army Lorries for use of Bombrini-Parodi-Delfino at Colleferro.

TO : AFHQ (G-4(Mov & Tn).
CMF

1. - The firm of Bombrini-Parodi-Delfino are at present engaged in the repair of rolling stock for the Italian State Railways, under supervision of Allied Commission.

2. Two lorries, details as under, are essential for the transporting of necessary repair material locally.

TYPE I F 4 Ton Lorry (Rome 83435)
TYPE FIAT 2½ " Lorry (Rome 83206)
(Both of these lorries are Diesel fuel operated).

3. By letter dated 28 May 45, copy attached, the firm of Bombrini Parodi Delfino were instructed to return these lorries.

4. It is understood that the order was originated by Allied Forces and, as the output of repaired railway wagons would be seriously affected if these lorrys are withdrawn, permission is sought for them to be retained for the present.

For the Chief Commissioner:

E. L. Baird May Jr
Director

4773

Legione Territoriale dei Carri Inieri Reali A 10
Stazione di Collesferro

N°45/189 is prot.

Collesferro 28 maggio 1945

Oggetto: autocarri Fiat 621- M e Isotta Fraschini D 80-

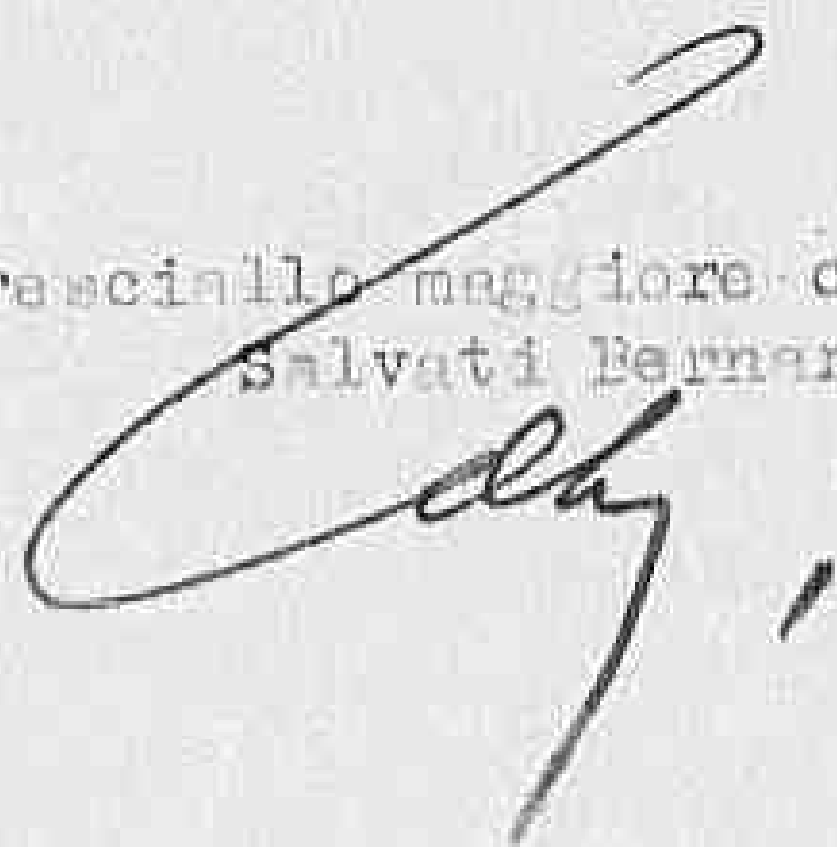
Atta

Alla Ditta E.P.D. di

COLLESFERRO

Giusta comunicazione verbale odierna si comunica che, in base all'ordine 5089/M 239/12/D/R/A, in data 5 maggio s., della Direzione riparazioni automobilistiche del Comando Militare Territoriale di ROMA, gli autocarri Fiat 621-targa Roma 83206 e Isotta Fraschini D/80, dati da codesta Ditta, debbono essere messi a disposizione di questo Comando per essere inviati al 1° Reparto Riparazioni di Roma. Si prega perciò munirli dei pneumatici e della pompa di iniezione.

Il maresciallo maggiore comandante
Salvati Bernardo



4769

ACM/ar

TRANSPORTATION SUB-COMMISSION A.C.,
(RAIL DIVISION)
C/o Transportation (or) Main,
U.K.F.

Tel.: 043403

10 June 47

SUBJECT: Italian Army lorries at present
held by Bombrini Parodi Delfino, Colleferro.

TO : When it may concern.

The firm of Bombrini Parodi Delfino are at present engaged in the repair of Rolling stock for the Italian State Railways under supervision of the Allied Commission. The under-mentioned lorries are used by them in this work for transporting the necessary materials and the out-put of repaired railway wagons would be greatly effected if these lorries were removed at this period.

1. Type I.B. 4 Ton lorry n° ROME 03439.
2. Type STAR 2 1/2 Ton Lorry n° ROME 03200

Both of these lorries are operated with Diesel fuel.

a.c. Ruy maj
for Chief,
Rail Division.

4768

Subject:- Italian Army Trucks used by Bombrini-Parodi-Delfino at Colleferro.

Land Forces Sub Commission A.C.
(M. I. A.) RCE.
6/5/10
3 July 45.

To:-

H.Q. A.C. For Transportation Sub Comm. (Rail Division)

Reference your letter AC/108/18/Tn 4 dated 28 June 45.

Type I.F.	4 Ton truck No. Rome 83455
Type FIAT	2 $\frac{1}{2}$ " " " " 83206

Permission is granted for the above mentioned Italian Army vehicles at present held by the firm Bombrini-Parodi-Delfino at Colleferro, to be retained till the 15th July 1945, after which date they are to be returned to the Italian Army.

R. A. CURTIES Lt. Col.

R. A. CURTIES Lt. Col.
for Major General
M. I. A.

RAC/fem

4767

File 108

WEEKLY CAR SHOP AND SICKLINE PROGRESS REPORT

MEC. 5

Week Ending.

Division

Shop Riptrack OR Sickline	Coaches		Cisterns (Tank Cars)		Refrig.		High Siders (Gondola)		Box		Bogie Flats		Low Siders		Mi ne
	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	
Bembrim Parodi- Delfino Colleferro							12		2				2		

9327

0813

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

File 108/18/66

WEEKLY CAR SHOP AND SICKLINE PROGRESS REPORTWeek Ending.. 30 June 1945.....

Coaches		Cisterns (Tank Cars)		Refrig.		High Siders (Gondola)		Box		Bogie Flats		Low Siders		Miscella- neous		Total	
Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light
						12		2				2				16	

3347

File 108/18/66

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

14 June 1945

Ref: 843131-11
Ref: AG/105/151/Tn 4

SUBJECT: Electric Power.

TO: HQ. No. 3 District C.M.F.
Attn. Chief Engineer

1. Referring to letter LRS/215B/149 dated 9 June 45 addressed to you from A.F.L.R.S., copy to this Sub-Commission in regard to request for an increase in the supply of power to Lombardi-Parodi-Lelfino, Colliaterra engaged in the repair of rail cars.
2. Under date of 9 June 45 letter LRS/215B/149, A.F.L.R.S. advises this Sub-Commission that "It appears that your bid was not submitted for consideration and consequently an emergency allocation of power for the month of June has been made by this section as per attached copy of letter". The attached copy referred to is the letter mentioned in paragraph one, above, of which you have the original.
3. It is requested that this increase in power be made available at once and that the allocation be made permanent instead of an emergency.
4. Will you please advise the status of our request.

For the Chief Commissioner:

Cmf
G.E. LONG, 4765 S.E.

Copy to: HQ. AG. Public Works and Utilities S/O.

ACB/af

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

Tel.: 843403

16 June 45

SUBJECT: Italian Army lorries at present
held by Bombrini Parodi Delfino, Colleferro.

TO : When it may concern.

The firm of Bombrini Parodi Delfino are at present engaged in the repair of Rolling Stock for the Italian State Railways under supervision of the Allied Commission. The under-mentioned lorries are used by them in this work for transporting the necessary materials and the out-put of repaired railway wagons would be greatly effected if these lorries were removed at this period.

1. Type I.S. 4 Ton lorry n° ROME 83435.
2. Type FIAT 2½ Ton Lorry n° ROME 83206

Both of these lorries are operated with Diesel fuel.

airing my
for Chief,
Rail Division.

4764

WEEKLY CAR SHOP AND SICKLINE PROGRESS REPORT

REC. 5

Division

Week Ending **June**

Shop Riptrack or Sickline	Coaches		Cisterns (Tank Cars)		Refrig.		High Siders (Gondola)		Box		Bogie Flats		Low Siders		Miscell neous	
	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Li
BOMBRINI PARODI DELFINO COLLEFERRO							20		3							

2763

WEEKLY CAR SHOP AND SICKLINE PROGRESS REPORT

Week Ending June 16th 1945

Coaches		Cisterns (Tank Cars)		Refrig.		High Siders (Condola)		Box		Bogie Plats		Low Siders		Miscella- neous		Total	
Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light
						20		3								23	1

2327

59/18/1801
108/18/63

WEEKLY CAR SHOP AND SICKLINE PROGRESS REPORT

LEC. 5

Division

Week Ending **Jun**

Shop Riptrack or Sickline	Coaches		Cisterns (Tank Cars)		Refrig.		High Siders (Gondola)		Box		Bogie Flats		Low Siders		Misco neous
	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy
BOMBRINI PARO DI DELFINO COLLEFERRO	--	--	--	1	--	--	9	--	11	--	--	--	--	--	--

4702

Week Ending June 9th 1945.....

Coaches		Cisterns (Tank Cars)		Refrig.		High Siders (Gondola)		Box		Bogie Flats		Low Siders		Miscella- neous		Total	
Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light
--	--	--	1	--	--	9	--	11	--	--	--	--	--	--	--	20	1

108/18/11 C/C/ POSTALE-ROMA N. 1/4430

Bombardini Parodi-Delfino

SOCIETA' ANONIMA PER AZIONI - CAPITALE L. 50.000.000 INTERAMENTE VERSATO

SEDE CENTRALE
CORSO UMBERTO I° 267 - P° IAZIENDA INDUSTRIALE
CORSO UMBERTO I° 267 - P° II

AZIENDA INDUSTRIALE

Prot. N°

P/752
CD.tan/

IDA CITARE NELLA RISPOSTA

Roma

June 6th, 1945

CASELLA POSTALE N° 572

TO DIRECTOR OF MILITARY
RAILWAY SERVICE

T N 3

MONTHLY CAR SHOP REPORT

Following our letter of the 2nd May ref. P/593 CD.tan/
we beg to inform that following 78 cars have been repaired or rebuilt
and returned to service by our Colleferro Works during the month of May
1945:

B o x

E 163592	Fic 141200	G 628	Ec 1000801	E 1010925
Ec 1005230	263480	Gv 98787	F 112958	Go 203841
EEc 191034	F 188809	Gv 20422	77196028	F 166895
E 1002566	G 25706	Fc 186634	G 43027	F 187666
F 170976	Gu 90088	Fc 174282	77195513	G 1934
Fic 140670	Gu 8340	Ec 1009047	84244	G 25225
H 320983	Gu 94325	G 13311	257647	
H 7300800	F 180489	E 1010112	Ec 1014279	
Gu 1703168	E 1020340	G 251989	Fc 110282	
	F 186082		Ec 1010657	

L u g g a g e v a n

DM 99423

H i g h s i d e r s

L 412966	Om 21192	L 411250	Om 26481	Om 69654
77495040	Om 662	L 447710	L 464843	Om 92973
L 049729	Om 86877	Om 38393	77692056	O 17115
Lc 474689	Om 56292	Om 16755	L 487297	
Om 9084	L 485123	480835	Lc 417236	
L 467624	L 473312	43019	L 471220	
Om 8918	L 472150	L 7403624	430882	

L o w s i d e r s

P 654092 P 647097

TELEGRAMMI: BOMPARDE - TELEFONI: 61446-681731

P.P. Bombardini Parodi-Delfino

Alcide Bombardini

SLB/1c

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

Tel. 843402

Ref. AC/105/151/Tn 4

6 June 1945

SUBJECT : Allocation of Electrical Power in Central Italy
Bombrini-Parodi-Delfino, Colleferro.

TO : APHQ Local Resources Section (G-4)
Rome Area Allied Command C.M.F.

1.- Reference this Sub-Commission's letter AC/105/157/Tn 4 dated 10 April 45.

2. No additional allocation has yet been made to this firm whose usefulness is restricted in consequence.

3.- It is desired to increase considerably the firm's present output of approximately 70 heavy repaired rail cars per month and this can only be done if the Electric Power allocation is increased.

4. May the present allocation of power be increased to the following scale please?

from	0000	+o	0700	hrs	45 Kw.
"	0700	to	0800	"	200 "
"	0800	"	1200	"	170 "
"	1200	"	1300	"	27 "
"	1300	"	1600	"	170 "
"	1600	"	1700	"	200 "
"	1700	"	2400	"	27 "

4700

For the Chief Commissioner :

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

TRANSPORTATION SUB-COMMISSION A.C.

Oil Division Mech. 4

Civitanova Marche (Porto)

A Cecchetti (wagon shops)

28 May '45

Subject: Supplies for Civitanova Marche (Cecchetti)

To : Major S.L.Baister

From : Capt.F.C.Philby

1. Transport to a limited extent has been arranged from the A.C. Truck Pool Macerata. This pool present activities with high priority consists in the transportation of grain (wheat) and I can only get trucks when grain commitments have been made. Typical 3 T Dodge trucks which the pool consists of, are not adaptable to haul heavy logs which can be purchased in the mountains 20-25 miles from Civitanova Marche. The pool at Ancona likewise consists of 3 T Dodge Trucks and this pool's commitments are unusually heavy because they are charged with Dock clearance (Ancona). However the arrangements made with the pool at Macerata are satisfactory except for log hauling.

2. Weekly wagon repair reports have been sent you. You'll find on reverse of each report the individual wagon numbers.

3. The Intendente di Finanza has approved the credit status of Cecchetti, however local banks are reluctant to advance funds. The Bank of Italy has refused to advance any money; the other banks have advanced a small loan sufficient for 1 month's expenses. Capt. Foster (B) Finance Officer Perugia advised me Cecchetti must make arrangements for loans to the Ministry of Finance and Ministry of Communication at Rome for all future loans. Cecchetti's credit is bad.

4. Materials needed by Cecchetti and previous requested have not arrived and in many instances in short supply, an example: letter our H.Q. - rer. AC/Mat/41/4/Tm- 16 May '45 Major Long in response to my request for a minimum of 200 wagon journal wool lubricating pads, informed me to collect same from 330 T.S.D. - There I found only 100. It takes 4 for 1 wagon and for double truck wagons 8. The result I have 'repaired wagons' waiting today only for lubricating pads. I must now ask for 400 pads because additional wagons for repair are arriving daily. I have experienced recently 6 wagons which were repaired and released to service with burnt journals because of our use of old worn-out pads. Tank wagons are awaiting steel plates for repair, we have repaired frames and gears but promised steel (Termini) has not arrived for repair of tanks (proper). Imperial type wagons await roof covering. I have sufficient canvas, but insufficient glue and no cord or large head tacks. I have been informed 330 T.S.D. has been alerted for posting.

From : Capt. F.C. Philby

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Ancona, 6 boxes and 40 open wagons.

4. I have been unsuccessful in obtaining for my personal automobile spark-plugs and 1 600-15 tyre. No units in vicinity to draw from or who will permit issue. AC Garage Ancona said no.

5. I will in near future visit Ancona (Capt. Smith) and acquaint him with matters of urgency-likely to arise upon my departure.

6. Materials previously requested and now needed: timber, white metal, lubricating pads, paint, paint brushes, electrodes, mild steel sheets, large head galvanised tacks, cotton sewing card, additional fabric or leather belting and hack saw blades.

Tel. ROME 843191/5 (Firebox)
EXT 52

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

Subject : Repair of Tank Cars. Tn.A.3(M)/63.

To : Tn.3(O). 5 June 1945.

Copy to : Supt. Transportation (Bdg).

Tn. Sub Commission, A.O. (Bdg).
(Reference conversation Cpts. Bowie/
Wordsworth)

Reference conversation Capt. Hayward -
Capt. Wordsworth, the following 18 tank cars, now
at ANIC Refinery, BARI, may be moved to COLLEFERRO
for repairs.

FS	500001	9550023	9541051
	922751	931034	944192
	551022	521065	534476
	941303	9520169	599682
	542385	931768	9542384
	931940	913645	9520243

Wordsworth
S/Capt. Tn.3(M),
for Brigadier,
Director Military Railway Service. *Chant*

4778

HEADQUARTERS ALLIED COMMISSION
APO 384
INDUSTRY SUB-COMMISSION

AMW/SP

Tel. 391

5 April 1945

Ref. AC/5344/IND

SUBJECT : Steel Tyres for Locomotives and Cars.
TO : Ministry of Industry, Commerce and Labour.

1. Your No. 79 and enclosure 2064/III No. 514 dated 10 March 1945 refers.

2. Information has been received from A.F.L.R.S. that the possibilities of production are being investigated at the Terni Works and a report will be forwarded later.

3. As Soc. Terni have given an estimated completion date of 4 or 5 months from date of authorization of work, it indicates that considerable work is necessary to get the requisite plant in order.

4. Every effort will be made to reactivate this section as soon as possible.
(signed)

W. J. MASKREY, LT. COL.
for W. E. VAUGHAN
Director,
Industry Sub-Commission.

Copy to:-
Economic Section.
Transportation S/C.
File 5344.

4757

MEC. 5

Week Ending... June

Division

Shop Riptrack or Sickline	Coaches		Cisterns (Tank Cars)		Refrig.		High Siders (Gondola)		Box		Bogie Flats		Low Siders		Miscella- neous	
	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light
BOMBARDINI PA- RODI DELFINO COLLEFERRO	--	--	--	--	--	--	6	--	4	--	--	--	--	--	--	--

0.22

WEEKLY CAR SHOP AND SICKLINE PROGRESS REPORTWeek Ending... June 2nd 1945

Coaches		Cisterns (Tank Cars)		Refrig.		High Siders (Gondola)		Box		Bogie Flats		Low Siders		Miscella- neous		Total	
Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light
--	--	--	--	--	--	6	--	4	--	--	--	--	--	--	--	10	--

3.2.2

WEEKLY CAR SHOP AND SICKLINE PROGRESS REPORT

MEC. 5

Week Ending May

Division

[illegible]

Week Ending May. 26th 1945.....

	Coaches		Cisterns (Tank Cars)		Refrig.		High Siders (Gondola)		Box		Bogie Flats		Low Siders		Miscella- neous		Total	
	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light
ARO-	---	---	---	---	---	---	6	---	9	---	1	---	1	---	---	---	17	---

MEC. 5

Week Ending ¹

17
18
19
20

WEEKLY CAR SHOP AND SICKLINE PROGRESS REPORT

Week Ending 19th May 1945

Coaches		Cisterns (Tank Cars)		Refrig.		High Siders (Gondola)		Box		Bogie Flats		Low Siders		Miscella- neous		Total	
Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light
--	--	--	--	--	--	11	--	12	--	1	--	--	--	--	--	24	0

8247.

154
95/56

WEEKLY CAR SHOP AND SICKLINE PROGRESS REPORT

(4 days work)

LEC. 5

Week Ending 12th

Division

Shop Riptrack or Sickline	Coaches		Cisterns (Tank Cars)		Refrig.		High Siders (Gondola)		Box		Bogie Flats		Low Siders		Miscella- neous	
	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light
BOMBRINI PARODI+DELFINO COLLEFERRO	--	--	--	--	--	--	2	--	3	--	--	--	1	--	1	--

3227

0834

157

WEEKLY CAR SHOP AND SICKLINE PROGRESS REPORT

(4 days work)

Week Ending 12th May 1945

Coaches		Cisterns (Tank Cars)		Refrig.		High Siders (Gondola)		Box		Bogie Flats		Low Siders		Miscella- neous		Total	
Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light
INO	---	---	---	---	---	2	---	3	---	---	---	1	---	1	---	7	---

8227

WEEKLY CAR SHOP AND SICKLINE PROGRESS REPORT

LEC. 5

Week Ending..5th

Division

Shop Riptrack or Sickline	Coaches		Cisterns (Tank Cars)		Refrig.		High Siders (Gondola)		Box		Bogie Flats		Low Siders		Misce- neous
	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy
BOMBRINI PARODI DELFINO COLLEFERRO =	--	--	--	--	--	--	3	--	8	--	--	--	1	--	--

Week Ending 5th May. 1945.....

[illegible]

151/55
PGH/lc

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

12 May 1945

tel. 843232
Ref. AC/151/Tn 4

SUBJECT : Lowside gon Colleferro-Velletri.

TO : D.M.R.S.L. - Bldg.

1. A low side gon is required at Colleferro to shuttle between the Colleferro siding at Velletri and the Colleferro workshops at Colleferro for the use of ISR to transport timber for car repairs at Colleferro.
2. The car will move in regular trains as required according to the availability of the timber, approximately two or three round trips per week.
3. Will you please authorize one empty wagon to be placed at Colleferro for the purpose.

For the Chief Commissioner :

P.G. MATSON, Major

Copy to: Major Reister AC Bldg.
" " Movements Tn S/C Rail (Worthington agrees)
" " Tn Officer Rome Capt Dean.

4751

WIRE

14 May 1945 151/55

FROM: DMRI

TO : Joint Railway Control, Rome

ISR furnish one (1) low side gon at Colleferro Tuesday 15 May to transport timber between Velletri and Colleferro Works Shops at Colleferro. Car will remain in this service as long as needed under direction of ISR. CS 133 Signed London

cc - Major Matson, AC, Bldg.

H. H. HEADLEE
Captain, TC
774 RGD
1410

151/53
GML/av

INTER-OFFICE MINUTES

File N. AC/Wat/2/10/Tn 4

SUBJECT : Timber for Car Repairs at B.F.D.

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

1. Reference letter from B.F.D. in regard to availability of about 150/200 cu. meters of lumber at the Firm Pontanello, Lariano.

2. The I.S.R. has contacted this firm but were informed that the stock had been sold.

3. The I.S.R. has arranged for the purchase of 11,000 cu. meters of Sila pine. M.R.S. is investigating to see that the order does not conflict with any military orders before approving. At the present time it is thought that I.S.R. will be able to secure the a/m amount.

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

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

4750

C/C/ POSTALE-ROMA N. 1/4430

Bombardini Parodi-Delfino 151/52

SOCIETA' ANONIMA PER AZIONI - CAPITALE L. 50.000.000 INTERAMENTE VERSATO

SEDE CENTRALE
CORSO UMBERTO I° 267 - P.I.
AZIENDA INDUSTRIALE
CORSO UMBERTO I° 267 - P.II

AZIENDA INDUSTRIALE

Roma

2nd May 1945

CASSELLA POSTALE N° 372

P/593
Prot. N° CD.tan/
(DA CITARE NELLA RISPOSTA)TO DIRECTOR OF MILITARY
RAILWAY SERVICE

T N 3

MONTHLY CAR SHOP REPORT

Following our letter of the 6th April ref.
P/492 CD.tan/, we beg to inform that following cars have been
repaired and returned to service by our Colleferro Works during
the month of April 1945:

- Box :

G 10558	F 187880	G 56356	Ec 1008421	Fc 1121135
Gu 9123	Gc 202453	E 1009587	F 184283	Gc 202013
258300	F 100305	G 7203552	E 1000302	E 1021420
Hc 350331	Fc 158573	Fc 100072	77193199	F 181822
E 1006952	E 1011367	Ec 1007412	Fc 110018	F 186082
E 1004354	Fc 100831	G 11745	G 24625	F 187666
G 203841	G 251989	E 1010657	E 1020340	E 1010925
E 1010112	G 25525	G 1934		F 166895
		H 7350009	E 1025248	

- High siders :

Lc 481687	77493009
L 495398	Om 19378
L 478279	Om 16369
L 7403427	L 465859
	Om 69713
L 490548	Lc 476004
Om 92973	Om 69654

- Low siders :

P 647051	Pf 650092
P 660687	

- Tank : 775 93176- Bogie flat : 181822

L 400020	2317
Lc 409180	L 413276
L 415398	L 471220
Om 56993	L 487297
83910	430882
38673	Om 17115

p.p. Bombardini Parodi-Delfino

Handwritten signature

TELEGRAMMI BOMPARDE - TELEFONI 61446-681731

Cement from Colliery

APPUNTO PER IL SIG. ING. RICCI

- 1) Si fa riferimento alla lettera AC/91/TM4 del 13 c.m.
- 2) Si comunicano qui sotto elencati il numero di servizio di altri carri cemento, la data di carico, la destinazione ed il peso complessivo

giorno 28/4/1945

190494 TONN. 16 = 77205097 TONN. 15 = 135059 TONN. 16 = per Ortona
77205096 TONN. 17 = 7786095 TONN. 17 = 77205079 TONN. 17 =
77205090 TONN. 17 = 14174 TONN. 17 = 203065 TONN. 17 = 188664TONN. 17
187889 TONN. 17 = 186205 TONN. 17 = per Falconara

giorno 29/4/1945

negativo

giorno 30/4/1945

114511 TONN. 19 per Falconara

4728

COLLEFERRO WAGON SHOP.

MEMORANDUM OF MEETING HELD ON APRIL 24th, 1945

Present:-

Lt.Col. L.C.PANNELL, A.D.Tn.(F) in the Chair.
 Major BAISTER, Tn. Sub-Commission.
 Ing. GRANDI, I.S.R.
 Ing. LOMBARDO, I.S.R.
 Sig. CALABRO, Interpreter.

The Chairman referred to letter received from Lt.Col. Topham in which it was stated that Bombrini Parodi & Co. had complained of the terms offered by the I.S.R. who were only prepared to pay an inclusive rate of 70 lire per man-hour, whilst the price they had asked for was 84 lire. Bombrini Parodi were dubious about expanding as a result of what they considered an uneconomical contract rate. The Chairman said that the only interest the M.R.S. had in this contract was to ensure that there should be no hitch in the carrying out of the work which was important from the military point of view. The terms of the contract however should be such as could be agreed mutually between the contracting parties. The M.R.S. had no desire to force rates on the I.S.R. which were considered unreasonable, on the other hand, the terms should provide a fair remuneration to the Contractor.

Ing. Grandi said that there had already been an advance from 65 lire to 70 lire and instanced the Buffalo concern in Naples where, although cost of living and wage rates were much higher than at Colleferro, the contract rate was only 73 lire. He thought the demand of Bombrini Parodi unreasonable but said he had advised this firm on March 28th that consideration would be given to a revision of prices as from February 12th.

Major Baister said that this could hardly be the case, as Bombrini had received a contract under letter dated April 4th, which still continued the old rate of 70 lire per man-hour. Ing. Grandi explained that prices shown in contracts were always based on those prevailing at the time the contract commenced, but a clause in the contract provided for increases as and when circumstances required it.

In reply to a question, Ing. Grandi said that the I.S.R. had no specific costing branch but each contract was dealt with by the Railway Dept. concerned, having regard to contemporary rates in the various areas. He had not examined the detailed accounts of Bombrini Parodi.

6747

0843

The Chairman referred to letter received from Lt. Col. Topham in which it was stated that Bombrini Parodi & Co. had complained of the terms offered by the I.S.R. who were only prepared to pay an inclusive rate of 70 lire per man-hour, whilst the price they had asked for was 84 lire. Bombrini Parodi were dubious about expanding as a result of what they considered an uneconomical contract rate. The Chairman said that the only interest the I.S.R. had in this contract was to ensure that there should be no hitch in the carrying out of the work which was important from the military point of view. The terms of the contract however should be such as could be agreed mutually between the contracting parties. The I.S.R. had no desire to force rates on the I.S.R. which were considered unreasonable, on the other hand, the terms should provide a fair remuneration to the Contractor.

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27.7

In reply to a question, Ing. Grandi said that the I.S.R. had no specific costing branch but each contract was dealt with by the Railway Dept. concerned, having regard to contemporary rates in the various areas. He had not examined the detailed accounts of Bombrini Parodi.

The Chairman said that negotiations appear to have come to a deadlock and it was necessary for something to be done. He asked the I.S.R. representatives if they would inform the Contractors that further consideration would be given if they would produce, at a meeting to be held in the I.S.R. Building, facts and figures proving their claim for a revision. He would like a member of the Finance Sub-Committee of the Allied Railway Board to be in attendance when this meeting took place.

L. C. Pannell

(L.C. PANSELL) Lt. Col.
A.D.Tn. (Finance).

WEEKLY CAR SHOP AND SICKLINE PROGRESS REPORT

REC. 5

Week Ending.....23.

Division

Shop Riptrack or Sickline	Coaches		Cisterns (Tank Cars)		Refrig.		High Siders (Gondola)		Box		Bogie Flats		Low Siders		Miscella- neous	
	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light
BOMBARDI PARODI DELFINO COLLEFERRO	-	-	-	-	-	-	-	7	-	11	-	-	-	-	-	-

9727

WEEKLY CAR SHOP AND SICKLINE PROGRESS REPORT

Week Ending 28th April 1945 .

[illegible]

22
23
24
25

B P D COLIETTERO REPAIR SHOP

1.- PRICE NEGOTIATIONS WITH I.S.R.

Situation already shown in a note dated march 24th 1945 has now reached this point :

I.S.R. has addressed few days ago a letter to B.P.D. sending for signature a contract starting on the 1st january 1945 . BPD's detailed explanations in support of an increase in prices have been completely ignored. The price shown on the contract is of 70.20 lire per rated working hour , including 10 % profit and 8.08 % contract taxes .

B.P.D. has not yet decided what answer will be given to the above-said letter , which is proving anyhow very out of time as the latest increases in wages and other expenses are now requiring a much higher price .

2.- WORK DEVELOPMENT

Notwithstanding above economical difficulties and various shortages , weekly figures of repaired units have raised lately from 12 to 18.

3.- ENGINEERING MATERIAL REQUIREMENTS

Shortage of timber for bodies (pine or chestnut or any other available soft wood) , of steel rivets and of steel bolts , has reached a very acute stage . B.P.D.'s effort to overcome these shortages will probably be unable to prevent a substantial drop in the output of repaired vehicles unless urgent supplies are obtained from I.S.R. or M.R.S. Stores .

R o m e april 18th 1945

4745

STATE OF CAR REPAIR NEGOTIATIONS BETWEEN
BPD AND ISR

1. - 27th October 1944 BPD bids car repair at unit price of 71,45 lire per rated working hour, stating that this price does not include contract taxes. As these amount to the 8,08 % of the final figure this should therefore amount to 77,73 lire.

(Justification of the above unit price, based on October 1944 prices, for estimated 30000.- rated working hours per month :

	Labour	29,16	lire
122 %	Overhead expenses	35,79	"
		64,95	"
10 %	Profit	6,50	"
		71,45	"
8,08 %	Contract taxes	6,28	"
	TOTAL	77,73	")

2. - 10th November 1944 ISR cut down BPD's bid to 65.- lire all included.
3. - 22nd November 1944 BPD agrees to begin work for a unit price of 65.- lire, stating :
- a) that this price does not cover expenses
 - b) that it may be accepted only as an initial figure to be revisioned as soon as possible
 - c) that the consent is due to BPD's wish to start repairs as soon as possible in order to contribute in reconstructional work.
4. - 12th January 1945 ISR send BPD a new draft of contract stating, among other conditions, that the unit price of the rated working hour is to include :
- 67 1/4
- A = labour
 - B = overhead expenses
 - C = 10 % of (A + B) = profit
5. - In the meantime a little increase in wages and a heavy general increase in prices of tools, technical materials, machinery and other important items included in overhead expenses, takes place. Therefore, BPD informs ISR that the unit price of 65 lire (including only labour + overhead expenses) has to be increased to 70,20 lire.

- 2 -

6. - 20th March 1945 BPD repair work having progressed to 97 units returned to service, a meeting is held at ISR with BPD representatives in order to settle the price question.

Notwithstanding BPD's statement that the original 65.- lire unit price did not include profit and contract taxes, ISR confirm the same price in view of BPD's previous acceptance which they do not consider as temporary, only agreeing to the increase of 5,20 lire shown at point 5 of present note.

BPD representatives answer that they agree temporarily to the abovesaid unit price provided it should not show on the contract as including profit and contract taxes as this would be against evidence.

7. - 24th March 1945 BPD writes to ISR confirming the above point of view and offering :

a) that the work performed up to the 11th February 1945 should not be included in the contract but could be paid 70,20 lire per rated working hour thus covering only bare expenses, except contract taxes.

b) that the final figure to be put in the contract should be 84.- lire, so justified :

original unit price :	65.-	lire
increase shown at point 5	5,20	"
	70,20	"
10 % profit	7,02	"
8,08 % contract taxes over total	6,78	"
	84.-	"

In case ISR do not find such proposition acceptable, BPD, in order to avoid giving up work, should ask ISR to take it over in economy, that is against reimbursement of all actual expenses, plus 10 % profit.

ADDITIONAL CONSIDERATIONS : I - Rated working hours for car repair have been figured out by ISR for normal working conditions of skilled and well fed labourers operating in specialised shops fully equipped with suitable machinery and tools and fully supplied with spare parts, raw materials and engineering materials.

- 3 -

None of these conditions exist now at BPD's Colleferro Works, and therefore actual working hours result far beyond schedule bringing profit practically to nothing.

- II - Abovesaid rated working hours cover almost all car repair work and only as an exception some work is admitted to be paid on an economy basis.
- III - According to ISR practice only the bare wages may be shown as "labour" in price demonstration. All other items directly connected with wages, as family allowances, dear-food allowances, food and houses supplied free to workers, indemnities of all sorts, insurances, and so on, must be shifted into overhead expenses.

Roma, 24th March 1945

4743

Tel. ROME 843191/5 (Firebox)
EXT 52

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

Subject : Timber.

Tn.A.3(M)/94 51/46

To : Tn.2. (Capt. Ellis)

24 April 45.

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

Reference your Tn.A.2/51 of 25 March 1945.

Will you please arrange for the allocation
of timber to COLLEFERRO ISR Wagon Shops to be in the
following ratio :-

- (a) Two thirds - $\frac{1}{2}$ inch to 1 inch thick, etc.
- (b) One third - 2 to 3 inches thick, etc.

[Signature] 4742
D.A.D. Tn.3(M),
for Brigadier,
Director Military Railway Service.

CML/av

INTER-OFFICE MINUTES

Ref: AC/Mat/5/80/Tn 4

SUBJECT : Supplies for B.P.D.

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

1. Reference request for bolts to be shipped from Poggioreale to B.P.D. for car repairs.

2. The Chief of Stores I.S.R. advises that the following bolts were despatched:

Bolts, Hex, head, hex nt	mm	10 x 50	kg.	265
" " " " "	"	12 x 16	"	1,195
" " " " "	"	6 x 40	"	227
" Flat " " "	"	10 x 80	"	268
" " " " "	"	10 x 50	"	341
" " " " "	"	12 x 60	"	50
" Square " " "				

3. Please advise B.P.D. so they can be on the lookout for this material.

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

Transp. Sub-Commission - Stores Branch
21 April 1946
Tel. 843191-11

4741

0852

WEEKLY CAR SHOP AND SICKLINE PROGRESS REPORT

Week Ending...21st

REC. 5

Division

Shop Riptrack or Sickline	Coaches		Cisterns (Tank Cars)		Refrig.		High Siders (Gondola)		Box		Bogie Flats		Low Siders		Miscella- neous	
	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light
BOMBRINI PARODI							2		5		1		2			
DELFINO																
COLLEFERRO																

05227

Week Ending...21st...April.1945..

Week Ending																	
Coaches		Cisterns (Tank Cars)		Refrig.		High Siders (Gondola)		Box		Bogie Flats		Low Siders		Miscella- neous		Total	
Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light
DI						2		5		1		2				10	

Q. 2. 2.

5

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

52

Subject : Bombrini Parodi & Co. Ltd.: COLLEFERRO.

To : A.D. Fin. Finance. (Bdg.)

En.A.3(M)/401.

Copy to : En. Sub Commission, AC (Bdg.)

18 April 1945.

As you are aware the above workshops are now organising themselves for considerable wagon repairs for the ISR amongst their other multifarious manufactures and in fact are already giving heavy repairs to some 50 wagons a month.

They are, however, a trifle dubious about expanding due to the reported intransigence of the ISR on the question of the contract.

I am informed that ISR are inclined to treat prices on a pre-war basis and that they are only willing to pay Colleferro at 1.70 per man hour whilst Colleferro demand 1.84 per man hour. They say they can just make 6% profit on the 1.84 rate.

Will you please have this matter settled with ISR on an equitable basis as it is essential that production at Colleferro be increased and that Colleferro are assured of a proper return for their efforts.

Phosphor
L.D.
Director A.D. En.3(M),
for Brigadier,
Military Railway Service.

4739

REC. 5

Week Ending 4/4/61

Division

[illegible]

WEEKLY CAR SHOP AND SICKLINE PROGRESS REPORT

Week Ending: 14th April 1945

15

C/C POSTALE-ROMA N. 1/4430

Bombardini Pirelli-Delfino

SOCIETA' ANONIMA PER AZIONI - CAPITALE L. 50.000.000 INTERAMENTE VERSATO

AZIENDA INDUSTRIALE

SEDE CENTRALE
CORSO UMBERTO I° 267 P.1
AZIENDA INDUSTRIALE
CORSO UMBERTO I° 267 P.11

Prot. N° P/525
CD.tan/
IDA CITARE NELLA RISPOSTA

Roma, 12th April 1945
CASELLA POSTALE N° 372

TO ALLIED COMMISSION H.Q.
- Transportation Subcommittee
- (Rail Division)
C . M . F .

SUPPLY OF TIMBER FOR CAR REPAIR

We beg to inform you that I.S.R. are presently supplying our Colleferro repair shop with a fair amount of oak and beach timber suitable for reconstruction of floors, while supply of pine or other soft timber to be used in reconstruction of bodies is not meeting our requirements.

We therefore take the liberty to suggest that you recommend an I.S.R. purchase of some 2 or 300 cmts of chestnut planks which could be obtained from Firm Fontanella at Lariano (Velletri) at a price varying from 12000 to 14500 lires per cmt, according to the size of planks to be used for body repairs.

The locality is on the Velletri-Colleferro line and this should provide a very easy rail transportation to Colleferro, as the line itself has been lately reopened to traffic.

p.p. Bombardini Pirelli-Delfino

TELEGRAMMI: BOMPARDE - TELEFONI: 61446-681731

4737

785021

WEEKLY CAR SHOP AND SICKLINE PROGRESS REPORT

LEC. 5

Week Ending: 7/1

Division

Division

Shop Riptrack or Sickline	Coaches		Cisterns (Tank Cars)		Refrig.		High Siders (Gondola)		Box		Bogie Flats		Low Siders		Misce neous
	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy
BOMBARDINI PARO DI-DELFINO COLLEFERRO	—	—	—	—	—	—	4	—	7	—	—	—	1	—	—

9227

9227

0859

Declassified E.O. 12356 Section 3.3/NND No. 785021WEEKLY CAR SHOP AND SICKLINE PROGRESS REPORTWeek Ending 7th April 1945

	Coaches		Cisterns (Tank Cars)		Refrig.		High Siders (Gondola)		Box		Bogie Flats		Low Siders		Miscella- neous		Total	
	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light
APR 7	—	—	—	—	—	—	4	—	7	—	—	—	1	—	—	—	12	0

151
0240

Bombini Parodi - Delfino

ROMA

AZIENDA INDUSTRIALE

15/38
22th February 1945

PB/

P/300
CD. tan/

TO DIRECTOR OF MILITARY
RAILWAY SERVICE

T N 3

MONTHLY CAR SHOP REPORT

We beg to inform that following cars have
been repaired and returned to service by our Colleferro Works
during the month of January 1945:

(Box)	Vcs	810251	Hcg	301289
	E	1005964	E	1008539
	F	1135188	G	54314

(High siders)

L	473201	L	413101
L	476938	L	466836
L	419117	L	447946
L	040124	L	466627
L	492736	L	495354
L	485775	Om	46961
L	460888	Om	20052
L	414482	Omm	54000
L	456875		

(Low siders)

R	72410
R	71168
R	13344

4734

C.C. POSTALE - ROMA N. 1 4430

Bombini, Pirodi-Delfino 31/3/45

SOCIETA' PER AZIONI - CAPITALE L. 50.000.000 INTERAMENTE VERSATO

SEDE CENTRALE
CORSO UMBERTO I, 267 - P. 1AZIENDA INDUSTRIALE
CORSO UMBERTO I, 267 - P. 2

AZIENDA INDUSTRIALE

Roma 20th March 1945
CASELLA POSTALE C. 372

Prot. N° P/428 CD-vdn
(DA CITARE NELLA RISPOSTA)

TO THE ALLIED COMMISSION HQ.
Transportation Sub-Commission
(Rails Division)
c/o Transportation Increment

C. M. F.

SCRAP CLOTHES FOR LABOURERS
ENGAGED IN ROLLING STOCK REPAIR
WORK =

Following our letter ref. P 328 CD-
vdn of the 27th past, we beg to inform you
that we have applied to the I.S.R.-Compartimento di Roma in order to be allocated
with scrap clothes and shoes for use of our
labourers engaged in car repairs.

The answer to our application having
been negative on account of no extra availability of such items at Compartimento di Roma, we take the liberty of requesting your
help in order to solve this question which
involves the efficiency of our work.-

TELEGRAMMI: BOMPARDE - TELEFON: 61.446 - 681.731

Handwritten signature
4723

Roberto Farodi - Doffani

ROMA

AZIENDA INDUSTRIALE

N. AFM

20th March 1945

428 CD-vdm

TO THE ALLIED COMMISSION HQ.
Transportation Sub-Commission
(Rails Division)

c/o Transportation Increment

C. M. P.

SCRAP CLOTHES FOR LABOURERS
ENGAGED IN ROLLING STOCK REPAIR

WORK =

Following our letter ref.P 338 CD-vdm of the 27th past, we beg to inform you that we have applied to the I.S.R.-Compartimento di Roma in order to be allocated with scrap clothes and shoes for use of our labourers engaged in car repairs.

The answer to our application having been negative on account of no extra availability of such items at Compartimento di Roma, we take the liberty of requesting your help in order to solve this question which involves the efficiency of our work.

Overalls	?
Trousers	280
Field jackets	150
Shirts	160
Boots	50
Boots, work	
Undergarments, work	
Undergarments, work	
Gloves, leather	
Caps	170

0864

20th March 1945

428 CD-vdm

TO THE ALLIED COMMISSION HQ.
Transportation Sub-Commission
(Rails Division)
c/o Transportation Increment

C. K. F.

SCRAP CLOTHES FOR LABOURERS
ENGAGED IN ROLLING STOCK REPAIR

WORK =

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The answer to our application having been negative on account of no extra availability of such items at Compartimento di Roma, we take the liberty of requesting your help in order to solve this question which involves the efficiency of our work.

Overalls	280
Trousers	350
Field jackets	160
Shirts	
Boat	50
Boat, wool	
Underpants, wool	
Underwear, wool	
Gloves, leather	
Caps	

4732

Bombieri Parodi - Delfino

ROMA

AZIENDA INDUSTRIALE

LIST OF TOOLS AND TECHNICAL DATA

UNEMPLOYED BY B.F.S. COLLEGE TO TRAIN SHOP, IN ORDER TO
START ON REPAIRS OF ROLLING STOCK, ALREADY STARTED ON THE 11th
January 1945.-

- 151/30
27
OK
- PBI (two) Electric hand drills for holes up to 30 mm ϕ -
125 or 220 V - 45 per.
- 6 (six) Breast drills for woodwork (medium size)
- 6 (six) Hand saws " " " (" ")
- No 6 (six) Universal plyers (medium size)
- " 6 (six) Cutting nippers (" ")
- F5 6 (six) Sets of spanners (open of jaw from 3/8" to 1")
- 3 (three) Electric soldering copper, heavy type, 125 V or 220 V,
with wire coupling.
- 1 (one) Arc welding machine, 15 KW, possibly B.C. type.
- F5 F5 2 (two) Jacks, 5/.10 T. capacity
- e 3 (three) Anvils (weight abt. 75 Kgs each)
- " 6 (six) Bench vices (large size)
- 8 (eight) Sets of spiral fluted reamers, sizes from 3/8" to 1"
- 2 (two) Sets of screw taps, Whitworth thread, sizes from 3/8" to 1"
- 2 (two) Sets of screw dies, ditto
- F5 60 (sixty) Bow saw blades, 12" length, 16 teeth per inch
- F5 24 (twenty four) Mechanical saw blades, 550 mm. length, cross section
40 x 2 mm., 7 teeth per inch.
- F5 60 (sixty) Files, assorted types, bastard and second-cut
- 100 (hundred) mts clothed rubber hose ϕ 7/15 mm. for connection
of welding burners
- 100 (hundred) mts. clothed and reinforced rubber hose ϕ 12/22 mm or
and twenty) 14/25 mm for connection of pneumatic tools
- 30 (thirty) Kgs Twin rubber conductor 2,8 mm ϕ , for electric tools
and portable lamp connections.

4731

File
2-8

1000 (thousand) mts adhesive tape

Y3 12 (twelve) Portable electric lamps

40 (forty) Standard lamps 125 V. 500 W

40 (forty) " " 125 V. 300 W

60 (sixty) " " 125 V. 100 W

No 12 (twelve) Torch lights complete with dry batteries

20 (twenty) wts leather belt 90 mm wide

30 (thirty) " " " 50 " "

1 (one) Ton calcium carbide

200 (two hundred) Grover washers for 3/8" screws

200 (two hundred) " " " 1/2" "

200 (" ") " " " 5/8" "

200 (" ") " " " 3/4" "

200 (" ") " " " 1" "

200 (" ") " " " 1 1/2" "

50 (fifty) Eggs cotton pins assorted sizes from 6 mm up

200 (two hundred) Eggs wood screws, flat headed, assorted sizes from 20 to 40 mm length

1 (one) T. linseed oil (cooked)

400 (four hundred) Eggs turpentine

Rene, Jan. 20 1945

1945

Ambrini Parodi Delfino

P/370

CD.ten

Rome, 8 March 1945

ADDRESSES OMITTED

Subject: Rail Tankers lying in EPD Workshops at Colleferro.

As already known, the former activity of our Workshops at Colleferro as well as of our Powder Factory at Ahagni, both operated on behalf of the State, involved large movements of both nitric and sulphuric acid, carried out by means of special rail tankers. Part of said tankers is still lying on the sidings of our Colleferro Shops and some of them could be repaired in the same Workshops and put in operation again.

While submitting above suggestions, we want to point out that by putting into service again, among the tankers presently utilized for conveyance of various liquids, also those previously referred to, it could seriously prejudice the eventual re-operation of our acid transports to and from our Colleferro Shops, as we expect to be soon able to re-start manufacturing oleum and fertilizers. We are however sure that that Ministry will take in due consideration the priority we are entitled to when utilizing private cars hired to our Company, which have been put into general service, for conveyance of traffic other than established, on account of present exceptional circumstances.

The tankers we are referring to can be classified as follows:

- Group 1: Tankers for conveyance of sulphuric acid, belonging to "L'AUSI LIARE" - Milan, and hired to our Company, under whose name they are registered in ISR books.
- | | | | |
|------|--------|------------|---|
| Mac. | 511613 | Steel Tank | Brakeman's cab rotten; tank barrel with dents and holes in the upper part; lifting; caulking; traction devices & buffers to be checked. |
| Mac. | 511619 | Steel Tank | Buffers twisted; brakeman's cab rotten; lifting; caulking; tank barrel and traction devices to be checked. |
| Mac. | 511616 | Steel Tank | Lifting; caulking; tank barrel in good condition; frame, traction devices and buffers to be checked. 2720 |
| Mac. | 511617 | Steel Tank | Lifting; caulking; brakeman's cab to be repaired; traction devices, buffers, frame, tank barrel to be checked. |
| Mac. | 511601 | Steel Tank | Brakeman's cab broken; lifting, caulking; |

As already known, the former activity of our workshops at Ahagni, both operated on behalf of the State, involved large movements of both nitric and sulphuric acid, carried out by means of special rail tankers. Part of said tankers is still lying on the sidings of our Colleferro Shops and some of them could be repaired in the same Workshops and put in operation again.

While submitting above suggestions, we want to point out that by putting into service again, among the tankers presently utilized for conveyance of various liquids, also those previously referred to, it could seriously prejudice the eventual re-operation of our acid transports to and from our Colleferro Shops, as we expect to be soon able to re-start manufacturing oleum and fertilizers. We are however sure that that Ministry will take in due consideration the priority we are entitled to when utilizing private cars hired to our Company, which have been put into general service, for conveyance of traffic other than established, on account of present exceptional circumstances.

The tankers we are referring to can be classified as follows:

Group 1: Tankers for conveyance of sulphuric acid, belonging to "LIAUSI LIARE" - Milan, and hired to our Company, under whose name they are registered in ISR books.

Mac.	511613	Steel Tank	Brakeman's cab rotten; tank barrel with dents and holes in the upper part; lifting; caulking; traction devices & buffers to be checked.
Mac.	511619	Steel Tank	Buffers twisted; brakeman's cab rotten; lifting; caulking; tank barrel and traction devices to be checked.
Mac.	511616	Steel Tank	Lifting; caulking; tank barrel in good condition; frame, traction devices and buffers to be checked. 2720
Mac.	511617	Steel Tank	Lifting; caulking; brakeman's cab to be repaired; traction devices, buffers, frame, tank barrel to be checked.
Mac.	511621	Steel Tank	Brakeman's cab broken; lifting, caulking; traction devices, buffers, frame, tank barrel to be checked.
Mac.	511615	Steel Tank	Tank barrel dented on several spots; frame bracing broken or twisted; brakeman's cab roof broken; traction devices and buffers to be checked; lifting; caulking.
Mac.	511611	Steel Tank.	Brakeman's cab broken; frame, tank barrel, traction devices, buffers to be checked lifting; caulking.

Group 2: Tankers belonging to ISR and hired to our Company.

Mac. 850285 Steel Tank Axle-box guides twisted; drain pipe broken; lifting; caulking; frame, tank barrel, traction devices, buffers to be checked.

Group 3: Tankers belonging to the Military Administration, formerly utilized for our Powder Factory at Anagni; registered under BPD's name.

Mos. 511630 Steel Tank tank barrel slightly dented but not perforated; frame, tank barrel, traction devices, buffers to be checked; lifting; caulking.

Mos. 511631 Steel Tank Container perforated at one point; lifting; lead lined in caulking; tank barrel, traction devices, buffers, the inside. to be checked.

Mos. 511632 Steel tank, lead lined Frame, tank barrel, traction devices, buffers to be checked; lifting; caulking.

Mos. 511633 Steel Tank Tank barrel dented but not perforated; frame, tank barrel, traction devices, buffers to be checked; brakeman's cab broken; lifting caulking.

Mos. 511634 Steel Tank, lead lined Tank barrel dented and perforated on several spots; lead lining broken; brakeman's cab broken; brakeman's rear wall torn; frame, tank barrel, traction devices, buffers to be checked; lifting; caulking.

Mos. 511635 Steel Tank Frame, tank barrel, traction devices, buffers to be checked; lifting; caulking.

Group 4: Tankers belonging to ISR

Mac. 9550226 Steel Tank Upper part of tank barrel dented; ~~some~~ perforated; longitudinal beams and front transverse beams strongly twisted; traction devices and buffers to be checked; lifting; caulking.

All a/m tankers could be repaired, without reconstruction of the container being necessary, in abt. 3000 tariff-hours, provided that following materials be put at our disposal:

a) lead sheets thickn. 6 to 8 mm.	kos	3000
b) steel plates " 8 mm.	"	2000
c) electrodes for welding	No	2500
d) Oil painting	kos	150
e) Timber	cu.mt.	10
f) Bolts & Nuts (various sizes)	kps	400
g) Rivets (" ")	"	500

4729

We want to point out that, should the order be confirmed, the expenses

Nos. 511631 Steel Tank
 lead lined in
 the inside.
 be checked; lifting; caulking.
 Container perforated at one point; lifting;
 caulking; tank barrel, traction devices, buffers,
 to be checked.
 Nos. 511632 Steel tank,
 lead lined.
 Frame, tank barrel, traction devices,
 buffers to be checked; lifting; caulking.
 Nos. 511633 Steel Tank
 Tank barrel dented but not perforated; frame,
 tank barrel, traction devices, buffers to be
 checked; brakeman's cab broken; lifting caulking.
 Nos. 511634 Steel Tank,
 lead lined
 Tank barrel dented and perforated on several
 spots; lead lining broken; brakeman's cab broken;
 brakeman's rear wall torn; frame, tank barrel,
 traction devices, buffers to be checked; lifting;
 caulking.
 Nos. 511635 Steel Tank
 Frame, tank barrel, traction devices, buffers
 to be checked; lifting; caulking.

Group 4: Tankers belonging to ISR

Nos. 9550226 Steel Tank
 Upper part of tank barrel dented; dome perforated;
 longitudinal beams and front transverse beams
 strongly twisted; traction devices and buffers
 to be checked; lifting; caulking.

All a/m tankers could be repaired, without reconstruction of the container
 being necessary, in abt. 3000 tariff-hours, provided that following materials be put
 at our disposal:

a) lead sheets thicken. 6 to 8 mm.	kos	3000
b) steel plates " 8 mm.	"	2000
c) electrodes for welding	No	2500
d) Oil painting	kos	150
e) Timber	cu.mt.	10
f) Bolts & nuts (various sizes)	kps	400
g) Rivets (" ")	"	500

4729

We want to point out that, should the order be confirmed, the expenses
 ought to be liquidated to our Company as though all cars belonged to ISR Administration,
 the eventual re-draft towards the actual owners remaining at ISR Administration's
 faculty.

While awaiting your reply, we remain, dear Sirs.

Yours faithfully
 B.F.D.

Bombardini Farabò - Delpy & C.

ROMA

AZIENDA INDUSTRIALE

N. AFM/

P/370

CD. ten/

A. M. A. D. O.

U. J. 1945

AL MINISTERO DEI TRASPORTI

- Direzione Generale P.S.
- Servizio Materiale e Prazione
- Nucleo di Collegamento

R. O. M. A.

AL MINISTERO DEI TRASPORTI

- + Direzione Generale P.S.
- Servizio Movimento

R. O. M. A.

e, per conoscenza:

AL MINISTERO GUERRA

- Direzione Generale Artiglieria e Motorizzazione

R. O. M. A.

CARRI SERRATOIO GIACCHETTI NELLO
STABILIMENTO B.P.D. DI COLLEFERRO

È noto che la passata attività dei nostri Stabilimenti di Colleferro e del R. Polverificio di Anagni da noi gestito per conto dello Stato, implicava rilevanti trasporti di acido nitrico e di acido solforico e di altri materiali predetti acidi, che venivano effettuati principalmente a mezzo di speciali carri serbatoio. Una aliquota dei predetti veicoli è tuttora ricoverata sui binari di raccordo dagli Stabilimenti di Colleferro, e potrebbe venire parzialmente rimessa in efficienza per le necessità contingenti, pre-

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A M A N O

0.3.1945

AL MINISTRO DEI TRASPORTI

- Direzione Generale F.C.
- Servizio Materiale e Trazione
- Nucleo di Collegamento

R O M A

AL MINISTRO DEI TRASPORTI

- Direzione Generale F.C.
- Servizio Movimento

R O M A

e, per conoscenza

AL MINISTRO GUERRA

- Direzione Generale Artiglieria e Motorizzazione

R O M A

CARRI SERRATOIO GIACENTI NELLE
STABILIMENTI R.P.D. DI COLLEFERRO

E' noto che la passata attività dei nostri Stabilimenti di Colleferro e del R. Polverificio di Anagni da noi gestito per conto dello Stato, implicava rilevanti trasporti di acido nitrico e di acido solforico e di conseguenza dei predetti acidi, che venivano effettuati principalmente a mezzo di speciali carri sarratoio. Una aliquota dei predetti veicoli è tuttora ricoverata sui binari di raccordo degli Stabilimenti di Colleferro, e potrebbe venire parzialmente rimessa in efficienza per le necessità contingenti, pre-

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Bombini Tardis - De, no

ROMA

AZIENDA INDUSTRIALE

N. AFM

via riparazione che potrebbe venire eseguita presso gli
stessi nostri stabilimenti di Colleferrò.

Nell'avanzare la segnalazione di cui
sopra, non abbiamo perno di vista alla l'installazione dei
carri serbatoio di cui trattasi, fra quelli attualmente
utilizzati per il trasporto di liquidi vari, potrebbe
eventualmente pregiudicare l'eventuale ripresa del traspor-
to di acidi da e per i nostri stabilimenti di Colleferrò
ro, che noi prevediamo di riprendere fra non molto, per
la riattivazione dei nostri impianti di olum e di con-
cini. Non dubitiamo tuttavia che questo ministero vorrà
rà tener conto, a lungo debito, del diritto di preveder-
za a noi spettanti l'uso di veicoli privati a noi no-
leggianti che, per coesistenza derivante dalle contingenze
del momento, potessero venire messi in circolazione e
comunque usati per trasporti diversi da quelli previsti.

Ciò premesso, precisiamo che i carri
serbatoio in questione, possono essere distinti nei se-
guenti gruppi:

1° Gruppo - Carri serbatoio per acido solforico appor-
tanti alla Società "L'AUSTRALIA" di Vi-
leno e da questa delegata alla nostra
Società, in nome della quale sono imman-
colati nel parco S.S.

Serie	Veicolo	Serbatoio	Avorio e riparazio- ni occorrenti.
511613	Veicolo	Veicolo	Veicolo
511619	Veicolo	Veicolo	Veicolo
511617	Veicolo	Veicolo	Veicolo
511618	Veicolo	Veicolo	Veicolo
511619	Veicolo	Veicolo	Veicolo
511620	Veicolo	Veicolo	Veicolo
511621	Veicolo	Veicolo	Veicolo
511622	Veicolo	Veicolo	Veicolo
511623	Veicolo	Veicolo	Veicolo
511624	Veicolo	Veicolo	Veicolo
511625	Veicolo	Veicolo	Veicolo
511626	Veicolo	Veicolo	Veicolo
511627	Veicolo	Veicolo	Veicolo
511628	Veicolo	Veicolo	Veicolo
511629	Veicolo	Veicolo	Veicolo
511630	Veicolo	Veicolo	Veicolo
511631	Veicolo	Veicolo	Veicolo
511632	Veicolo	Veicolo	Veicolo
511633	Veicolo	Veicolo	Veicolo
511634	Veicolo	Veicolo	Veicolo
511635	Veicolo	Veicolo	Veicolo
511636	Veicolo	Veicolo	Veicolo
511637	Veicolo	Veicolo	Veicolo
511638	Veicolo	Veicolo	Veicolo
511639	Veicolo	Veicolo	Veicolo
511640	Veicolo	Veicolo	Veicolo
511641	Veicolo	Veicolo	Veicolo
511642	Veicolo	Veicolo	Veicolo
511643	Veicolo	Veicolo	Veicolo
511644	Veicolo	Veicolo	Veicolo
511645	Veicolo	Veicolo	Veicolo
511646	Veicolo	Veicolo	Veicolo
511647	Veicolo	Veicolo	Veicolo
511648	Veicolo	Veicolo	Veicolo
511649	Veicolo	Veicolo	Veicolo
511650	Veicolo	Veicolo	Veicolo
511651	Veicolo	Veicolo	Veicolo
511652	Veicolo	Veicolo	Veicolo
511653	Veicolo	Veicolo	Veicolo
511654	Veicolo	Veicolo	Veicolo
511655	Veicolo	Veicolo	Veicolo
511656	Veicolo	Veicolo	Veicolo
511657	Veicolo	Veicolo	Veicolo
511658	Veicolo	Veicolo	Veicolo
511659	Veicolo	Veicolo	Veicolo
511660	Veicolo	Veicolo	Veicolo
511661	Veicolo	Veicolo	Veicolo
511662	Veicolo	Veicolo	Veicolo
511663	Veicolo	Veicolo	Veicolo
511664	Veicolo	Veicolo	Veicolo
511665	Veicolo	Veicolo	Veicolo
511666	Veicolo	Veicolo	Veicolo
511667	Veicolo	Veicolo	Veicolo
511668	Veicolo	Veicolo	Veicolo
511669	Veicolo	Veicolo	Veicolo
511670	Veicolo	Veicolo	Veicolo
511671	Veicolo	Veicolo	Veicolo
511672	Veicolo	Veicolo	Veicolo
511673	Veicolo	Veicolo	Veicolo
511674	Veicolo	Veicolo	Veicolo
511675	Veicolo	Veicolo	Veicolo
511676	Veicolo	Veicolo	Veicolo
511677	Veicolo	Veicolo	Veicolo
511678	Veicolo	Veicolo	Veicolo
511679	Veicolo	Veicolo	Veicolo
511680	Veicolo	Veicolo	Veicolo
511681	Veicolo	Veicolo	Veicolo
511682	Veicolo	Veicolo	Veicolo
511683	Veicolo	Veicolo	Veicolo
511684	Veicolo	Veicolo	Veicolo
511685	Veicolo	Veicolo	Veicolo
511686	Veicolo	Veicolo	Veicolo
511687	Veicolo	Veicolo	Veicolo
511688	Veicolo	Veicolo	Veicolo
511689	Veicolo	Veicolo	Veicolo
511690	Veicolo	Veicolo	Veicolo
511691	Veicolo	Veicolo	Veicolo
511692	Veicolo	Veicolo	Veicolo
511693	Veicolo	Veicolo	Veicolo
511694	Veicolo	Veicolo	Veicolo
511695	Veicolo	Veicolo	Veicolo
511696	Veicolo	Veicolo	Veicolo
511697	Veicolo	Veicolo	Veicolo
511698	Veicolo	Veicolo	Veicolo
511699	Veicolo	Veicolo	Veicolo
511700	Veicolo	Veicolo	Veicolo

Pombini Tardi - D. no

ROMA

AZIENDA INDUSTRIALE

N. AFM/

telajo ed el corpo cilindrico. Cilindro di acciaio in buone condizioni. Salafataggio alle lamiere.

400 511617 Ferro

telajo - Traslazione - Regalione - Revisione al telaio e corpo cilindrico di acciaio. Sostituzione del pannello freno. Salafataggio.

" 511621 Ferro

telajo - Traslazione - Regalione - Telajo e serbatoio. Lotta garetta freno e per vincolo. Salafataggio.

" 511615 Ferro

telajo - Traslazione - Regalione. Curvo il serbatoio di acciaio in alcuni punti. Lotta e curvo di gongoli. Telajo. Pannello freno. Salafataggio.

400 511611 Ferro

telajo - Traslazione - Regalione. Revisione del telaio e del serbatoio. Sostituzione del pannello freno. Salafataggio.

400 Gruppo - Carro serbatoio di proprietà E.S. già consegnato alla nostra società e rimesso in deposito nei magazzini degli stabilimenti di colla ferro.

400 550385 Ferro

telajo - Sostituzione per telaio - Traslazione - Regalione. Lotta bocchettoni e tubo di acciaio. Revisione del telaio e del serbatoio di acciaio. Salafataggio.

telajo ed al corpo cilindrico. Cilindro di acciaio in buone condizioni. Calcestruzzo alle lamiere.

Alzo - Traslazione - Repul-
sione - Revisione al te-
lajo e corpo cilindrico
di acciaio. Connesso da -
sotto freno. Calcestruzzo.

Alzo - Traslazione - Repul-
sione - Telajo e serbatoio
sotto garetta freno e per-
cussioni. Calcestruzzo.

Alzo - Traslazione - Repul-
sione. Curva il serbatoio
in acciaio in alcuni puer-
ti. Sotto curva diagonale
il telajo. Sotto cielo del
cassotto freno. Calcestruz-
zo.

Alzo - Traslazione - Repul-
sione. Revisione del telajo
e del serbatoio. Con-
nesso e sotto garetta fren-
no. Calcestruzzo.

2° Gruppo - Carro serbatoio di proprietà R.C. già noleg-
giato alla nostra società e rimasto in depo-
sito sul binario degli stabilimenti di Colle
ferro.

Alzo - Traslazione - Repul-
sione - Traslazione - Repul-
sione. Sotto garetta fren-
no. Revisione
del telajo e del serbatoio
di acciaio. Calcestruzzo.

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Pombieri. Parodi - De, no

ROMA

AZIENDA INDUSTRIALE
Gruppo -

N. AFM/
Carri serbatoio di proprietà dell'Amministrazione Militare, già addebiati al servizio del R. Polverificio di Anagni ed incaricati sotto il nome della nostra società.

511630	Ferro	Alzato - Trazione - Repul- sione. Revisione telaio e serbatoio, il quale è in- veniente ammucoso da pul- lotti, in non forato. Og- getto.
511631	Ferro fuso nato di piombo	Alzato - Trazione - Repul- sione - Revisione telaio e corpo cilindrico. Serba- toio in acciaio piccato forato in un punto. Calaf- taggio.
511632	"	Alzato - Trazione - Repul- sione - Revisione al te- laio e corpo cilindrico. Serbatoio. Calafaggio.
511633	Ferro	Alzato - Trazione - Repul- sione - Revisione telaio e corpo del serbatoio, am- mucato da pullettole, ne non forato. Otto casotto franco. Calafaggio.
511634	Ferro	Alzato - Trazione - Repul- sione. Revisione al telaio ed al corpo cilindrico il quale è forato ed in- mucato in più parti. Nota to il rivestimento di pium- bo interno del serbatoio. Lancetta lanciera casotto fra- no (retro) e lanciera sur- fra freno. Connesso e sot- to saretta freno. Calaf- taggio.
511635	Ferro	Alzato - Trazione - Repul- sione. Revisione al telaio

zio del...
tricolati sotto il nome della nostra Socie
tà.

511630	Ferro	Alzato - Traslazione - Regula- zione. Revisione telaio e serbatoio, il quale è l'12 vamente ammesso da pel- lottolo, ma non forato. Ca- lcolataggio.
511631	Ferro Fogg rato di piombo	Alzato - Traslazione - Regula- zione - Revisione telaio e corpo cilindrico. Serba- toio in acciaio piombato forato in un punto. Calcolataggio.
511632	"	Alzato - Traslazione - Regula- zione - Revisione al te- lato e corpo cilindrico. Serbatoio. Calcolataggio.
511633	Ferro	Alzato - Traslazione - Regula- zione - Revisione telaio e corpo del serbatoio, am- messo da pallottola, ma non forato. Otto canotto ferro. Calcolataggio.
511634	Ferro	Alzato - Traslazione - Regula- zione. Revisione al telaio e al corpo cilindrico il quale è forato ed am- messo in più punti. Nota to il rivestimento di plom- bo intorno del serbatoio. Lecere lamiera sottotogra- fo (vetro) e lamiera cal- cia ferro. Connessa e rete- ta goretta ferro. Calcolataggio.
511635	Ferro	Alzato - Traslazione - Regula- zione. Revisione al telaio e al corpo cilindrico di acciaio. Calcolataggio.

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Bombini Tarodi - Dei Pro

ROMA

AZIENDA INDUSTRIALE

N. AFM

3)

4° Gruppo - Carro serbatoio di proprietà 2.3. rimasto in deposito sui binari dei nostri Stabilimenti di Collesferro.

Nac	9550226	Perro	Ammeccata parte superiore corpo cilindrico. Due no forate. longaroni e traverse di testa forte mente curvi. Rialzo - Trusione - Regolazione - Galafataggio.
-----	---------	-------	---

Agli effetti pratici i carri sopraelen-
cati potrebbero essere ripristinati senza intero rifacimento
dei serbatoi, mediante un lavoro preventivo, in linea di
massima, nella misura di 3000 ore tariffarie, comprendè vo-
nissero resi disponibili per le occorrenti riparazioni i se-
guenti materiali:

a)	- Lastre di piombo spessore da 5 a 8 mm.	3.
b)	- Lamiere di ferro da 8 mm.	3.
c)	- Elettrodi per saldatura	2.500.
d)	- Vernice ad olio.	150.
e)	- Legname d'opera.	10.
f)	- Chiodi e bulloni in misura assortita.	400.
g)	- Ribattini in misura assortita.	500.

Atteniamo di avere, con la presente,
chiaramente esposto la situazione dei veicoli in argomento e
facciamo presente, in aggiunta alle precedenti informazioni,
che il costo delle eventuali riparazioni che ci verrebbero or-
dinate in relazione alla presente segnalazione, dovrebbe, ben-
inteso, essere liquidato alla nostra Società, come se tutti
i veicoli stessi appartenessero all'Amministrazione 2.3. ri-
mandando poi di pertinenza di quest'ultimo, l'eventuale rival-
sa verso i proprietari effettivi.

Richiediamo in ogni caso in attesa di cor-
tisi comunicazioni circa le decisioni che sosterranno dalla
presente segnalazione.

= 4° Gruppo - Carro serbatoio di proprietà P. S. rimasto in deposito sui binari dei nostri Stabilimenti di Collesferro.

Tag	9550226	Ferro	Assieme alla parte superiore re corpo cilindrico. Due no forate, l'una a traverso di teste forate mente curve, l'altra - Trasmissione - Ripulizione - Calcestruzzo.
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Agli effetti pratici i carri sopraelen-
cati potrebbero essere ripristinati senza intero rifacimento
del serbatoio, mediante un lavoro preventivabile, in linea di
massima, nella misura di 3000 ore tariffarie, comprendendo ve-
nissero reali disponibili per le correnti riparazioni i se-
guenti materiali:

a)	- Laste di piombo spessore da 5 a 6 mm.....	1.
b)	- Lamiere di ferro da 8 mm.....	1.
c)	- Elettrodi per saldatura.....	2.500.
d)	- Vernice ad olio.....	100.
e)	- Legume d'opera.....	10.
f)	- Chiusure e bulloni in misura assorbita.....	400.
g)	- Ribattini in misura assorbita.....	300.

Attenziono di avere, con la presente,
chiaramente esposto la situazione dei veicoli in argomento e
facciano presente, in aggiunta alle precedenti informazioni,
che il costo delle eventuali riparazioni che ci venissero ex-
dinate in relazione alla presente segnalazione, dovrebbe, de-
ninteso, essere liquidato alla nostra Società, come se tutti
i veicoli stessi appartenessero all'Amministrazione P. S., ri-
tenendo poi di pertinenza di quest'ultima, l'eventuale rival-
sa verso i proprietari effettivi.

Attenziono in ogni caso in attesa di cor-
teali comunicazioni circa le decisioni che scaturiranno dalla
presente segnalazione.

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MEC. 5

Week Ending: . . .

Shop Riptrack or Sickline	Coaches		Cisterns (Tank Cars)		Refrig.		High Siders (Gondola)		Box		Bogie Flats		Low Siders		Miscel- aneous
	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy
BOMBARDI PARODI DELFINO COLLEFERRO	—	—	—	—	—	—	5	—	6	—	—	—	1	—	—

WEEKLY CAR SHOP AND SICKLINE PROGRESS REPORTWeek Ending...st.....
31 March 1945

Coaches		Cisterns (Tank Cars)		Refrig.		High Siders (Gondola)		Box		Bogie Flats		Low Siders		Miscella- neous		Total	
Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light
—	—	—	—	—	—	5	—	6	—	—	—	1	—	—	—	12	—

1723

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MEC. 5

WEEKLY CAR SHOP AND SICKLINE PROGRESS REPORT

Division

Week 11

Shop Riptrack or Sickline	Coaches		Cisterns (Tank Cars)		Refrig.		High Siders (Gondola)		Box		Bogie Flats		Low Siders	
	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light
BOMBRINI PARODI DELFINO COLLEFERRO	—	—	—	—	—	—	3	—	9	—	—	—	—	—

WEEKLY CAR SHOP AND SICKLINE PROGRESS REPORT

Week

Shop Riptrack or Sickline	Coaches		Cisterns (Tank Cars)		Refrig.		High Siders (Gondola)		Box		Bogie Flats		Low Siders	
	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light
BOMBRINI PARODI DELFINO COLLEFERRO	—	—	—	—	—	—	4	—	8	—	—	—	—	—

WEEKLY CAR SHOP AND SICKLINE PROGRESS REPORT

Week Ending .17th March. 1945.....

Cisterns (Tank Cars)		Refrig.		High Siders (Gondola)		Box		Bogie Flats		Low Siders		Miscellaneous		TOTAL	
Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light
—	—	—	—	4	—	8	—	—	—	—	—	—	—	12	—

Ministry of Transports
I. S. R. Direction General
Stores Service

Subject: Firm Bonbrini Parodi Salfino

encl. ~~23~~

Rome 20 March 1945

A. 13/5/458/ICCA/3335/32

RQ L.R.S.

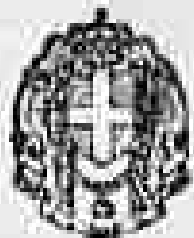
— Allied Commission
Transportation Sub Commission

- 1) Please refer to your letter dated 12 February 1945, file in A. 2/43 and our previous letter dated 13 February 1945, file 1001/3741/32.
- 2) Attached please find list sent by Firm Bonbrini Parodi Salfino, covering wagons unloaded at Rome Tiburtina Stores, and 25 lists of materials loaded on the same wagons at their departure from said Firm's plants.
- 3) We are awaiting for your decisions.

Director General
sgd Di Raimondo

Ca ng 19/3

4720



MINISTERO
DEI COMUNICAZIONI
DEI TRASPORTI
FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Approvv.ti

OGGETTO

Ditta Bombrini-Parodi-
Delfino

Roma 20 marzo 1945

N. A.13/6/463/ICCA/3335/32

Al N. _____ del _____

DIREZIONE GENERALE M.R.S.

p.c. COMMISSIONE ALBERTA

SOTTO COMMISSIONE TRASPORTI

ALLEGATI N. 1/2

1°) Si fa riferimento alla vs. lettera Tn.A.2/43 del 18.2.45 e alla ns. precedente I.C.C.A./2747/32 del 15.2.45.

2°) Trasmettiamo l'elenco, testè pervenutoci dalla Ditta Bombrini Parodi-Delfino, dei carri entrati e scaricati nel Magazzino di Roma Tiburtina, corredato di 28 distinte dei materiali che i carri stessi contenevano in partenza dagli stabilimenti della ripetuta Ditta

3°) Si resta in attesa di conoscere le decisioni di codesti Uffici.

IL DIRETTORE GENERALE

F.to DI RAIMONDO

4719

Subject : COLLEFERRO Wagon Shop.

Military Railway Service,
C.M.F.
Telephone : Firebox 52,
Outside Line 843867.
Tn.A.3(M)/69.
14 Mar. 1945.

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

Please note the following consignment of timber
to the above shop :-

2" x 9"/10" x 2000' in wagon N°468118,
consigned to Bombrini Parodi Delfino, COLLEFERRO.

RTO COLLEFERRO has been advised and asked to
report non delivery within 7 days.

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

Division

WEEKLY CAR SHOP AND SICKLINE PROGRESS REPORT

Shop Riptrack or Sickline	Coaches		Cisterns (Tank Cars)		Refrig.		High Sidors (Gondola)		Box		Eogie Flats		Low Sidors	
	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light
BOMBARDI PARODI DELFINO COLLEFERRO	—	—	—	—	—	—	—	—	6	1	—	—	2	1

Week Ending .. 10th March. 1945.....

Date	Cisterns (Dark Cars)		Refrig.		High Siders (Condola)		Box		Bagie Plate		Low Siders		Miscellaneous		TOTAL	
	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light
12/1/21	—	—	—	—	—	—	6	1	—	—	2	1	—	—	8	2

C/C/ POSTALE-ROMA N. 4430

151/28

Bembrini Parodi-Delfino

SOCIETA' ANONIMA PER AZIONI - CAPITALE L. 50.000.000 INTERAMENTE VERSATO

SEDE CENTRALE
CORSO UMBERTO I° 267 - P.I.
AZIENDA INDUSTRIALE
CORSO UMBERTO I° 267 - P.I.

AZIENDA INDUSTRIALE

Prot. N° P/348 CD-vdn

(DA CITARE NELLA RISPOSTA)

CASA POSTALE N° 372

TO
ALLIED COMMISSION H.Q.
Transportation Sub-Commission
Rails Division
C. M. F.FUEL REQUIREMENTS FOR B.P.D.
COLLEFERRO CARS AND TRUCKS =

Through your kind recommendation we have been allocated, for the month of February past, of

1100 liters of gasoline

2490 " " gasoil

for operation of road vehicles to be used for the benefit of our
rly cars repair shop.-Of the abovesaid gasoil amount we have been able to
collect only 1590 liters because of shortage at the end of the
month.-Please let us have now your kind recommendation to
the "Petroleum Section" in order to enable us to draw during the
present month:5000 liters of gasoline to be used for operation
of motor trucks :

FIAT 18 BL	-	License n°	Roma	9397
" 18 BL	-	" "	"	67398
BENELLI 500 cmc.	-	" "	"	12803

and of motor cars :

LANCIA 24 HP	-	License n°	Roma	39220
" 16 HP	-	" "	"	60749

6746

/.

TELEGRAMMI BOMPARDE - TELEFONI 61446-681731

5000 liters of gasoil to be used for operation of
Diesel engined motor trucks :

I.F. D 80 - License n° Roma 83435
FIAT 621 - " " " 65038

as well as for emergency air compressors.-

Alcide Amunni

Bombini Perodi-Delfino

SOCIETA' PER AZIONI - CAPITALE L. 50.000.000 INTERAMENTE VERSATO

SEDE CENTRALE
CORSO UMBERTO I. 267 - P. 1

AZIENDA INDUSTRIALE
CORSO UMBERTO I. 267 - P. 2

Prot. N° P/349
DA CITARE NELLA RISPOSTA
CD. tan/

AZIENDA INDUSTRIALE

Roma 6th March 1945
CASELLA POSTALE C. 372

TO A.C. H.Q.
Transportation Subcommittee
(Rails Division)
c/o Transportation
Increment
G.M.F.

ELECTRIC POWER FOR E.P.D.
COLLEFERRO

Following our letter P/270
CD. tan/ of the 15th February, we beg to in-
form you that no power allocation for the
month of March has reached us yet, accor-
ding to point 4 of your ref. AC/151/Tn4
dated February 11th.

p.p. Bombini Perodi-Delfino
Alessandro Perodi

TELEGRAMMI: BOMPARDE - TELEFONI: 61446 - 681731

6745

Bombini Parodi-Delfino

SOCIETA' PER AZIONI - CAPITALE L. 50.000.000 INTERAMENTE VERSATO

SEDE CENTRALE
CORSO UMBERTO I, 267 - P. 1

AZIENDA INDUSTRIALE
CORSO UMBERTO I, 267 - P. 2

Prot. N° P/349
DA CITARE NELLA RISPOSTA
CD. tan/

AZIENDA INDUSTRIALE

Roma 6th March 1945
CASELLA POSTALE C. 372

TO A.C. H.Q.
Transportation Subcommittee
(Rails Division)
c/o Transportation
Increment
O.M.F.

ELECTRIC POWER FOR E.P.D.
COLLEFERRO

Following our letter P/270
CD. tan/ of the 15th February, we beg to in-
form you that no power allocation for the
month of March has reached us yet, accor-
ding to point 4 of your ref. AC/151/Tn4
dated February 11th.

Alexandrina Parodi-Delfino

TELEGRAMMI: BOMPARDE - TELEFONI: 61.446 - 68.1731

6745

MEC. 5

WEEKLY CAR SHOP AND SICKLINE PROGRESS REPORT

Division

Shop Riptrack or Sickline	Coaches		Cisterns (Tank Cars)		Refrig.		High Sidings (Gondola)		Box		Bogie Flats		Low Sidings	
	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light
BOLDRINI PARCELI DELFINO COLLETTERO	—	—	—	1	—	—	5	—	3	2	1	—	3	
TRANSPORTATION SUB-COMMISSION RAIL SECTION CHIEF. ASSISTANT ADMIN. CIVIL ENG. MECH. ENG. TRAFFIC. STORES. SEEN INITIALS 6744 W. J. S. 8.3.														

0897

WEEKLY CAR SHOP AND SICKLINE PROGRESS REPORTWeek Ending ...rd3... March, 1945.....

Motor Cars)		Refrig.		High Siders (Gondola)		Box		Bogie Plate		Low Siders		Miscellaneous		TOTAL	
		Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	
1	—	—	5	—	3	2	1	—	3	1	—	—	12	4	

154/26

MEC. 5

WEEKLY CAR SHOP AND SICKLINE PROGRESS REPORT

Week E

Division

Shop Piptrack or Sickline	Coaches		Cisterns (Tank Cars)		Refrig.		High Siders (Gondola)		Box		Bogie Flats		Low Siders	
	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light
BOMBIRINI PARO- DI - DELFINO COLLEFERRO	—	—	—	—	—	—	1	2	—	—	3	1	1	

WEEKLY CAR SHOP AND SICKLINE PROGRESS REPORT

Week Ending **February 24th 1945**

10
 11
 12
 13

$$\frac{121}{25}$$

MEC. 5

WEEKLY CAR SHOP AND SICKLINE PROGRESS REPORT

Division

Shop Riptrack or Sickline	Coaches		Cisterns (Tank Cars)		Refrig.		High Siders (Gondola)		Box		Bogie Flats		Low S
	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy
BOMBARDI -- PA- RODI -- DELFINO COLLEFERRO	--	--	--	--	--	--	3	4	2	1	--	--	--

4722

mej. Baister

Week Ending . . . February 10th 1945.

Cisterns (Tank Cars)		Refrig.		High Siders (Gondola)		Box		Bogie Flatrs		Low Siders		Miscellaneous		TOTAL	
Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light
--	--	--	--	3	4	2	1	--	--	--	--	--	--	5	5

244

131

MEC. 5

WEEKLY CAR SHOP AND SICKLINE PROGRESS REPORT

Division

Wool

Shop Riptrack or Sickline	Coaches		Cisterns (Tank Cars)		Refrig.		High Siders (Gondola)		Box		Bogie Flats		Low Siders	
	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light
POMERINI PARODI DELFINO COLLETERRO	—	—	—	—	—	—	5	2	2	3	—	—	—	—

12/27/2011

151

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MEC. 5

WEEKLY CAR SHOP AND SICKLINE PROGRESS REPORT

Division

Wo

Shop Riptrack or Sickline	Coaches		Cisterns (Tank Cars)		Refrig.		High Sidings (Gondola)		Box		Bogie Flats		Low Sid	
	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light
BOMBARDIER PARO- DI - DELFINO COLLEFERRO	—	—	—	—	—	—	—	17	1	5	—	—	—	—

2740

151/22

● ● ● ●

Week Ending . . . Feb. 3rd 1945

227

SLB/Ac

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

Tel. B43403
Our Ref. AC/151/Tn 4

11 February 1945

TO : Dr GACCIA, Bombini, Parodi-Delfino
Corso Umberto 267, Rome

SUBJECT : Electric Power for E.P.D. Colliero.

Dear Sir,

1. Referring to your letter P/125/C.D.tan/dated 20 Jan.45.
2. I am informed that this demand for power was received too late for inclusion in the February allocation.
3. It is understood that a mutual agreement has been made between BPD and Calce e Cementi di Segni whereby the latter firm will not use its total allocation of 1600 K.W. till March. This will permit E.P.D. to connect a load according to the schedule submitted by you in your letter referred to above.
4. For March a separate allocation will be made for E.P.D. by Chief Engineer N°3 District.

S.L.B.
S.L. Baister Major
for Chief Rail Division.

4709

Tel. 843274

HEADQUARTERS
LAZIO-UMBRIA REGION AMG
(Engineering Division)
APO 394

WB/vo (2559)

3.2.45

SUBJECT : Electric Power Supply to BPD Colleferro
repair shops.

TO : AO HQ Transportation SC (Rail Section)
att. Major Baister.

FILE N° : R4/ENG/700.2 (to quote in reply)

1. Reference your AC/151/Tn 4 dated 22 January
Same subject and enclosure from BPD dated 20 January.

Your request arrived too late for including in the monthly demand by N°3 District for Power allocation for February. However a mutual agreement has been made between above consumers and Calce e Cementi di Segni (Colleferro) whereby the latter firm will not be using its total allocation of 1600 KW till March. This will permit your consumer to connect a load according to his Schedule submitted in enclosure above.

2. For March your consumer will have a separate allocation of power authorized by C.E. N°3 District.

For Regional Engineer

E. P. Wade-Brown
E.P. WADE-BROWN Capt. RA

4708

151/19
SLB/1c

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

Tel: 843403
Ref. AC/151/Tn 4

22 January 1945

TO : H.Q. Lazio-Umbria Region APO 394
Engineering Division
(for Chief of E & M Section)

SUBJECT : Electric Power for operating B.P.D. Colleferro
Repair Shops.

1. Your R 4 ENG/700.2 dated 10 January 45 refers.
2. Attached copy of letter from Bombrini-Parodi-Delfino answers the questions raised.

S.L.
S.L. Baister Major
for Chief of Rail Section

4707

C/ POSTALE-ROMA N. 1/44 30

Bombini Parodi-Delfino

SOCIETA' ANONIMA PER AZIONI - CAPITALE L. 50.000.000 INTERAMENTE VERSATO

SEDE CENTRALE
CORSO UMBERTO I° 267 - P.I.
AZIENDA INDUSTRIALE
CORSO UMBERTO I° 267 - P.I.

AZIENDA INDUSTRIALE

Prot. N° P/125
CD. tan/
(DA CITARE NELLA RISPOSTA)

Roma 20.1.1945
CASELLA POSTALE N° 372

TO ALLIED COMMISSION H.Q.
- Transportation Subcommittee (Rail)

A.P.O. 794

ELECTRIC POWER FOR OPERATING B.P.D. COLLEFERRO REPAIR SHOPS

Sirs,

Following our letter of 3rd inst n.P/3.
CD.vdn/, we beg to supply the undermentioned further informa-
tion concerning the electric power requirements for our Col-
leferro cars repair shops:

a) - Load of power required:

from	000 to 700 h	45	KW
"	700 " 800 "	200	"
"	800 " 1200 "	170	"
"	1200 " 1300 "	27	"
"	1300 " 1600 "	170	"
"	1600 " 1700 "	200	"
"	1700 " 2400 "	27	"

4706

For the coming 45 days only the 75 % of the
above load will be wanted.

b) - Capacity of displacing load to night hours

We can not - for the moment being - orga-
nize work in view to displace our load to night hours, as
food, light and transportation shortage prevents labour to be u-
sed in night shifts.

TELEGRAMMI BOMPARDE - TELEFONI 61446-681731

./.

c) - Monthly requirement:

February 1945 : about 45.000 KWh
following months: " 50.000 " each.

d) - Kind of load:

Electric power will be used chiefly for motors (75 %) welding (20 %) and oxigen production (5 %)

e) - Time of requirement:

Our requirement has already begun as repair work started on the 11th inst. at a low rate. The allocation for power is therefore very urgent and shall be continuous as the first repair contract will last not less than 12 months.

Requirements specified above may prove insufficient in case of a good development of works. In such a case extra applications will follow the present one, in order to ensure more power availability.

Waiting for your kind reply we remain

Yours truly:

Handwritten signature and stamp area with various numbers and dates.

Below the signature, there is a large block of faint, mostly illegible text, possibly a carbon copy or a second page of the letter.

Tel. 843274

HEADQUARTERS
 IALTO-VIENNA REGION ALC
 (Engineering Division)
 APO 394

WVO 63006
 310

Rome, January 16th 1945.

SUBJECT : Electric Power for operating IED
 Collesano repair shops.

TO : ASHQ Transportation GC (Rail Section).

FILE NO : RA/ENG/700.2 (to quote in reply)

Your AC/151/Tn dated 4 January 1945 and inclosures from
 IED noted but returned for fuller information.

We cannot request power without following details.

1. Load (KW) over a 24 hours period.
2. Is it possible to operate between 2200 to 0600 hrs.
3. IWH monthly.
4. Type of load i.e. Motor, light, or chemical process.
5. Time for which power will be required.

For Regional Commissioner

E.P. Wade-Brown
 E.P. WADE-BROWN,
 Captain RA
 Chief E & M Section.

1003.
 AC/151/TN 4 Jan.
 IED 3 Jan.



275

TRANSPORTATION SUB-COMMISSION, AC.
(RAIL SECTION)
c/o Transportation Investment
C.B.E.

505,10

69306

Ref. : 641230

Our Reference : 40/451/TH

4 February 1947

TO : National Engineer

1st Lt. White

2nd Lt. C. W. Webb-Brown

CURRICE : Electric Power for Operating NEM
Colleferre Reg. Dr. Shugs.

1. Attached is passed for information.

2. The firm is employed on work of Military priority
under Military Railway Service direction.

Signed

C.B. J. J. J. J.

1st. Col. R.

Chief, Rail Section.

2727

0913

COPY

603016

FROM/BOBRINI PARODI DELFINO ()

TO : ALLIED COMMISSION HQ
TRANSPORT SUBCOMMISSION (RAIL) - APO 794

SUBJECT : ELECTRIC POWER FOR OPERATING RPD
COLLEFERRO REPAIR SHOPS.

3 January 1945.

Sirs,

By the end of this month we expect to be able to gradually start operation of rolling stock repair shop at Colleferro, as the adaptements of our plants for that purpose will be then at a good stage.

Our present electric power allocation will then prove insufficient to cover new requirements for operating air compressors, welding stations, winches, cranes, transfer table, wheel, lathes, hammers, forges as well as various machines for metal and wood working that will be needed for the repair work.

We consequently beg to apply by this letter for an extra allocation of 150 (hundred and fifty) KW of which 100 to be available within the 15th inst. and the the remaining 50 within the end of this month.

In case of this allocation proving insufficient, we will apply for a further allotment of electric power.

In any case the electricity supply should come from Società Romana di Eletticità.

We rely on your kind action for letting us have in due time the above requirement and we thank you in advance waiting for your reply.

Yours truly

Signed P.P. Bobrini Parodi Delfino

173

Tel. 643274

WB/VO

3/0

HEADQUARTERS

LACIO-UMBRIA REGION AND

(Engineering Division)

APO 334

Rome, January 16th 1945.

SUBJECT : Electric Power for operating EMD
Colleferro repair shops.

TO : ACHQ Transportation SC (Rail Section).

FILE No : R4/ENG/700.2 (to quote in reply)

Your AC/151/Tn dated 4 January 1945 and inclosure from
BPD noted but returned for fuller information.

We cannot request power without following details.

1. Load (KW) over a 24 hours period.
2. Is it possible to operate between 2200 to 0600 hrs.
3. KWH monthly.
4. Type of load i.e. Motor, light, or chemical process.
5. Time for which power will be required.

For Regional Commissioner

E. P. Wade-Trown

E.P. WADE-TROWN,

Captain RA

Chief E & M Section.

Incl.

AC/151/TN 4 Jan.

BPD 3 Jan.

151/18

Pombrini Parodi - Delfino

ROMA

AZIENDA INDUSTRIALE

LIST OF TOOL AND MECHANICAL MATERIALS

RECENTLY ACQUIRED BY R.P.I. COMPANY AND REPAIR SHOP, IN ORDER TO
CARRY ON REPAIRS OF CO. AND SHIPBOARD MACHINERY ON THE 17th
JANUARY 1945.

PB/

- 2 (two) Electric hand drills for holes up to 10 mm ϕ -
125 or 220 V - 45 per.
- 6 (six) Excavator drills for woodwork (medium size)
- 6 (six) Hand saws " " " " " "
- 6 (six) Universal lathes (medium size)
- 6 (six) Cutting nippers " " " " " "
- 6 (six) Sets of spanners (open end jaw from 3/8" to 1")
- 3 (three) Electric soldering copper, heavy type, 125 V or 220 V,
with wire coupling.
- 1 (one) Arc welding machine, 15 Kw, possibly D.C. type.
- 2 (two) Jacks, 8, 10, 15 tons capacity
- 3 (three) Anvils (weight abt. 75 Kg each)
- 6 (six) Bench vices (large size)
- 8 (eight) Sets of spiral fluted reamers, sizes from 3/8" to 1"
- 2 (two) Sets of screw taps, Withworth thread, sizes from 3/8" to 1"
- 2 (two) Sets of screw dies, ditto
- 60 (sixty) Hacksaw blades, 12 1/2 inch length, 16 teeth per inch
- 24 (twenty four) Mechanical saw blades, 550 mm. length, cross section
for 40 x 2 mm., 7 teeth per inch
- 60 (sixty) Files, assorted types, bastard and second-cut
- 100 (hundred) mts clothed rubber hose ϕ 7/15 mm. for connection
of welding burners
- 100 (hundred mts. clothed and reinforced rubber hose ϕ 12/22 mm or
and twenty) 14/25 mm for connection of pneumatic tools
- 30 (thirty) Lga Twin rubber conductor 2,8 mm ϕ , for electric tools
and portable lamp connections.

4722

Totale 78

ROB/h1

151/15

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel: 478701
Our Ref: AC.Tn/

15 November 1944

TO : The Director, Military Railway Services
TO : The Director, Transportation Sub-Comm.(Rails)
AC. Rome

SUBJECT: Heavy repairs of Freight Wagon and the dismantling
of Scrap Freight Wagon at Colleferro.

FROM : Lt. R.G. Bowie, R.A.

I beg to report that a contract has been signed today (14 Nov.1944), by the Director of Italian State Railways and the firm of BOMBARDI PARODI-DELFINO, for the heavy repairs of Freight Wagons and the dismantling of freight wagons which are considered to be of no further use, at the Firm's works at Colleferro.

R. G. Bowie

Lt. R.A.
En.Sub.Comm.(Rails)
Allied Commission

478701

TRANSPORTATION SUB COMMISSION (RAILS).

Subject. Inspection of facilities for repairing rolling stock at the works of COMBINI PARODI DELFINO at COLLEFERRO.

To The Director General Military Railway Service and The Director of Transportation Sub Commission (RAILS), A.S. Rome.

The following is a report of the facilities to carry out repair of Rolling Stock at the works of the Societa Sombrial Parodi Delfino at Colleferro.

This firm employs at the present moment some 1300 persons, the most of whom are engaged in the repairs of equipment and buildings, and the work is proceeding at a good pace.

According to their own estimate, it would be at least three months before rail tracks and a transfer table could be installed, so that the work on Rolling Stock could be carried out under cover; but their Machine and Wood-work Shops are in good repair and have suitable equipment for immediate use.

It is suggested that two open tracks near the machine-shops and wood-work shops could be used to start work at once on 52 freight box cars that are at present at the Colleferro sidings and on the firms private railway: this was agreed to by a representative of I.S.R., who was present at the inspection. Should it be decided to start this work, a permanent representative of the I.S.R. would be stationed at Colleferro to look after their interests.

While this work is being done, the firm intend to construct double tracks in to six buildings which are 272 feet long and which would be fed by a transfer-table from the lead-in track.

These buildings are numbered as follows: (see attached plan) 506, 507, 508, 536, 607 and 606. Very little work will be required to make them suitable.

It is also proposed to run two tracks in to another building, No. 517, in which there is a 10 ton over-head travelling crane, which might be used for servicing wheels.

Buildings Nos. 515 and 521 to be used for special repairs:

Building No. 675 is the Wood-work Shop, and is capable of handling all requirements.

Building No. 569 is the Foundry, which is at present engaged in making castings to complete repairs in the firms equipment, and would be used to make castings for the new transfer-table.

Buildings Nos. 676 and 553 are Machine Shops, and have all the equipment necessary to carry out repairs, with the exception of a proper wheel-lathe, but there are lathes large enough to be used for this purpose.

Building No. 545 contains a Rolling Mill Plant which is still under repair, but will be ready for use shortly.

There are also a number of other buildings that could be used as Warehouses for spare parts taken from vehicles which are found to be beyond repair.

The firm has three shunting locomotives, two of which are in working order and are being used on their private railway; the third locomotive

The following is a report of the facilities to carry out repair of Rolling stock at the works of the Societa Bombrini Parodi Delfino at Colleferro.

This firm employs at the present moment some 1300 persons, the most of whom are engaged in the repairs of equipment and buildings, and the work is proceeding at a good pace.

According to their own estimate, it would be at least three months before rail tracks and a transfer table could be installed, so that the work on Rolling stock could be carried out under cover; but their Machine and Wood-work Shops are in good repair and have suitable equipment for immediate use.

It is suggested that two open tracks near the machine-shops and wood-work shops could be used to start work at once on 52 freight box cars that are at present at the Colleferro sidings and on the firms private railway: this was agreed to by a representative of L.S.A., who was present at the inspection. Should it be decided to start this work, a permanent representative of the L.S.A. would be stationed at Colleferro to look after their interests.

While this work is being done, the firm intend to construct double tracks in to six buildings which are 272 feet long and which would be fed by a transfer-table from the lead-in track.

These buildings are numbered as follows: (see attached plan) 506, 507, 508, 536, 607 and 606. Very little work will be required to make them suitable.

It is also proposed to run two tracks in to another building, No. 517, in which there is a 10 ton over-head travelling crane, which might be used for servicing wheels.

Buildings Nos. 515 and 521 to be used for special repairs; Building No. 675 is the Wood-work Shop, and is capable of handling all requirements.

Building No. 569 is the Foundry, which is at present engaged in making castings to complete repairs in the firms equipment, and would be used to make castings for the new transfer-table.

Buildings Nos. 676 and 533 are Machine Shops, and have all the equipment necessary to carry out repairs, with the exception of a proper Wheel-lathe, but there are lathes large enough to be used for this purpose.

Building No. 545 contains a Rolling Mill Plant which is still under repair, but will be ready for use shortly.

There are also a number of other buildings that could be used as Warehouses for spare parts taken from vehicles which are found to be beyond repair.

The firm has three Shunting locomotives, two of which are in working order and are being used on their private railway; the third locomotive requires slight repairs.

The private railway and sidings consist of 9.2 kilometers of track. The Gradient from Rome to Colleferro at points reaches 20/1000 ^{per}

All materials for completing the proposed work can be found, the firm, who also state that they can build their own Transfer table.

Certain materials would be required for immediate use if work was started on Waggon repairs and are as follows:

Wood, Paint (if necessary), Bolts, Nuts, Nails and lubricating oils and wicks.

With regard to motive power, the firm have been allotted 700K.W. and have nearly completed the repairs on a Diesel-generator which is capable of supplying an additional 200 K.W.

(2).

In the same group of companies is Societa Italiana Missiere de
BOMBARDIER, and their factory is within the grounds of the Bombrini
Parodi-Delfino; this firm has materials on hand to produce 25,000
sq. meters of tarred felt for roofing, and can obtain additional
materials to make a further 200,000 sq. meters.

506

The Representatives sent to Colleferro by the I.S.R., stated that
they considered that the plant in a favourable light and would like to
advise that work might be started at once, if passed by the M.R.S./

The reason given by the Bombrini Parodi-Delfino, for wishing to
start work at once was, that unless they do so, they will be forced
to reduce their staff by five hundred, and that once out of work,
these employees would be extremely hard to find or re-employ.

There is every reason to believe that this firm could handle from
150 to 200 cars per month when the necessary adjustments have been
carried out to their plant at Colleferro.

R.C.Bowie, Lt. R.A.,
Transportation Sub Commission (Rails),
H.Q., A.C.,

7 Nov. 44

2693

ALLIED FORCE
MILITARY RAILWAY SERVICE
Office of Director - Italy

A. P. O. 400
3 October 1944

Subject: Recovery of Railway Rolling Stock

To: Transportation Sub-Commission, AGO, APC 394

Attention: Col. D. S. Adams

1. Problem of outstanding importance in the resumption of railway service in liberated Italy is the provision of additional railway rolling stock. Present equipment, particularly box cars, is scarcely sufficient for military requirements, A.C.C., and kindred agencies, and number of conversations have been had with General Di Reimondo relative to increasing activities by I.S.R. for recovery, reconditioning, and repair of war damaged rolling stock. Early last month, there were conversations between Lt. Col. Vining of your Sub-Commission, and Col. Tully of Military Railway Service in connection with communication from Director General Di Reimondo dated 5 September 1944 relative to facilities of Bombrini Perodi Belfino plant. On date of 12th September, Col. Tully advised that facilities of this plant were not at present suitable for car repair and it was not the intention of the Military Railway Service to so utilize them at this phase and concluding sentence read, "It is quite possible, however, that your organization can use the man-power and equipment available on other work and later convert to car repair at a later phase."

2. General Di Reimondo now advises in letter of 28 September 1944 that above mentioned firm at Colleferro have again urged that they be called to cooperate in the reconstruction of the I.S.R. rolling stock, stating that both their specialists and their plants are in position to start work immediately. Before authorizing General Di Reimondo to undertake any further action with the firm it would be well to indicate whether your Sub-Commission or any other agency of A.C.C. have any plans for use of this particular plant which might be interfered with if they went ahead on freight car repair work. It is understood from General Di Reimondo's letter that his thought is to give the company an experimental order to see just what they might be able to accomplish. It is requested that we be advised as promptly as possible the position in order that we may intelligently reply to General Di Reimondo in connection with his proposal.

For the Director:

4693
CHARLES G. BROWN
Lt. Col., T.C.
Superintendent Transportation
Transportation Department

(CHEMICALS DIVISION)

WJM/cc

Tel. 328

25 September 44

Ref. AGO/5598/IND

SUBJECT : Repairs of Railway Equipment

TO : Bombrini Parodi - Belfino
Corso Umberto I, 267

1. Reference is made to your letter of 9th August 44 Prot. n. PB/90 CD.tan, addressed to General Management of the State Railways on the subject of Rolling Stock repairs. The letter in question has been passed to this Headquarters for action.

2. The Allied Force Military Railway Service advises that the facilities available at your Colleferro Works are not at present suitable for their purpose. It is hoped however that the control of the Italian Railway system will in the near future revert to the Ferrovie dello Stato when it will be quite logical for the State to make use of your services.

For the Acting Chief Commissioner :

Belkline - Raf
J. S. E. TODD
Colonel,
Acting Director,
Industry Sub-Commission.

4697

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

24 SEP 1944
5598
105

Tele : 478701

22 September 44

ACC Tn/151/13

SUBJECT : Facilities at Colleferro
Bombrini - Parodi - Delfino Works

TO : Industry Sub-Commission

1. Reference is to my letter ACC Tn 149 of 20 Sept. 44
2. It is now noted that previous correspondence is in existence in respect of these Works. A copy of a letter received from MFS on the subject is therefore attached hereto.

12
D.S. ADAMS
Colonel, C.E.,
Director, TN.S/C.

4696

12

Allied Force
MILITARY RAILWAY SERVICE
Office of Director General

A.P.O. 400

4 May 1944

Subject : Workshop Capacity - Bombrini Parodi Delfino, Via Campegn 31.
To : Director, Transportation Sub-Commission, ACC
AFO 394, U.S. Army

not traced

1. Acknowledgement is made of your letter of April 27th, on the subject "Workshop Capacity - Bombrini Parodi Delfino, Via Campegn 31."

2. Our investigation shows that this plant is located in the Waves opposite Campi Flegrei Station, Bagnoli, and that previously, this firm was engaged in the manufacture of ammunition and has never repaired railway cars nor are they equipped to do this kind of work. At the present time we are advised that they were authorized to place a transfer table and a number of tracks. I am checking into this and finding out why and who authorized it.

3. They do not have the personnel for a car plant and it is our opinion that they should not be permitted to try to set up as a car repair plant for they would only draw labor from the present car Shops of the Military Railway Service now operating in this area. They do not have the necessary machinery for Car Shop work and we do not have sufficient material for them to do the work as we need all of that material in existing and well equipped shops.

4. I am further advised that this firm is at present engaged in the manufacture of oxygen, hydrogen and several other items for the Allied Government, it having been requisitioned by the Engineer Section of PBS, and it is our belief that they should be continued in that capacity and frankly, the Military Railway Service does not desire to use or have this plant equipped for current railway repairs and they should not be permitted to handle that kind of work.

see 13

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

4690.

1 spec
21 SEP 1944
5598 68

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

ACC.Tn/149
Date: Sept.20, 1944.

TO : Industry Sub-Commission

SUBJECT: Facilities at Colleferro:
Bombrini-Parodi-Delfino Works

- see B-10*
1. The enclosed papers are sent you for such action as you may consider necessary.
 2. A representative of the firm will be calling at this HQ. in four day's time to discuss the matter.

D.S. Adams
D.S. ADAMS
Colonel, C.E.
Director, Tn.Sub.Comm.

Enclosures:

see 13
4694

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A. P. O. 400
13 September 1944

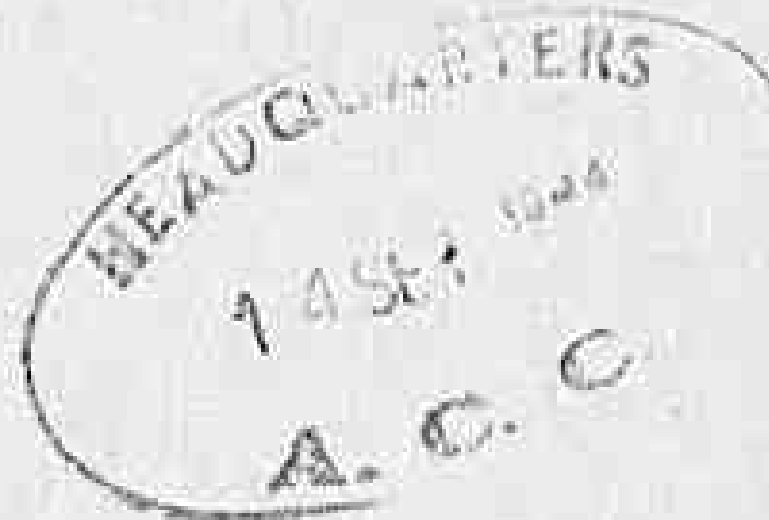
Subject: Restoration Rolling Stock by Private Industry.

To: CO, ACC, APO 394, U. S. Army, Attn: Tn Sub-Commission.

1. Reference is made to your letter 9 September 1944, subject as above.

2. Our letter 12 September, Subject: Facilities at Colleferro, is a reply. As the I.S.R. utilized outside concerns under contract for repair work, it is quite logical they ^{MIGHT} give consideration to the Bombrini-Parodi-Delfino firm when the control of this work is turned over to the I.S.R.

For the Director General:



J. K. Tully
J. K. TULLY
Colonel, TC
Executive Officer

4693

see 11

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A. P. O. 400
12 September 1944

Subject: Facilities at Colleferro.

To: CO, ACC, APO 394, Attn: Tn Sub-Commission.

1. Confirming conversation between Lt. Colonel Vining, your Headquarters, and Colonel Tully, Military Railway Service, the attached communication from the Director General, Italian State Railways of 6 September, is forwarded for your consideration.

2. The facilities of Bombrini-Parodi-Delfino at Colleferro are not at present suitable for car repair and it is not the intention of Military Railway Service to so utilize them at this phase. It is quite possible, however, that your organization can use the man-power and equipment available on other work and later convert to car repair at a later phase.

For the Director General:

J. K. Tully
J. K. TULLY
Colonel, TC
Executive Officer

1 Incl:
Ltr Italian State Railways

cc - General Di Raimondo,
DG, I.S.R.

4692

file 10

file 11

ACP/lr

File 8

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele. 478701

9 September 1944

ACC In/149/

SUBJECT : Restoration Rolling Stock by Private Industry

TO : Director General Military Railway Services
Min. of Comms. Bldg
Rome

1. By letter 6 September 1944, the Direction of Italian State Railways submitted jointly to you and to ACC a recommendation that the firm Bombrini-Farodi-Delfino (Corso Umberto No. 267 Rome) be allowed to undertake repairs of rolling stock, particularly freight cars, in place of their previous work of war ammunitions, war and industrial explosives sulphuric acid, chemicals and fertilizers.

2. Before submitting the request in full to our Industry Sub-Commission for their attention, your opinion is sought as to the particular use such a firm could be to your organisation at the present time.

Undoubtedly repair work to both freight and passenger stock is essential, although it is presumed in the main the Italian State Railways in pre-war years did their own repairs, and a reversion to such a practice at a later date might leave this firm in a difficult position.

3. Your reply will form part of the information we will submit to Industry Sub-Commission in order that they can take such action as their policy may dictate.

D.S. Adams
D.S. ADAMS
Colonel, C.E.
Director, Tptn. S.C.

see 10

see 11



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Personale e
Affari Generali
Ufficio Mat.e Trazione

OGGETTO

Riparazione di materiale
mobile ferroviario presso
l'industria privata

- 6 SET. 1944

Roma,

P.A.G. - T.Ve-10/ **60344**

Al N.

del

DIREZIONE GENERALE DEL "MILITARY SERVICE"

S E D E

COMMISSIONE ALLEATA DI CONTROLLO
Sottocommissione Trasporti - Via Veneto

R O M A

Allegati N. Uno

1°) - Gli stabilimenti di Colleferro - Segni della Ditta Bombrini - Parodi - Delfino (Corso Umberto 1°, n°. 267 - Roma), prima dell'8 settembre 1943, allestivano i seguenti prodotti:

- munizioni da guerra,
- esplosivi da guerra ed industriali,
- acido solforico,
- fertilizzanti ed altri prodotti chimici. -

2°) - Trovandosi ora tale Ditta nella necessità di trasformare, in seguito agli eventi bellici, l'attività dei predetti stabilimenti essa ha ritenuto di mettere in programma - fra le previste nuove lavorazioni - quella relativa alla riparazione di materiale ferroviario e più specialmente - almeno in un primo tempo - di carri merci. -

3°) - La prefata Ditta ha scritto in proposito una lettera a questa Direzione Generale, della quale si allega copia, nella quale vengono prospettate le ampie possibilità di cui dispongono i suoi stabilimenti di Colleferro per effettuare la rapida rimessa in efficienza di parte del materiale mobile per merci, sinistrato dalle azioni di guerra. -

La Ditta assicurerebbe di poter raggiungere, fra non mol-

///.

See (translation) 6)

to, una produzione di 200 - 250 veicoli riparati al mese, aumentabile in seguito. -

4°) - Nella citata lettera, la Ditta sostiene anche di poter effettuare tale lavorazione senza aver bisogno di aiuti, poichè afferma di disporre di un'ampia rete interna di binari, raccordata con la stazione di Colleferro - Segni; di possedere già quasi tutto il macchinario occorrente e di poter produrre, con i propri mezzi, ossigeno e idrogeno per saldatura elettrica. - La Ditta dice anche di aver relazioni di commercio con fornitori di legname della SILA, atte a fornire, previo sblocco, l'approvvigionamento del legname occorrente. -

5°) - A parere della Ditta, poi, la ripresa della sua attività potrà rappresentare un grande vantaggio ai fini sociali contribuendo a ridurre la disoccupazione, poichè, essa, prima dell'8 settembre 1943, impiegava una maestranza di circa 13.500 unità, maestranza che è ormai ambientata e sistemata in alloggi di proprietà della Ditta stessa, formanti il centro industriale di Colleferro, già dotato di provvidenze colturali ed assistenziali. -

6°) - Questa Direzione Generale esprime parere favorevole circa l'assegnazione di lavoro di riparazione dei veicoli alla Ditta Bombrini - Parodi - Delfino, poichè quanto essa afferma circa i mezzi di cui dispone, corrisponde sostanzialmente a verità e, d'altra parte, trattasi di Ditta avente indiscussi precedenti di serietà. -

IL DIRETTORE GENERALE

Udi Raimondo

Translation

-6 OCT 1944

Rome 30 August 1944

7004521/156

Ministry of Communications

M.I.C.R.

Personnel and General Affairs Service
Rolling stock and Traction Office

Subject:

Restoration of rolling
stock by private industry

TO GENERAL DIRECTION
MILITARY RAILWAY SERVICE

BUILDING

and co. Allied Control Commission
Transport Sub Commission

R o m e

Via Veneto -

1. The establishments of the Firm Bombardini-Parodi-

Deifino (Corso Umberto 19 n. 257 Rome) located at
Colleferro produced before 8th September 1943 the

- following goods:
- war ammunitions,
- war and industrial explosives,
- sulphuric acid,
- chemical and fertilizing products.

2. Having the Firm necessity to transform said establishments activity according to war events, they have decided to their working program for the future in the restoration of rolling stock, specially for the first times goods cars. **6883**

3. The said Firm has sent us in this regard a letter (Copy whereof is here inclosed), where they point out the ample possibilities of their Colleferro establishments for reparations of goods rolling stock damaged

Subject:

Restoration of rolling
stock by private industry

MILITARY RAILWAY SERVICE

BUILDING

and cc. Allied Control Commission
Transport Sub Commission

N O M E
Via Veneto -

1. The establishments of the Firm Boncrini-Parodi-

Deffino (Zones Umberto 1° n. 237 Rome) located at

Colliferro produced before 5th September 1945 the

- following goods:

- war munitions,

- war and industrial explosives,

- sulphuric acid,

- chemical and fertilizing products.

2.

Having the Firm necessity to transform said establishments activity according to war events, they have decided for their working program for the future in the restoration of rolling stock, specially for the first times goods cars.

3.

The said Firm has sent us in this regard a letter (Copy thereof is here enclosed), where they point out the ample possibilities of their Colliferro establishments for reparations of goods rolling stock damaged by war action.

The Firm assure that, in a short time, they may reach a monthly restoration output of 200 - 250 vehicles, and even more.

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see p

see 11

5

4. In the above mentioned letter, the Firm say they can carry out such work without any help, as they have an extensive interior coils system linked with the Colliero Segni I.R.S. Station, they possess almost all the machinery apt for such work and they can produce, with their own means, oxygen and acetylene for electric welding.

The Firm say also to entertain commercial relations with "Sila" timber sellers, liable to supply, after release, the necessary wood quantities.

5. According to the Firm's opinion, their activity renewal will afford a great social advantage, helping to reduce unemployment. They gave work before 8th September 1943, to about 13.500 workmen, who are already settled in lodgings belonging to the Firm and forming the industrial Colleferro center with its workmen's assistance and cultural institutions.

6. We beg to express our favorable opinion to grant vehicles restoration work to the Bombrini Perodi Dal-fino Firm in as much as what the Firm state in regard to their means is the truth and also because they are a very serious Firm.

THE GENERAL DIRECTOR

Eto DI RAIMONDO

4688

21 Sept 1944
559806

4

Basubini Savodi - Delfino
ROMATRADUZIONE
TRANSLATIONProt. n. PB/90
CD.tan/Rome, August 9th 1944TO: GENERALE MANAGEMENT OF THE
STATE RAILWAYS
- Loco and Rolling Stock Dept.R O M EROLLING STOCK REPAIRS

Sirs,

We beg to inform that, owing to the necessity, arisen from war events, of transforming the activity of our Works in Colleferro - Segni, we have programmed amongst our new branches the repairs of railway rolling stock, presently limited to good waggons.

Our Colleferro Works are duly connected with the State Railways and before armistice, had a force of abt. 13.500 people employed in manufacturing:

- War ammunition
- Industrial and war explosives
- Sulphuric acid
- Nitric acid
- Fertilizers and other chemical products.

The transportation of some products and raw materials was carried out by means of our own waggons or by waggons hired by us. Besides this, the shunting on our private sidings, measuring about 10 kilometers was performed, and still is, by our own locomotives.

4687

Our Works carried on maintenance and repairs of the said rolling stock with their own means, so remaining independent from other industries of this branch.

Owing to the fact that the geographical position of Colleferro, as regards the State railway-system and the railway centres of Rome and Naples, is a very favourable one, we beg to submit to your examination the op

see 11

see 14

portunity of utilizing our plants, after proper adjustments, for the new activity in view of hastening the rehabilitation of the rolling stock, ravaged by war events or anyhow needing overhaul.

In submitting this proposal we beg to point out the following favourable circumstances:

- 1st. = We may presently dispose of large sheds where rails may be easily laid and surrounded with grounds suitable for side-works.
- 2nd. = Large parking facilities for rolling stock.
- 3rd. = Woodworking and foundry shops complete and ready to start
- 4th. = Partly efficient mechanical shops, only needing completion of machinery and fittings as we are presently short of a lathe for wheels, a universal millings machine and a shearing machine. Other machine-tools, can be recovered, we think, from the various waggons, scattered throughout the different stations of Rome, and containing parts of our mechanical plants.
- 5th. = Possibility of utilizing workmen trained for similar works and already available on spot.
- 6th. = Possibility of producing on the spot oxygen and hydrogen for welding by means of an electrolytic plants, available at present in our works in Naples and liable to be transferred to Colleferro.
- 7th. = Existing buildings to be used as warehouses.
- 8th. = Existing double connection with the yard of the next station of Colleferro-Segni.
- 9th. = Possibility of extending our collaboration to the reconstruction of plants and railway service through supplies of several metallic and wooden articles for use in the various branches of the railway service such as signals, electrification, fixtures for buildings, and so on.
- 10th. = Commercial connections with wood Firms of the SIIA, able to promote, against release, the supply of important quantities of pine wood and crude beech wood.

The above mentioned facts can already secure, subject to an economical agreement, a prompt realization of our proposal which is of immediate interest of both, State Railways and Country. Moreover the planned transformation of part of our works into the above mentioned activity will prove very useful from the social point of view and will afford employment for a mass of workmen already got accustomed to the place and settled down in houses

Bambini Parodi-Vellano
ROMA

TRADUZIONE

3
of our property, forming the industrial centre of Colleferro,
a town furnished with charity and cultural installations.

As soon your favourable reply on the matter will
reach us, we shall make a list of requirements wich are wanted
to start the work. For the time being, we foresee an overall
production amounting to 200./250 waggons repaired per month,
to be reached gradually and subsequently increased, if neces-
sary.

Hoping you will favour us with a kind and prompt
examination of the question in point, and waiting for your de-
cision, we remain, Sirs

Yours truly:

4686

151/15

1

Allied Force
MILITARY RAILWAY SERVICE
Office of Director General

A.P.O. 400

4 May 1944

Subject : Workshop Capacity - Bombrini Parodi Delfino, Via Campegnna 31.

To : Director, Transportation Sub-Commission, ACC
APO 394, U.S. Army

1. Acknowledgement is made of your letter of April 27th, on the subject "Workshop Capacity - Bombrini Parodi Delfino, Via Campegnna 31."

2. Our investigation shows that this plant is located in the Uves opposite Campi Flegrei Station, Bagnoli, and that previously, this firm was engaged in the manufacture of ammunition and has never repaired railway cars nor are they equipped to do this kind of work. At the present time we are advised that they were authorized to place a transfer table and a number of tracks. I am checking into this and finding out why and who authorized it.

3. They do not have the personnel for a car plant and it is our opinion that they should not be permitted to try to set up as a car repair plant for they would only draw labor from the present car Shops of the Military Railway Service now operating in this area. They do not have the necessary machinery for Car Shop work and we do not have sufficient material for them to do the work as we need all of that material in existing and well equipped shops.

4. I am further advised that this firm is at present engaged in the manufacture of oxygen, hydrogen and several other items for the Allied Government, it having been requisitioned by the Engineer Section of PBSa and it is our belief that they should be continued in that capacity and frankly, the Military Railway Service does not desire to use or have this plant equipped for current railway repairs and they should not be permitted to handle that kind of work.

CARL R. GRAY, JR.
Brigadier General, USAF 4683
Director General

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A. P. O. 400
13 September 1944

Subject: Restoration Rolling Stock by Private Industry.

To: CO, ACC, APO 394, U. S. Army, Attn: Tn Sub-Commission.

1. Reference is made to your letter 3 September 1944, subject as above.

2. Our letter 12 September, Subject: Facilities at Colloferro, is a reply. As the I.S.R. utilized outside concerns under contract for repair work, it is quite logical they ^{might} give consideration to the Nembrini-Paredi-Delfino firm when the control of this work is turned over to the I.S.R.

For the Director General:

J. K. TULLY
Colonel, TC
Executive Officer



4684

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A. P. O. 400
12 September 1944

Subject: Facilities at Colleferro.

To: CO, ACC, APO 394, Attn: Tn Sub-Commission.

1. Confirming conversation between Lt. Colonel Vining, your Headquarters, and Colonel Tully, Military Railway Service, the attached communication from the Director General, Italian State Railways of 6 September, is forwarded for your consideration.

2. The facilities of Bombrini-Parodi-Delfino at Colleferro are not at present suitable for car repair and it is not the intention of Military Railway Service to so utilize them at this phase. It is quite possible, however, that your organization can use the man-power and equipment available on other work and later convert to car repair at a later phase.

For the Director General:

J. K. TULLY
Colonel, TC
Executive Officer

1 Incl:
Ltr Italian State Railways

cc - General Di Raimondo,
DG, I.S.R.

4683

ACP/

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele : 478701

9 September 944

ACC Tn/149/

SUBJECT : Restoration Rolling Stock by Private Industry
TO : Director General Military Railways Services
Min. of Comm. Bldg
Rome

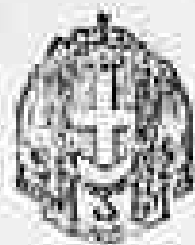
1. By letter 6 september 1944, the Direction of Italian State Railways submitted jointly to you and to ACC a recommendation that the firm Bonbrini-Parodi-Delfini (Corso Umberto N.267 Rome) be allowed to undertake repairs of rolling stock, particularly freight cars, in place of their previous work of war ammunitions, war and industrial explosives sulphuric acid, chemicals and fertilizers.

2. Before submitting the request in full to our Industry Sub-Commission for their attention, your opinion is sought as to the particular use such a firm could be to your organisation at the present time.

Undoubtedly repair work to both freight and passenger stock is essential, although it is presumed in the main the Italian State Railways in pre-war years did their own repairs, and a reversion to such a practice at a later date might leave this firm in a difficult position.

3. Your reply will form part of the information we will submit to Industry Sub-Commission in order that they can take such action as their policy may dictate.

D.S. ADAMS
Colonel C.E., 4682
Director, Tptn.S.C.



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Personale e
Affari Generali
Ufficio Mat. e Trazione

OGGETTO

Riparazione di materiale
mobile ferroviario presso
l'industria privata

Roma,

- 6 SET 1944

700A/21/15

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194 - 4

P.A.G. - T.Ve-10/

60344

Al N.

del

DIREZIONE GENERALE DEL "MILITARY SERVICE"

S E D E

COMMISSIONE ALLEATA DI CONTROLLO

Sottocommissione Trasporti - Via Veneto

R O M A

ALLEGATI N. Uno

1°) - Gli stabilimenti di Colleferro - Segni della Ditta Bombrini - Parodi - Delfino (Corso Umberto 1°, n° 267 - Roma), prima dell'8 settembre 1943, allestivano i seguenti prodotti:

- munizioni da guerra,
- esplosivi da guerra ed industriali,
- acido solforico,
- fertilizzanti ed altri prodotti chimici. -

2°) - Trovandosi ora tale Ditta nella necessità di trasformare, in seguito agli eventi bellici, l'attività dei predetti stabilimenti essa ha ritenuto di mettere in programma - fra le previste nuove lavorazioni - quella relativa alla riparazione di materiale ferroviario e più specialmente - almeno in un primo tempo - di carri merci. -

3°) - La prefata Ditta ha scritto in proposito una lettera a questa Direzione Generale, della quale si allega copia, nella quale vengono prospettate le ampie possibilità di cui dispongono i suoi stabilimenti di Colleferro per effettuare la rapida rimessa in efficienza di parte del materiale mobile per merci, sinistrato dalle azioni di guerra. -

La Ditta assicurerrebbe di poter raggiungere, fra non mol-

4681

././.

12800

to, una produzione di 200 - 250 veicoli riparati al mese, aumentabile in seguito. -

4°) - Nella citata lettera, la Ditta sostiene anche di poter effettuare tale lavorazione senza aver bisogno di aiuti, poichè afferma di disporre di un'ampia rete interna di binari, raccordata con la stazione di Colleferro - Segni; di possedere già quasi tutto il macchinario occorrente e di poter produrre, con i propri mezzi, ossigeno e idrogeno per saldatura elettrica. - La Ditta dice anche di aver relazioni di commercio con fornitori di legname della SILA, atte a fornire, previo sblocco, l'approvvigionamento del legname occorrente. -

5°) - A parere della Ditta, poi, la ripresa della sua attività potrà rappresentare un grande vantaggio ai fini sociali contribuendo a ridurre la disoccupazione, poichè, essa, prima dell'8 settembre 1943, impiegava una maestranza di circa 13.500 unità, maestranza che è ormai ambientata e sistemata in alloggi di proprietà della Ditta stessa, formanti il centro industriale di Colleferro, già dotato di provvidenze culturali ed assistenziali. -

6°) - Questa Direzione Generale esprime parere favorevole circa l'assegnazione di lavoro di riparazione dei veicoli alla Ditta Bombrini - Parodi - Delfino, poichè quanto essa afferma circa i mezzi di cui dispone, corrisponde sostanzialmente a verità e, d'altra parte, trattasi di Ditta avente indiscussi precedenti di serietà. -

IL DIRETTORE GENERALE

F.to DI RAIMONDO

Roma 3 August 1944
 Prot. n. 13 23 OD Tin

Bombardini Parodi Dallino
 Translation

Subject
 Repair of railway rolling
 stock

To General Direction
 I. I. I.
 Rolling Stock and Traction Service

13 23

We beg to inform your Direction that, owing to warlike events, we had to transform the activity of our plants at Colliferro - Vignali.

Also repairs of rolling stock, especially of freight cars, have been considered in the new work programme.

In our Colliferro plants, joined with the railway system, about 15,500 workmen were employed before 6 September and the following chemicals were produced:

Warlike munitions
 Warlike and industrial explosives
 Sulphuric acid
 Nitric acid
 Fertilizers and other chemicals

The movement of these products and raw materials was made by cars being our property or being hired. The inbound or starting cars were shunted in the internal network, extending for about 10 Km. 7690 locomotives being our property.

Our plants carried out maintenance and repairs works for said rolling stock by the facilities being at their disposal and thus were independent upon the private industries of the branch.

In accordance with the favourable geographical position of the Colliferro plants on regard of the I. I. I. railway system and of the railway centres of Rome and Naples, said plants, especially after the destructions caused by the war, are able to carry out a part of re-

Subject

Repair of railway rolling stock

To General Direction

I. . .

Rolling Stock and Locomotion Services

Rece

We beg to inform your Direction that, owing to warlike events,

we had to transform the activity of our plants at Colliferro - Legni. Also requires of rolling stock, especially of freight cars, have been considered in the new work program.

In our Colliferro plants, joined with the railway system, about 15,500 workers were employed by one 8 September and the following chemicals were produced:

Warlike applications
Warlike and industrial explosives
Sulphuric acid
Nitric acid
Fertilizers and other chemicals

The movement of some products and raw materials was made by cars being our property or being hired. The inbound or starting cars were situated in the internal network, extending for about 10 km. 2630 locomotives being our property.

Our plants carried out maintenance and repairs works for said rolling stock by the facilities being at their disposal and thus were independent upon the private industries of the branch.

In accordance with the favorable geographical position of the Colliferro plants on regard of the I. . . railway system and of the railway centres of Rome and Naples, said plants, especially after the destructions caused by the war, are able to carry out a part of repair works for rolling stock needed for the railways operation.

We beg, therefore, to submit to the consideration of this General Direction the opportunity that our plants, after having been duly equipped, be utilized to hasten the re-operation of the freight rolling stock, which has been damaged owing to warlike events. ./. .

The following favourable circumstances are also actuating our

proposal:

- 1) Availability of fit sheds capable of being equipped with rails and of sufficient neighbouring areas for repair works.
- 2) Availability of areas with a large development of rails, where vehicles repaired or to be repaired may be recovered.
- 3) Complete joiner and foundry plants, ready for the operation.
- 4) Mechanic works plants being partially efficient and needing their machinery and equipment be completed.

Especially a wheel lathe, an universal milling machine and a shearing machine and a shearing machine are needed.

As for other needed machines and tools, we may recover them by seeking our several wagons containing mechanic plants and which are now dispersed in the various stations of the Rome Company.

- 5) Possibility to re-call local specified workmen.
- 6) Possibility to produce on the spot, by an electrolytic plant oxygen and hydrogen for autogenous welding. The electrolytic plant is at present available at our Naples plant, and it is easily transferable to Colliero.

- 7) Availability of buildings to be used as stores.
- 8) Several actual and efficient communications with the rails of the near Colliero-Verni railway station.
- 9) Possibility to co-operate in the reconstruction of railway plants and operation by furnishing wood and metal materials for the various branches of the railway service, as, for instance signalling plants, electric plants, fixtures for buildings and, generally, wood and metal materials.

4679

- 10) Commercial relations with firms furnishing lumber from the rails, which enable us to supply, after previous release, great quantities of "Silsen" pine and ray beechwood.

- 2) Availability of areas with a large development of rails, whose vehicles repaired or to be repaired may be recovered.
- 3) Complete joiner and foundry plants, ready for the operation.
- 4) Mechanic works plants being partially efficient and needing their machinery and equipment be completed.

Especially a wheel lathe, an universal milling machine and a shearing machine and a shearing machine are needed.

As for other needed machines and tools, we may recover them by seeking our several wagons containing mechanic plants and which are now dispersed in the various stations of the Rome Region.

- 5) Possibility to re-call local specified workmen.
- 6) Possibility to produce on the spot, by an electrolytic plant oxygen and hydrogen for autogenous welding. The electrolytic plant is at present available at our Naples plant, and it is easily transferable to Colloferro.

- 7) Availability of buildings to be used as stores -

- 8) Several actual and efficient communications with the rails of the near Colloferro-Segni railway station.

- 9) Possibility to co-operate in the reconstruction of railway plants and operation by furnishing wood and metal materials for the various branches of the railway service, as, for instance signalling plants electric plants, fixtures for buildings and, generically, wood and metal materials.

- 10) Commercial relations with Firms furnishing lumber from the Alps, which enable us to supply, after previous release, great quantities of "Alpi" pine and raw beechwood.

The above circumstances enable us, financial agreements excepted, to put quickly our proposal into force, which is estimated to be in the interest of the I.L.R. Administration and of our country.

Besides, the planned transformation of a part of our plants for the new activity will be very useful for social purposes, as it will co-operate to reduce the unemployment of many workers who are placed

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in buildings being our property and which constitute the industrial centre of Lillioferro, already granted with cultural and assistance providences.

We will complete our equipment to start with our works as soon as we receive an answer to the present letter.

Our production, however, may be since now approximately calculated as follows:

200 to 250 vehicles repaired per month -

Such average may be gradually reached and it may be afterwards increased.

We rely on your kind attention and, waiting for the decision of this General Direction, we thank you in advance.

Yours truly

Bonbrini-Farodi-Dallino

signed A. Gaccia Bonbrini

4678

Allied Force
MILITARY RAILWAY SERVICE
Office of Director General

A. P. O. 400
4 May 1944

Subject: Workshop Capacity - Bombrini Parodi - Delfino, Via Campegnia 31.

To: Director, Transportation Sub-Commission, ACC
A. P. O. 394, U. S. Army

1. Acknowledgment is made of your letter of April 27th, on the subject "Workshop Capacity - Bombrini Parodi - Delfino, via Campegnia 31."

2. Our investigation shows that this plant is located in the Caves opposite Campi Flegrei Station, Bagnoli, and that previously, this firm was engaged in the manufacture of ammunition and has never repaired railway cars nor are they equipped to do this kind of work. At the present time we are advised that they were authorized to place a transfer table and a number of tracks. I am checking into this and finding out why and who authorized it.

3. They do not have the personnel for a car plant and it is our opinion that they should not be permitted to try to set up as a car repair plant for they would only draw labor from the present Car Shops of the Military Railway Service now operating in this area. They do not have the necessary machinery for Car Shop work and we do not have sufficient material for them to do the work as we need all of that material in existing and well equipped shops.

4. I am further advised that this firm is at present engaged in the manufacture of oxygen, hydrogen and several other items for the Allied Government, it having been requisitioned by the Engineer Section of PBS, and it is our belief that they should be continued in that capacity and frankly, the Military Railway Service does not desire to use or have this plant equipped for current railway repairs and they should not be permitted to handle that kind of work.

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

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

LEV/rg

Our reference : ACC Tn/151/9.

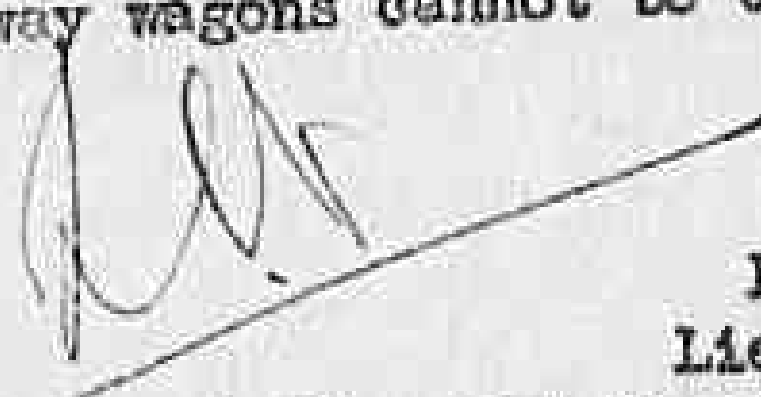
Date : 23 May 44.

TO : Undersecretary of State for Italian
Railways & Highways.

SUBJECT : Workshop Capacity - Bombrini Parodi -Delfino,
Via Compagna 31.

1. Reference your N. 2381/0.1/3.0 Segr. dated 20 May 44.

2. It is regretted that request of the firm of Bombrini-Parodi
to be allowed to undertake repairs to railway wagons cannot be complied
with.


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

4676

Translated by female Italian

151/8

Reply to the same

Replied to Mr. Jones
told him under Sec. Communications
that the request of the firm to undertake
refrain to Railway way cannot be
complied with. Ltr 22/5

3. The writer, as he understands well the importance of the result ~~that~~ that we will obtain. 4675

some material to the factory.

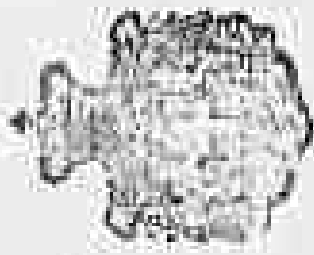
I know well the situation and we cannot develop
very well the operation because there is not the
wood, but, as the Society has declared to us it
has this material, I have ~~at~~ encouraged
this ~~?uncertainty~~ that is convenient to state's engineer.

The Society has never declared that it has not
the necessary special machine.

ii) also this Society has not obtained the permission
from the official authority for its work, this same
instruction do it give the rappers until it has will
have this permission.

The ^{disorder} of this Commission, about that at top of your
letter, are known by the Society.

PO/DR



MINISTERO DELLE COMUNICAZIONI

FERROVIE DELLO STATO

SOTTOSEGRETARIATO DI STATO
DIREZIONE GENERALE

per le FERROVIE STATALI

TRASPORTI IN CARICAZIONE

SEGRETERIA

Napoli, 20 maggio 1944

OGGETTO: Impianti industriali

Bombrini Parodi - Delfino

N. 2381/01/30 kg

Al N. del

ALLA COMMISSIONE ALLEATA DI CONTROLLO

- Sottocommissione Trasporti -

NAPOLI

1. Riferimento foglio n° ACC/Tn/151/7 dell'8/5/1944.-

2. In data 21 aprile u.s. si sono da me presentati i rappresentanti della Società Bombrini - Parodi - Delfino dichiarando che:

a)- erano in condizioni di eseguire la riparazione di carri ferroviari danneggiati dalle incursioni aeree;

b)- disponevano dei macchinari e del legname necessario;

c)- avrebbero costruito a loro spese e con proprio materiale il

raccordo ferroviario per trasferire i carri dalle stazioni allo stabilimento;

d)- avrebbero fatto direttamente pratiche per ottenere l'autorizzazione dalla Autorità Alleata.

2673

3. Lo scrivente, ben compreso della importanza del risultato conseguibile di mettere in circolazione carri ferroviari, che ora difettano ed assai più scarseggiano mano a mano si procederà verso nord, dichiarò ai rappresentanti della Società medesima che l'Amministrazione delle FF.SS. si impegna ad affidare parte del materiale rotabile alla ditta.

Sono perfettamente a corrente della situazione per cui ai lavori di ripristino del materiale rotabile non si può attualmente dare il massimo sviluppo perchè manca il legname, ma avendomi la Società dichiarato che essa disponeva di detto materiale non ho esitato ad incoraggiare la iniziativa, che ben risponde alle esigenze di guerra.

Soggiungo che la stessa Società non ha mai fatto sapere di non avere il personale specialista occorrente.

4. Non avendo ora la Società ottenuto il benessere da parte della Autorità Alleata per svolgere l'attività che si era prefissata, questa Amministrazione non farà luogo all'eventuale assegnazione di carri da riparare fino a quando detta autorizzazione essa non otterrà.

Napoli, 20 maggio

1944

OGGETTO Impianti industriali

Bombrini Parodi - Delfino

N.° 2381 / 01/30 kg

Al N.°

del

ALLA COMMISSIONE ALLIATA DI CONTROLLO

- Sottocommissione Trasporti -

M A P O L I

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2. In data 21 aprile u.s. si sono da me presentati i rappresentanti della Società Bombrini - Parodi - Delfino dichiarando che:
 - a)- erano in condizioni di eseguire la riparazione di carri ferroviari danneggiati dalle incursioni aeree;
 - b)- disponevano dei macchinari e del legname necessario;
 - c)- avrebbero costruito a loro spese e con proprio materiale il raccordo ferroviario per trasferire i carri dalle stazioni allo stabilimento;
 - d)- avrebbero fatto direttamente pratiche per ottenere l'autorizzazione dalla Autorità Alleata.

4873

3. Lo scrivente, ben compreso della importanza del risultato conseguibile di mettere in circolazione carri ferroviari, che ora difettano ed assai più scarseggeranno mano a mano si procederà verso nord, dichiarò ai rappresentanti della Società medesima che l'Amministrazione delle FF.SS. si impegna ad affidare parte del materiale rotabile alla ditta.

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Gli intendimenti di Codesta Commissione, di cui al n°4 della Vostra lettera, sono stati portati a conoscenza della Società stessa.

IL SOTTOSEGRETARIO DI STATO



HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC Tr/151/7.

Date : 8 May '44.

TO : Undersecretary of State for
Italian Railways & Highways.

SUBJECT : Workshop Capacity - Bombrini Parodi - Delfino.
Via Compagne 31.

1. Referring to your letter of 21 April 1944, N.T. Mat. 5, addressed to above named firm, and letter originally addressed by said firm to ACC Industry & Commerce Sub-Commission, under date 22 April, N.D./63/MG/Na, and by them referred to Transportation Sub-Commission.
2. The "Bombrini Parodi - Delfino" make statement that they are setting up a shop for repair of railway wagons and request timber.
3. Investigation shows plant is located in caves opposite Campi Flegri Station, Pagnoli, and that heretofore firm was engaged in manufacture of ammunition and has never repaired railway cars. The firm does not have personnel for a car repair plant and this can only be obtained by drawing labor from existing car shops, now working for Military Railway Service in this area. There is no material available for company.
4. It is important that vigorous action be taken to see that company devotes their attention to the work in hand - manufacture of oxygen; hydrogen and other items for Allied Government - for which plant has been requisitioned by Engineer Section of P.S.S.
5. Your definite assurance that instructions have been issued, and implemented by inspection of plant by your people to insure compliance, is desired.


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

Copies to: B.Gen. CARL B. GRAY, Military Railway Service.
Industry & Commerce Sub-Commission, ACC.

NOTE: Above written in accordance with your letter to Transportation Sub-Commission, ACC, dated 4 May 1944, and in accordance with very clear exposition of position of MRS, therein contained.



Allied Force
MILITARY RAILWAY SERVICE
Office of Director General

A. P. O. 400
4 May 1944

Subject: Workshop Capacity - Bombrini Parodi - Delfino, Via Campegna 31.

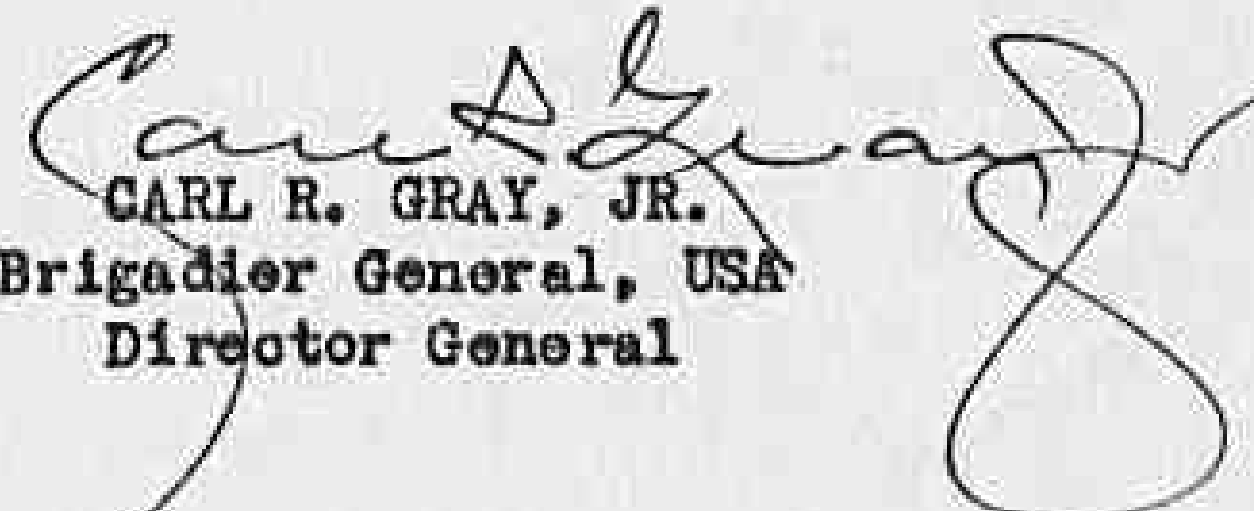
To: Director, Transportation Sub-Commission, ACC
A. P. O. 394, U. S. Army

1. Acknowledgment is made of your letter of April 27th, on the subject "Workshop Capacity - Bombrini Parodi - Delfino, via Campegna 31."

2. Our investigation shows that this plant is located in the Caves opposite Campi Flegrei Station, Bagnoli, and that previously, this firm was engaged in the manufacture of ammunition and has never repaired railway cars nor are they equipped to do this kind of work. At the present time we are advised that they were authorized to place a transfer table and a number of tracks. I am checking into this and finding out why and who authorized it.

3. They do not have the personnel for a car plant and it is our opinion that they should not be permitted to try to set up as a car repair plant for they would only draw labor from the present Car Shops of the Military Railway Service now operating in this area. They do not have the necessary machinery for Car Shop work and we do not have sufficient material for them to do the work as we need all of that material in existing and well equipped shops.

4. I am further advised that this firm is at present engaged in the manufacture of oxygen, hydrogen and several other items for the Allied Government, it having been requisitioned by the Engineer Section of PBS, and it is our belief that they should be continued in that capacity and frankly, the Military Railway Service does not desire to use or have this plant equipped for current railway repairs and they should not be permitted to handle that kind of work.


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

HEADQUARTERS
ALLIED CONTROL COMMISSION
(Transportation Sub-Commission).
A.P.O. 304.

Our Reference : ACC Tn/151/5

Date : 27 April '44

TO : D.G.M.R.S. Naples.

SUBJECT : Workshop Capacity - Bombrini Parodi - Delfino.
via Campegna 31.

1. Attached herewith is a copy of letter D/63/UG/na dated 22 April '44 from the above firm requesting the release of timber for repair of railway wagons.
2. The firm's representative states that the railway section of the works which was completed in 1943 and partially destroyed by the Germans, has been re-organised and is now capable of getting into production.
3. May this Sub-Commission be advised if you wish to make use of this plant for current railway repairs or, in the event of your having no use for it, whether you would support an application from this Sub-Commission that the plant be used, if found suitable, for improving the facilities available for Civil traffic.

RFH
S. A. FITCH,
Colonel,
Director, Transportation Sub-Commission, ACC.
4670

TRANSLATION

BOMBRINI PARODI-DELFINO.

Prot. D/63/MG/na

Naples 22 April 1944

Internal Transportation Sub-Commission
H.Q., A.A.I.

In request of the Communication Ministry and conforming to our programme of reviving activity, as prospected already to your Hon. Commission, we are setting up, in these establishments, a mending shop for railway wagons, that will begin functioning with the coming month of May.

This activity is particularly interesting in relation to the necessity of restoring the railway material that has been damaged.

So far as we can begin the reparations and guarantee a continuing and useful rhythm of them, it is necessary for us to have a timber reserve, that can now be limited to 300 m³ (cubical meters) of oak tree and 300 m³ of pine tree, in tables.

For this purpose we beg your Hon. Commission to give us a declaration for the Timber Office of the P.B.S. in Cosenza for the releasing in our favour of the over named timber; and a declaration for the Railway Transport Office of the P.B.S. in the purpose of having at our disposal the wagons needed for the transport of the timber from Cosenza to our railway connection in the Napoli - Campi Flegrei station.

To render valid what said above, we enclose to the letter T. Met. 5 of 21 of April of Communication Ministry.

Reverently
Bombrini Parodi Delfino
(signed)

4669

Bombini Parodi-Delfino



SOCIETÀ ANONIMA PER AZIONI CAPITALE L. 50.000.000 INTERAMENTE VERSATO
SEDE CENTRALE ED AZIENDA INDUSTRIALE IN ROMA CORSO UMBERTO I. 267 - TELEFONI 61446 - 681731

STABILIMENTO DI NAPOLI

NAPOLI, 22 APRILE 1944
VIA CAMPEGNA, 31

Prot. N. **D/63** /MG/na
(Da citare nella risposta)

COMMISSIONE ALLEATA DI CONTROLLO

~~SETTORIO INDUSTRIA E COMMERCIO~~

*Internal Transportation
Sub Committee*

NAPOLI

~~Palazzo della Provincia~~

HQ of U.S. Riv di Chiaia

A richiesta del Ministero delle Comunicazioni ed in conformità al ns/ programma di ripresa di attività, già prospettato a Codesta On.le Commissione, stiamo allestendo, in questi Stabilimenti, un reparto riparazione vagoni ferroviari che entrerà in funzione nel prossimo mese di maggio.

Tale attività è particolarmente interessante in relazione alla necessità di rimettere in efficienza il materiale rotabile delle ferrovie danneggiato.

Per poter iniziare le riparazioni e garantire una continuità ed un ritmo di esse praticamente utile è necessario costituire una scorta di legname che per ora può limitarsi a mc. 300 di quercia in tavole e mc. 300 di pino in tavole.

A tale scopo preghiamo Codesta On.le Sottocommissione di voler ci rilasciare una dichiarazione per l'Ufficio legnami del P.B.S. ^{ferroviari} di Cosenza ed una per l'Ufficio trasporti P.B.S. di Cosenza rispettivamente per lo sblocco a ns/ favore della suddetta partita di legnami e per la messa a disposizione dei vagoni necessari per trasporto di essa a Napoli-Campi Flegrei nostro raccordo ferroviario.

A convalida di quanto richiesto con la presente uniamo la lettera T. Mat.5 del 21 c.m. del Ministero delle Comunicazioni.

Con osservanza

[Signature]
BOMBINI PARODI-DELFINO

All.c. lettera

TELEGRAMMI: BOMPARDE - TELEFONO 11227

Mod. No. 1 - 400 - 2194

TRANSLATION

MINISTER OF COMMUNICATIONS
UNDER SECRETARY OF STATE

Honorable Establishment
Bombrini Brodi Delfino
Naples.

N. T. Met 5.

Naples 21, April 1944.

Following our letter No. 1331/1.2/3.3 of the 12 of March we beg you to communicate us if you have provided, and in which measure, for the timber supply needed for the reparation of railway wagons, to be executed in the opposite shop that is being set up in your Establishment, shop that, as already said in our committees, is for us particularly interesting, in relation to the urgent necessity of restoring the railway, already so damaged. We remind you that this supply is absolutely necessary, so that we can trust a continuing work.

The State Sub Secretary.

Translation by messenger - interpreter who 4667
original subject letter



MINISTERO DELLE COMUNICAZIONI
SOTTOSEGRETARIATO DI STATO

FERROVIE - MOTORIZZAZIONE CIVILE
TRASPORTI IN CONCESSIONE

~~1944~~, Napoli 21. 4. 1944

N. T. Mat. 5

al N. del

OGGETTO:

Approvvigionamento
all. legname

Spett.le Stabilimento
BOMBRINI PARODI DELFINO

N A P O L I

Facciamo seguito alla nostra lettera N.1331/I.2/3.3 del 12.3 u.s. per pregarVi di comunicarci se avete provveduto, ed in che misura, all'approvvigionamento del legname necessario per la riparazione dei vagoni ferroviari da eseguire nell'apposita officina in allestimento presso Codesto Stabilimento, officina che, come Vi abbiamo detto nelle nostre riunioni, è per noi particolarmente interessante, tenuto presente la urgente necessità di ricostituire il parco ferroviario già tanto danneggiato.

Vi ricordiamo che tale approvvigionamento è assolutamente indispensabile per poter fare affidamento su una lavorazione continua.

IL SOTTOSEGRETARIO DI STATO

Luigi Barman

R. P. D. - NAPOLI	
Prot. N. 108	
22-4-944	
Uscenza	Segreteria
Dirig. Gen.	V. Dirig. Tec.
Usc. Lavori	

4666

Bombini Parodi - Delfino

Prot. D/62/MG/ma

Naples 22 April 1944Internal Transportation Subcomm.
H. G. A. S.

In request of the Communication Ministry and conforming to our program of reviving activity, as projected already to your Hon. Commission, we are setting up, in these Establishments, a mending shop for railway wagons, etc. that will begin functioning with the coming month of May.

This activity is particularly interesting in relation to the necessity of restoring the railway material that has been damaged -

so as we can begin the repairs and guarantee a continuing ^{and useful} rhythm of them, it is necessary for us to have a timber reserve, that can now be limited to 300 m³ (about 665 m³) of oak-tree and 300 m³ of pine-tree, in tables -

For this purpose we beg your Hon. Subcommission to give us a declaration for the Timber Office of the P.B.S. in Caserta for the releasing in our favour of the over named timber; and a declaration for the Railway Transport Office of the P.B.S. in the purpose of having at our disposal the wagons needed for the transport of the timber from Caserta

To our railway connection in the Napoli-Campitelli station -

To render valid what said above, we ^{enclose} ~~attach~~ to the letter T. It. 5 of 21 of April of Communication Ministry -

Recently

Bombini Brodi Delfino
(signed)

~~Ministero delle Comunicazioni~~
Ministero delle Comunicazioni
Sottosegretario di Stato -

N. T. It. 5

Honorable Establishment

Bombini Brodi Delfino

Naples 21, April 1944

Naples -

Following our letter N° 1831/I. 2/3.8 of the 12 of March we beg you to communicate us if you have provided, and in which measure, for the timber supply needed for the refutation of railway wagons, to be executed in the opposite shop that is being set up in your Establishment; shop that, as already said in our committee, is for us particularly interesting, in relation to the urgent necessity of restoring the railway, already or damaged -

We remind you that this supply is absolutely necessary, so that we can trust a continuing work.

The State Sub Secretary
(signed)

Translation by Messrs. Interpreter who
delivered subject matter.

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