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ACC 202/AD/18

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10000/150/557

FIELD REPORTS
MAY - NOV. 1945

~~AD/18~~

"FIELD REPORTS"

202/AD/18

Opened 24- ~~May~~ 1945
Closed 10- Mar. 1945

Declassified E.O. 12356 Section 3.3/NND No. 785019

Opened 24- May 1945
Closed 10- Mar. 1945

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THIS FOLDER
CONTAINS PAPERS
FROM MAY 45.
TO
CATALOGUE-

Declassified E.O. 12356 Section 3.3/NND No. 785019

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"FIELD REPORTS"

MEMORANDUM FOR MR. GRIFFITH.

18/5/45	From: Capt. Milani, Florence		Weekly report.
20 May 1945	" " "		Weekly report.
27 " "	" Lt. Cagnazzo to Mr. Griffith.		
31 " "	" Capt. Milani, Florence		Weekly report.
3,6,45	" Capt. Milani to Mr. Griffit		= private letter
9,6,45	" Capt. Milani, Florence		Weekly report
10,6,45	" Capt. Milami "		Equipment at Porretta
17,6,45	" " "		Weekly report.
17,6,45	" Ing. Rubino		Report.
20,6,45	OFFICE MEMORANDUM 29		
22,6,45	" Capt. Milani, Florence		Weekly report.
24,6,45	" " " "		Weekly report.
1,7,45	" " " "		" "
8,7,45	" Ing. Pozzo		Report.
13,7,45	" Ing. Rubino		Corso addestramento.
13,7,45	" Capt. Milani, Florence		Weekly report.
15,7,45	" " " "		" "
22,7,45	" " " "		" "
29,7,45	" Ing. Morsella		Fund for production of gravel
1,8,45	" Capt. Milani, Florence		Weekly report.
5,8,45	" " " "		" "
12,8,45	" " " "		" "
19,8,45	" " " "		" "
26,8,45	" Ing. Rubino		Report and necessary action
27,8,45			

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2,9,45	from: Capt. Milani, Florence	Weekly report.
9,9,45	" " " "	" "
10,11,45	" " " "	Monthly report.
10,11,45	" " " "	Monthly report.

RELAZIONE PSD L'ATTIVITA' SVOLTA PER LA SISTEMAZIONE DEI MACCHINARI CEDUTI DALL'A.M.G. DURANTE LA SETTIMANA 8 - 15 .

IN SEDE: Apertura di tutte le casse contenenti le bitumatrici.

- Apertura delle casse dei pezzi di ricambio - nota in inglese ed in italiano del contenuto delle varie casse.
- Sistemazione dei pezzi e loro suddivisione in relazione alla macchina cui corrispondono.
- Attrivo di pezzi di ricambio dei macchinari della Cava del Muraglione.
- Messa a punto e spedizione alla Ditta Falorsi della Escavatrice a cucchiaio.
- Preparazione del frantoio primario e secondario (nn.78-83) per il trasporto a Bologna.
- Trasporto a Bologna dei suddetti macchinari e di 2 compressori montati su camions (nn.269 - 270). Loro consegna al U.S.V.S. di Bologna. (Su tali macchinari era già stato pitturato il disegno riconoscitivo ed il relativo numero dell'Asphalt.)
- Continua il lavoro di demolizione delle casse per il recupero e accatastamento del legname.

FUORI SEDE: - A Collina: preparazione dei macchinari per il trasporto a Bologna (tale trasporto verrà effettuato domenica o lunedì p.v.). Le macchine sono già state messe in ordine ben pulite ed ingrassate. Non vi è però ancora stato pitturato il numero dell'Asphalt.

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- Sistemazione dei pezzi e loro suddivisione in relazione alla macchina cui corrispondono.
- Arrivo di pezzi di ricambio dei macchinari della Cava del Muraglione.
- Messa a punto e spedizione alla Ditta Falorsi della Escavatrice a cucchiaio.
- Preparazione del frantoio primario e secondario (nn.78-83) per il trasporto a Bologna.
- Trasporto a Bologna dei suddetti macchinari e di 2 compressori montati su camions (nn.269 - 270). Loro consegna al U.S.V.S. di Bologna. (Su tali macchinari era già stato pitturato il disegno riconoscitivo ed il relativo numero dell'Asphalt.)
- Continua il lavoro di demolizione delle casse per il recupero e accatastamento del legname.

FUORI SEDE: - A Collina: preparazione dei macchinari per il trasporto a Bologna (tale trasporto verrà effettuato domenica o lunedì p.v.). Le macchine sono già state messe in ordine ben pulite ed ingrassate. Non vi è però ancora stato pitturato il numero dell'Asphalt.
- Visita a Buon Riposo (vicino alla località Campoluci - circa 6 Km. da S.Leo sulla sinistra della S.S 2 bis 69 andando da Firenze verso Arezzo) dove verrebbe trasferito il frantoio secondario della Cava dell'Indicatore. (Non vi è necessità del primario in quanto si utilizzerebbero i ciottoli del F.Arno.) -

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- Assunzione dei meccanici della Cava dell'Indicatore per affrettare la cessione dei macchinari di tale Cava.

L'INGEGNERE ADDETTO
(Ferruccio Agostini)

Ferruccio Agostini

Firenze, lì 14 Luglio 1945

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7/2 Ag Agostini
V.L. Mg 88

Attività svolta nella settimana 30 giugno - 7 luglio per la sistemazione dei macchinari ceduti dall' A.M.G.

"""

-IN SEDE :

-Aperti 4 cassoni contenenti livellatori matorizzati ,parziale montaggio di questi.

-Aperte 12 casse contenenti caldaiette da bitumatrici ,loro preparazione.

-Continuano i lavori di sistemazione del piazzale.

-Riparazione dé varii macchinarii in officina.

FUORI SEDE :

-A Porretta: preparazione dei macchinari per il trasporto, loro rimorchio a Firenze all'autoparco di Via Baracca. Sgombero totale dalla cava di Porretta di tutto il materiale lasciato dalle Forze Armate Alleate.

-Da Collina : trasporto a Firenze di tutte le parti di ricambio ivi lasciate dagli Alleati.

-Cava Chelli e cava di Indicatore:nessun ordine è arrivato fino a tutto il 7 luglio circa la cessione dei,macchinarii al G.C. italiano.

Niente di nuovo da segnalare per le altre località .

Si è iniziata la pitturazione dei numeri progressivi(Plant Number) e del relativo disegnetto con i litrafori appositamente preparati.

2/9

L 'Ingegnere addetto
(Ferruccio AGOSTINI)

Ferruccio Agostini

8 Luglio 1945 ;

Principali lavori svolti durante la settimana dal 24 al 30 giugno 1945 per la sistemazione dei macchinari dell' A.M.G.-

==========

IN SEDE:

- Apertura di 4 cassoni alle Cascine contenenti 4 finitori da asfalto e loro trasporto all' Autoparco di Via Baracca.
- Consegna di 2 di questi finitori ad automezzi incaricati di trasportarli a Roma.
- Consegna agli stessi automezzi di 2 distributori di asfalto che si trovavano già sistemati all' Autoparco.
- Apertura nel piazzale dell'Autoparco di nº10 casse contenenti caldaie per bitume e montaggio di dette.
- Ritiro ed accantonamento dell' Autoparco di tutto il legname residuo alle Cascine, proveniente dal disfacimento dei cassoni.
- Controllo ed elencazione degli accessori dei ricambi giunti dalla cava di Montelupo.
- Consegna in uso temporaneo all'Impresa Falorsi di Siena del trattore a cingoli nº33 per sgombro di macerie.
- Trasporto a Firenze da varie località di cemento, calce idraulica, tegole e mattoni a mezzo degli autocarri nº5; 14; 17; 18 per i lavori di sistemazione dell' Autoparco.
- Prosecuzione dei lavori e sistemazioni e recinzioni piazzale Autoparco e annessi.

FUORI SEDE:

2:90

- Trasporto dei compressori LE ROI nº269 e nº270 da Porretta a Firenze. Controllo degli accessori e degli

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- Consegna di 2 di questi finitori ad automezzi incaricati di trasportarli a Roma.
- Consegna agli stessi automezzi di 2 distributori di asfalto che si trovavano già sistemati all' Autoparco.
- Apertura nel piazzale dell'Autoparco di n°10 casse contenenti caldaie per bitume e montaggio di dette.
- Ritiro ed accantonamento nell' Autoparco di tutto il legname residuo alle Cascine, proveniente dal disfacimento dei cassoni.
- Controllo ed elencazione degli accessori dei ricambi giunti dalla cava di Montelupo.
- Consegna in uso temporaneo all'Impresa Falorsi di Siena del trattore a cingoli n°33 per sgombro di macerie.
- Trasporto a Firenze da varie località di cemento, calce idraulica, tegole e mattoni a mezzo degli autocarri n°5; 14; 17; 18 per i lavori di sistemazione dell' Autoparco.
- Prosecuzione dei lavori e sistemazioni e recinzioni piazzale Autoparco e annessi.

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<u>FUORI SEDE:</u>

- Trasporto dei compressori LE ROI n°269 e n°270 da Porretta a Firenze. Controllo degli accessori e degli arnesi (mancano alcuni arnesi di dotazione del camion).
- Gita a ponte sul Serchio - Vecchiano - Bagni S.Giuliano per sistemazione dei macchinari n°206; 211; 272; 273; prima funzionanti a Terme S.Giuliano, nella nuova cava di Vecchiano.
- I macchinari per ora fermi non erano custoditi con quella attenzione e quella premura che sarebbero stati desiderabili (un compressore LE ROI era stato allontanato dalla cava per ragioni non plausibili). Durante il trasporto il frantoio secondario ha un po' sofferto: puleggia e carter di una trasmissione situata in parte

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bassa della macchina sono stati piegati ed in parte rotti. Bavaria è in corso di riparazione.

- Pulizia e manutenzione agli impianti 203 e 208 attualmente fermi a Bollina.
- Gita alla Rufina per informare l'Impresa Piani del cattivo rendimento degli operai posti alle macchine n°77; 82; alla cava del Muraglione ed incaricarla della loro sostituzione.

L'INGEGNERE Ferruccio Agostini

Ferruccio Agostini

2489

Declassified E.O. 12356 Section 3.3/NND No. 785019

File (Field Report)

A.C. PUBLIC WORKS ASPHALT.
Highway Equipment Office
Florence, Tel. 1525.

TO : MR. F.O. GRIFFITH, Highway Equipment Officer
AC. PUBLIC WORKS & UTILITIES, ROME.

SUBJECT : Monthly Report.

REF : AD/1/19.

DATE : 10 November 1945.

GENERAL. Operation and maintenance of the equipment is now completely transferred to U.S.V.S. They received Military coupons to operate it from Liaison Officers, P.B.S. and N° 1 District.

Of the 19 American trucks 6 x 6, 17 are operated by Ing. GIUNTA in the Florence Compartimento and 2 by Ing. NERI, in the BOLOGNA Compartimento.

The 6 concrete mixers, which had to be shipped by rail to FLORENCE from Ing. FERRETTI's Office, didnt arrive. It seems that 4 will be sent in the future instead of 6.

EQUIPMENT. The situation is almost the same as per my last report. I am listing below the movements of the equipment within this month :

A. FLORENCE COMPARTIMENTO.

2187

1. One crushing plant (Units 77 and 82) which was stored in FLORENCE was sent some days ago to APUANIA

Declassified E.O. 12356 Section 3.3/NND No. 785019

TO : MR.F.O.GRIFFITH, Highway Equipment Officer
AC. PUBLIC WORKS & UTILITIES, ROME.

SUBJECT : Monthly Report.

REF : AD/1/19.

DATE : 10 November 1945.

GENERAL. Operation and maintenance of the equipment is now completely transferred to U.S.V.S. They received Military coupons to operate it from Liaison Officers, P.B.S. and N° 1 District.

Of the 19 American trucks 6 x 6, 17 are operated by Ing. GIUNTA in the Florence Compartimento and 2 by Ing. NERI, in the BOLOGNA Compartimento.

The 6 concrete mixers, which had to be shipped by rail to FLORENCE from Ing. FERRETTI's Office, didnt arrive. It seems that 4 will be sent in the future instead of 6.

EQUIPMENT. The situation is almost the same as per my last report. I am listing below the movements of the equipment within this month :

A. FLORENCE COMPARTIMENTO.

2187

1. One crushing plant (Units 77 and 82) which was stored in FLORENCE was sent some days ago to APUANIA (P. 8702) to crush cinders and slags in a factory to be used for road maintenance.

2. One air compressor, Unit 271, which was used at PONTASSIEVE, is now stored in FLORENCE.

3. One other Asphalt Kettle (Unit 149) was sent from the storeyard in FLORENCE for Maintenance on Route N° 2.

4. One air compressor, Unit 131, was moved from Cave CHELLI to PERGINE quarry.

5. The crushing plant (Units Nos. 207 and 212) is still at CIANO quarry, loaned to Genio Civile, LEGHORN, (contractor POLI) for maintenance of roads, in which the P.B.S.

Declassified E.O. 12356 Section 3.3/NND No. 785019

is interested.

6. The air compressor (Unit N° 274) was moved from CIANO quarry and stored in FLORENCE

B. BOLOGNA COMPARTIMENTO.

No changes in the situation.

Respectfully submitted

E.A.MILANI
CAPT.G.A.R.I.
FIELD ASSISTANT.

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Declassified E.O. 12356 Section 3.3/NND No. 785019

A.C. PUBLIC WORKS ASPHALT.
Highway Equipment Office
Florence, Tel. 1525.

TO : LT.F.O.GRIFFITH, Highway Equipment Officer
AC. PUBLIC WORKS & UTILITIES, ROME.

SUBJECT : Monthly Report.

REF : AD/1/19.

DATE : 10 November 1945.

GENERAL. Operation and maintenance of the equipment is now completely transferred to U.S.V.S. They received Military coupons to operate it from Liaison Officers, P.B.S. and No 1 District.

Of the 19 American trucks 6 x 6, 17 are operated by Ing. GIUNTA in the Florence Compartimento and 2 by Ing. NERI, in the BOLOGNA Compartimento.

The 6 concrete mixers, which had to be shipped by rail to FLORENCE from Ing. FERRETTI's Office, didnt arrive. It seems that 4 will be sent in the future instead of 6.

EQUIPMENT. The situation is almost the same as per my last report. I am listing below the movements of the equipment within this month :

A. FLORENCE COMPARTIMENTO.

1. One crushing plant (Units 77 and 82) which was stored in FLORENCE was sent some days ago to AREZZO (P. 8702) to crush cinders and slags in a factory to be used for road maintenance.

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Declassified E.O. 12356 Section 3.3/NND No. 785019

TO : MR.P.C.GRIFFITH, Highway Equipment Officer
AC. PUBLIC WORKS & UTILITIES, ROME.

SUBJECT : Monthly Report.

REF : AD/1/19.

DATE : 10 November 1945.

GENERAL. Operation and maintenance of the equipment is now completely transferred to U.S.V.S. They received Military commons to operate it from Liaison Officers, P.B.S. and No 1 District.

Of the 19 American trucks 6 x 6, 17 are operated by Ing. GIUNTA in the Florence Compartimento and 2 by Ing. NERI, in the BOLOGNA Compartimento.

The 6 concrete mixers, which had to be shipped by rail to FLORENCE from Ing. FERRETTI's Office, didnt arrive. It seems that 4 will be sent in the future instead of 6.

EQUIPMENT. The situation is almost the same as per my last report. I am listing below the movements of the equipment within this month :

A. FLORENCE COMPARTIMENTO.

1. One crushing plant (Units 77 and 82) which was stored in FLORENCE was sent some days ago to AZUANIA (P. 8702) to crush cinders and slags in a factory to be used for road maintenance.

2. One air compressor, Unit 271, which was used at PONTASSIEVE, is now stored in FLORENCE.

3. One other Asphalt Kettle (Unit 148) was sent from the storeyard in FLORENCE for Maintenance on Route N° 2.

4. One air compressor, Unit 131, was moved from Cave CHELLI to PERGINE quarry.

5. The crushing plant (Units Nos. 207 and 212) is still at CIANO quarry, loaned to Genio Civile, LEGHORN, (contractor POLI) for maintenance of roads, in which the P.B.S.

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Declassified E.O. 12356 Section 3.3/NND No. 785019

is interested.

6. The air compressor (Unit N° 274) was moved from CIANO quarry and stored in FLORENCE

B. COLOGNA COMPARTIMENTO.

No changes in the situation.

Respectfully submitted

E.A.MILANI
CAPT.G.A.R.I.
FIELD ASSISTANT.

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AC.PUBLIC WORKS ASPHALT.
HIGHWAY EQUIPMENT OFFICE.
FLORENCE, Tel. 1525.

TO : MR.F.O.GRIFFITH, Highway Equipment Officer
AC.P.W.&.U. ROME.

SUBJECT : Monthly report.

REF : AD/1/18.

DATE : 10 October 1945.

GENERAL U.S.V.S. has taken over almost entirely operation and maintenance of the equipment.

The situation of P.O.L. is very difficult even at present and will be much more difficult in the future if Mil. coupons will not be issued any longer to take care of the equipment for Mil. Highways, also for snow clearance.

Ing. GIUNTA, U.S.V.S., Florence, will operate the 17 American 6x6 trucks, which were issued to him, as soon as he will get an Italian license for them and enough fuel to operate them. At present they are being checked and serviced and not used.

Ing. Neri, U.S.V.S., Bologna, will get the other 2 American 6x6 trucks, to loan to contractors as soon as they will be issued to him : at present they are still used by two contractors in the Florence Compartimento.

In my opinion they will have some difficulty to operate these trucks if supply of spare parts is not properly organized. At present I arranged with the Medium Maintenance Shop N° 7 (4 F 84 DEPOT) to turn in old parts and get by requisition new parts for these trucks.

The six concrete mixers, which had to be transported to Florence with the 15 trucks issued to U.S.V.S., were forgotten by them at Rome. I told Ing. GIUNTA to ask Ing. FERRETTI to ship them by rail.

EQUIPMENT. Attached is a complete list of the equipment issued to U.S.V.S. in Florence and Bologna Compartimentos.

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Part of it is stored and was used very scarcely or loaned to contractors, according to your or Ing. FERRETTI's directions. Some is operated in quarries, where they still have some P.O.L. The explosives were at last supplied and distributed to the quarries by U.S.V.S. 'Florence.

The Mil. Authorities are interested very scarcely at present on these quarries : transport is supplied by them only for Cave Chelli quarry, which will be operated until such facilities be furnished by them.

The Prime mover Plant N° 130 and trailer N° 34 were sent to Rome from Florence on August 10th according to your orders : now Ing. GIUNTA would appreciate very much if they be sent back to him for operation in his Compartimento, since they were issued to him and would be very useful in this area.

FLORENCE COMPARTIMENTO.

A. Stored in the store-yard of U.S.V.S. in FLORENCE.

1. One Asphalt and aggregate Mixing plant (from Porretta Quarry)

   Unit N° 304 Pug mill
   Unit N° 43 Aggregate dryer
   Unit N° 44 Elevator
   Unit N° 45 Soil Stabilizer.

2. One Crushing plant (from Muraglione quarry)

   Unit N° 77 Primary crusher
   Unit N° 82 Secondery crusher

3. Two Air Compressors, 105 cu. ft.

   Unit N° 273, truck mounted, from S. Giuliano Quarry
   Unit N° 268, truck mounted, from Muraglione Quarry

4. Seven Graders

   Unit N° 91, motorized, Patrol, Galion
   Unit N° 93, motorized, Patrol, Galion
   Unit N° 42, towed type, hand controlled
   Unit N° 216, towed type, hand controlled, leaning wheel
   Unit N° 217, towed type, hand controlled, leaning wheel
   Unit N° 218, towed type, hand controlled, leaning wheel
   Unit N° 219, towed type, hand controlled.

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5. One Tiltdozer : Unit N° 33, crawler.
6. One shovel crane : Unit N° 41, crawler, ½ cu. yd.
7. Three Concrete Mixers : Units Nos. 114, 115, 117.
8. Fourteen Asphalt heating Kettles :

Unit N° 137, without tires
Unit N° 145, " "
Unit N° 146, " "
Unit N° 147, " "
Unit N° 149, with old tires
Unit N° 150, with one tire only
Unit N° 153, without tires
Unit N° 168, with one tire only
Unit N° 170, without tires
Unit N° 171, " "
Unit N° 173, " "
Unit N° 174, with old tires
Unit N° 175, with one tire only
Unit N° 176, without tires .

9. One Asphalt Distributor : Unit N° 132, truck mounted, 800 gal.
10. Two Asphalt finishers : Unit N° 224 and 225, crawler.

B. In operation in Quarries.

S. LUCIA (CETINE) quarry: operated by contractor BIAGI
- One primary crusher: Unit N° 204
- One secondary crusher: Unit N° 209
- One 105 cu.ft. compressor, trailer Unit N° 265.

MONTECATINI quarry: operated by USVS and contractor DANI
- One primary crusher: Unit N° 205
- One secondary crusher: Unit N° 210
- One 105 cu.ft. compressor, trailer Unit N° 267

VECCHIANO quarry : operated by Contractor STRADI
- One primary crusher: Unit N° 206
- One secondary crusher: Unit N° 211
- One 105 cu.ft. compressor, truck mounted Unit N° 272

CAVE CHELLI quarry : operated by Contractor MANNUCCI;
- One primary crusher: Unit N° 75
- One secondary crusher: Unit N° 80
- One 105 cu.ft. compressor, trailer Unit N° 131

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PERGINE quarry : (R.1334) operated by contractor MORETTI

One primary crusher : Unit N° 76
One secondary crusher ; Unit N° 81.

C. In operation for road and bridges work.

1. Two 105 cu.ft. compressors truck mounted.

Unit N° 271, for bridge reconstruction at Pontassieve (SS.N° 67)

Unit N° 266, for bridge reconstruction at Ripafratta (SS.N° 12)

2. Ten Asphalt heating Kettles: all with new tires.

Unit N° 138, for road maintenence on Route N° 12
Unit N° 148, for road maintenance on Route N° 73
Units Nos. 151, 154 for road maintenance on the Autostrada
Units Nos. 152,155,156,157,172,for road maint. on Rte N° 2
Unit N° 169, for road maintenance on Route N° 67.

3. One concrete mixer:

Unit N° 113, loaned to F.S. (contractor VANNUCCI) for RR work

D. Idle in querries.

1. One crushing plent.

a) Unit N° 207, Primary crusher
b) Unit N° 212, Secondary crusher
c) Unit N° 274, 210 cu.ft. Air compressor, trailer (to be transported end stored in Florence).

to be moved from Ceres Quarry to Florence

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BOLOGNA COMPARTIMENTO.

EQUIPMENT.

A. Stored in the store-yard in BOLOGNA.

1. One Air compressor 210 cu.ft.
   Unit N° 275, trailer, from Rome.
2. Two Air Compressors, 105 cu.ft.
   Unit N° 269, truck mounted (from Porretta quarry)
   Unit N° 270, truck mounted (from Porretta quarry)
3. Six Graders, motorized, Petrol.
   Unit N° 230, Galion
   Unit N° 231, Galion
   Unit N° 232, Austin
   Unit N° 233, Austin
   Unit N° 234, Galion
   Unit N° 235, Galion
4. One Tiltdozer, Unit N° 277, crawler
5. One shovel Crane: Unit N° 241, crawler, ½ cu.yd.
6. Eight Asphalt Heating Kettles with old tires.
   Units Nos. 251,252,253,254,255,256,257,258.

B. In operation in Quarries.

1. One crushing plant (from Collina Quarry)
   Unit N° 203, Primery crusher
   Unit N° 208, Secondary crusher
   at Reggio Emilia on the river-bed of the ENSA.

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C. In operation for road and bridges work.

1. Two Asphalt Heating Kettles, with old tires
Units Nos. 249 and 250, for road maintenance on Mil. Rtes.

2. Two concrete Mixers, Units Nos. 108 and 112 for bridge reconstruction

D. Idle in quarries.

1. One crushing plant (from Porretta quarry)
Unit N° 78, Primary crusher
Unit N° 83, Secondary crusher
at Rastignano on Route N° 65, on the river-bed of the Savena. (idle for lack of fuel).

Respectfully submitted

E.A.MILANI
CAPT.G.A.R.I.
FIELD ASSISTANT.

Declassified E.O. 12356 Section 3.3/NND No. 785019

AC.PUBLIC WORKS ASPHALT.
Highway Equipment Office.
Florence, Tel. 1525.

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TO : MR.F.O.GRIFFITH, Highway Equipment Officer
AC.P.W.&.U. ROME.

SUBJECT : Weekly Report.

REF : AD/1/17.

DATE : 9 September 1945.

GENERAL. U.S.V.S. has sent the money to pay for the explosives : they are waiting now to receive the documents to drew them.

EQUIPMENT. The Tiltdozer was loaned by U.S.V.S. to the Ferrovie dello Stato for the job at MONTIGNOSO. It was delivered on the 4th at ASCIANO and transported to MONTIGNOSO. The shovel crane was requested by the Soc. Gen. IMMOBILIARE, as reported.

According to instructions 2 concrete mixers Plant Nos. 108 and 112 were shipped to Bologna yesterday and delivered to U.S.V.S. to be loaned to contractors.

The Asphalt Distributor (Plant N° 132) will be sent to-morrow by U.S.V.S. to be used for repairs on Route N° 69, according to request and under control and supervision of 84 C.R.E.

S. LUCIA (CETINE) quarry. This quarry has been working the whole week : the output is satisfactory. Organization was approved by GE (Roads) and 84 C.R.E.

MONTECATINI, CIANO and VECCHIANO quarries. No changes in the situation.

MURAGLIONE quarry. Primary and Secondary crushers still up there, idle, to be transported to Florence by 84 C.R.E. and then delivered to you.

2476

Declassified E.O. 12356 Section 3.3/NND No. 785019

CAVE CHELLI querry. Maintenance of the crushers was found unsatisfactory and the contractor was ordered by U.S.V.S. to change the mechanics. U.S.V.S. has not control over the mechanics but only on the contractor, to whom the equipment has been loaned, so I dont think this arrangement will prove to be as satisfactory as U.S.V.S. wants me to believe.

PONTE BURIANO querry. No changes.

Respectfully submitted

E.A.MILANI
CAPT.G.A.R.I.
FIELD ASSISTANT.

Declassified E.O. 12356 Section 3.3/NND No. 785019

AC.PUBLIC WORKS ASPHALT.
Highway Equipment Office.
Florence, Tel. 1525.

TO : MR.F.O.GRIFFITH, Highway Equipment Officer
AC.P.W.A.U. RCMB.

SUBJECT : Weekly Report.

REF : AD/1/17.

DATE : 9 September 1945.

GENERAL. U.S.V.S. has sent the money to pay for the explosives : they are waiting now to receive the documents to draw them.

EQUIPMENT. The Tiltdozer was loaned by U.S.V.S. to the Ferrovie dello Stato for the job at MONTIGNOSO. It was delivered on the 4th at ASCIANO and transported to MONTIGNOSO. The shovel crane was requested by the Soc. Gen. IMMOBILIARE, as reported.

According to instructions 2 concrete mixers Plant Nos. 108 and 112 were shipped to Bologna yesterday and delivered to U.S.V.S. to be loaned to contractors.

The Asphalt Distributor (Plant Nº 132) will be sent to-morrow by U.S.V.S. to be used for repairs on Route Nº 69, according to request and under control and supervision of 84 C.R.E.

S. LUCIA (CETINE) quarry. This quarry has been working the whole week : the output is satisfactory. Organization was approved by GE (Roads) and 84 C.R.E.

MONTECATINI, CIANO and VECCHIANO quarries. No changes in the situation.

MURAGLIONE quarry. Primary and Secondary crushers still up there, idle, to be transported to Florence by 84 C.R.E. and then delivered to you.

247

Declassified E.O. 12356 Section 3.3/NND No. 785019

CAVE CHELLI quarry. Maintenence of the crushers was found unsatisfactory and the contractor was ordered by U.S.V.S. to change the mechanics. U.S.V.S. has not control over the mechanics but only on the contractor, to whom the equipment has been loaned, so I dont think this arrengement will prove to be as satisfactory as U.S.V.S. wants me to believe.

PONTE BURIANO quarry. No changes.

Respectfully submitted

E.A.MILANI
CAPT.C.A.R.I.
FIELD ASSISTANT.

Declassified E.O. 12356 Section 3.3/NND No. 785019

N° 17.

AC.PUBLIC WORKS ASPHALT.
Highway Equipment Office.
Florence, Tel.1525.

9 Settembre 1945.

OGGETTO : RELAZIONE SETTIMANALE.

GENERALI. Continua la messa a punto dei macchinari stradali. Il trattore a cingoli N° 33 è stato noleggiato alle F.F.S.S.
Il distributore d'asfalto (N° 132) è in funzione sulla S.S. N° 69 (Autista BRUNETTI).

Camion N° 14 Balestro anteriore - copri foglia rotto.

Camion N° 5 fermo per riparazione al cambio.

Camion N° 17 in servizio all'Autostrada.

Trasferimento all'U.S.V.S. di Bologna di N° 2 betoniere (108-112)

CAVE MONTECATINI. Produzione giornaliera mc. 70 fra pietrisco (56) e sabbia (15). In funzione per gli Alleati che forniscono carburante e ritirano la maggior parte dei prodotti. Una piccola aliquota viene consegnata direttamente per l'Auto strada (operai N° 40).

CAVA PONTE BURRONE - LIVORNO.

Produzione giornaliera circa mc. 30. In funzione per i militari alleati che ritirano i prodotti e forniscono il carburante. Operai N° 80.

CAVE CHELLI. Vedi relazione in data 7 Settembre. Sembra che i meccanici addetti alle macchine verranno sostituiti. Per il resto niente di nuovo.

CAVA DI VECCHIANO. Produzione giornaliera scarsa (40 ÷ 50 mc) causa le frequenti interruzioni dovuti a piccoli guasti ai frantoi. I macchinari hanno precedentemente molto lavorato (S. Giuliano) e necessitano di diversi ricambi.

CAVE MURAGLIONE. Niente di nuovo.

CAVE DI CETINE. La cava è stata rapidamente organizzata. La produzione iniziale è stata buona (70 mc.) La produzione è stata di-

./.

Declassified E.O. 12356 Section 3.3/NND No. 785019

AC. PUBLIC WORKS ASPHALT.
Highway Equipment Office.
Florence, Tel. 1525.

RECEIVED
P.W. & U. S/C A.C.
17 SEP 1945 078

TO : MR. F.O. GRIFFITH, Highway Equipment Officer
AC.P.W.&.U. ROME.

SUBJECT : Weekly report.

REF : AD/1/16.

DATE : 2 September 1945.

GENERAL : . An estimate for a 3 moiths operation of the CAVE CHELLI, PONTE BURIANO and CETINE quarries was prepared by U.S.V.S. for an amount of 4,730,000 Lire : it will be submitted to you for approval together with an other estimate of the amount of 500,000 Lire for service, maintenance and repairs to Highway equipment by the mechanical contractor BUCCI according to your instructions. It is very important that these estimates be not only approved by AC on Highway Fund but also financed by the Italian Ministry thru the Provveditore of this Region (Ing. Caselini) so Ing. GIUNTA get the necessary money available for this purpose.

In a few days the Military Authorities will not be interested in some roads, which are at present still of Military importance : it will, therefore, be more difficult to get enough fuel to operate the equipment, even some of the crushers. I deem it necessary to discuss this whole matter with you and get proper directions.

The U.S.V.S. is supposed to draw explosives, for which they got proper release orders. In spite of transport offered by 84 C.R.E. they have not yet hauled this stuff for lack of organization of that Office.

EQUIPMENT. The mechanical contractor is checking and servicing the equipment in Florence : I'll send you a list of parts which ought to be substituted in order to have the equipment in good repair. I placed on a contract, as per your letter dated 18th August 1945, all the three 2½ ton. trucks Plant Nos. 307, 308 and 315; I sent you a copy of scheme of contract, which will be let by U.S.V.S. as soon as they will receive proper instructions by the Ministry of Public Works. This matter must be discussed thoroughly with you, too.

2471

Declassified E.O. 12356 Section 3.3/NND No. 785019

N° 17.

AC.PUBLIC WORKS ASPHALT.
Highway Equipment Office.
Florence, Tel.1525.

9 Settembre 1945.

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CAVE MURAGLIONE. Niente di nuovo.

CAVE DI CETINE. La cava è stata rapidamente organizzata. La produzione iniziale è stata buona (70 mc.) La produzione è stata di-

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Declassified E.O. 12356 Section 3.3/NND No. 785019

minuita a causa di mancanza di camions.

CAVA PONTE A BURIANO. Continua la produzione di 60 + 70mc. giornalieri.

Declassified E.O. 12356 Section 3.3/NND No. 785019

AC. PUBLIC WORKS ASPHALT.
Highway Equipment Office.
Florence, Tel. 1525.

RECEIVED
P.W. & U. S/C A.C.
17 SEP 1945 078

TO : MR.F.O.GRIFFITH, Highway Equipment Officer
AC.P.W.&.U. ROME.

SUBJECT : Weekly report.

REF : AD/1/16.

DATE : 2 September 1945.

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2471

Declassified E.O. 12356 Section 3.3/NND No. 785019

I am waiting for the 4th truck, which I didnt receive and, possibly, for more.

The shovel and Tiltdozer, which you issued to Ing. NERI at Bologna, are still idle: I deem that it is useless to issue such equipment, which is so necessary at present, to people who dont want to use it or will use it only very scarcely. I'll try to loan these machineries to some contractors : the RR people are very eager to have the shovel or the tiltdozer, now still working with contractor FALORSI near Siena, for one urgent job near MASSA at MONTIGNOSO (U.9398). Other contractors are asking very often for loan of equipment, but U.S.V.S. are not interested and dont like that a mechanical contractor be in charge of service, operation and maintenance of the machineries, which in their opinion should remain idle as long as possible. Also the new tires of the kettles were not changed by them and they dont want to let me change them with old tires : also this matter ought to be properly settled, since I deem that AC should be in a condition to tell them what to do with this equipment if they seem not to know it.

S. LUCIA (CETINE) quarry. Contractor BIAGI has organized this quarry rather properly in spite of lack of time due to the hurry of 84 C.R.E. who is at present very much interested in the maintenance of Route 2. The compressor trailer Plant N° 265 was sent there to help an other compressor owned by the contractor. Operation of this quarry will start to-morrow and I have to go there with the G.E. Roads of SIENA to-morrow to control the situation and report to 84 C.R.E.

MONTECATINI quarry. Contractor DAMI is supplying labor, but the quarry is still operated directly by U.S.V.S. Fuel is supplied by the Military Unit.

CIANO quarry. No changes in the situation.

VECCHIANO quarry. The bearing has been bought and the Secondary crusher fixed up : the whole equipment is now in operation.

MURAGLIONE quarry. The Primary and Secondary crushers are still stored up there : 84 C.R.E. will move them to Florence as soon as possible. The compressor Plant N° 268 was moved to Florence and is stored at U.S.V.S. yard.

Declassified E.O. 12356 Section 3.3/NND No. 785019

CAVE CHELLI quarry. The output of this quarry, operated by contractor MANNUCCI under U.S.V.S. and 84 C.R.E.'s control, is only 40 cu. mts. per day. That's because the Military are not sending more trucks to draw the output of the mixers and so the equipment is supplied with fuel only for 4 hrs. per day of operation. Since the quarry is not a satisfactory one for the quality of the stone, there is no use, so they say, to pile up materials for the future.

PONTE BURIANO quarry. Situation of this quarry was reported to 84 C.R.E., copy to you, in my letter AD/7 dated 28 August 1945. 84 C.R.E. stated at the weekly conference, two days ago, that he is now satisfied with this quarry and will see that the Military personnel work seven hours per day at least.

Respectfully submitted

E.A.MILANI
CAPT.G.A.R.I.
FIELD ASSISTANT.

Declassified E.O. 12356 Section 3.3/NND No. 785019

AC. PUBLIC WORKS ASPHALT.
Highway Equipment Office.
Florence, Tel. 1525.

TO : MR.F.O.GRIFFITH, Highway Equipment Officer
AC.P.W.&.U. ROME.

SUBJECT : Weekly report.

REF : AD/1/16.

DATE : 2 September 1945.

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Declassified E.O. 12356 Section 3.3/NND No. 785019

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MONTECATINI quarry. Contractor DAMI is supplying labor, but the quarry is still operated directly by U.S.V.S. Fuel is supplied by the Military Unit.

CIANO quarry. No changes in the situation.

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MAGLIONE quarry. The Primary and Secondary crushers are still stored up there : 84 C.R.E. will move them to Florence as soon as possible. The compressor Plant N° 268 was moved to Florence and is stored at U.S.V.S. yard.

2465

Declassified E.O. 12356 Section 3.3/NND No. 785019

CAVE CHELLI quarry. The output of this quarry, operated by contractor MANNUCCI under U.S.V.S. and 84 C.R.E.'s control, is only 40 cu. mts. per day. That's because the Military are not sending more trucks to draw the output of the mixers and so the equipment is supplied with fuel only for 4 hrs. per day of operation. Since the quarry is not a satisfactory one for the quality of the stone, there is no use, so they say, to pile up materials for the future.

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Respectfully submitted

E.A.MILANI
CAPT.G.A.R.I.
FIELD ASSISTANT.

Declassified E.O. 12356 Section 3.3/NND No. 785019

AC.PUBLIC WORKS ASPHALT.
Highway Equipment Office.
Florence,Tel.1525.

2 Settembre 1945.

OGGETTO : RAPPORTO SETTIMANALE.

GENERALI. Continua la messa a punto dei macchinari stradali non ancora mai adoperati.

Occorreranno alcune parti di ricambio per l'impianto essiccatore del pietrisco (43) che presenta il carter ed alcune parti del blocco della frizione del motore rotti o mancanti.

CAMIONS - servizio locale -

CAVA CHELLI E CAVA PONTE A BURIANO. Per la situazione vedere relazione particolareggiata in proposito in data 27 Agosto 1945

CAVA CETINE. E stata completata una sistemazione provvisoria della cava. All'inizio della prossima settimana si prevede una produzione di circa 40 mc. di pietrisco suscettibile di graduale aumento.

E stato inviato un compressore (265) montato su traino per accellerare la completa sistemazione della cava.

CAVA DI VECCHIANO. E stato acquistato il cuscinetto sul mercato : i frantoi hanno ripreso il loro funzionamento.

CAVA DI MURAGLIONE. E stato trasportato a Firenze il compressore (268), si provvede alla sua messa a punto. Niente di nuovo per il resto.

CAVA CIANO. Niente di nuovo.

Montecatini

2464

Declassified E.O. 12356 Section 3.3/NND No. 785019

UFFICIO TECNICO
Autoparco

TO :Mr. Griffith and L.T. Cagnazzo.
FROM :Ing. Rubino
SUBJECT:Report and necessary action.
DATE : 27 August 1945

SITUAZIONE OFFICINA: Il lavoro è aumentato molto. Molte macchine vengono ricoverate anche per piccoli guasti o diretti che potrebbero essere riparati dagli autisti stessi, ma ciò non avviene per incapacità degli autisti; per cattiva volontà e per mancanza di attrezzi.

Se gli autisti debbano essere obbligati alla manutenzione è necessario provvedere a consegnare a tutti gli attrezzi necessari.

La S.T.E.M. lavora soddisfacentemente ma molti lavori non li può eseguire per mancanza di macchinario di officina; frese, trapani, torni, maglio , saldature elettriche e ossigeno.

Nel Contin plant ci sono delle macchine che potrebbero essere utili qualora venissero riattrezzate come da elenchi a parte che si accludono.

Interpellato il Sig. Sorani della S.T.E.M. mi riferisce che non avendo la sicurezza della continuità dei lavori esita nell'affrontare spese non indifferenti per la completa attrezzatura.

A questa situazione poco felice aggiungasi la mancanza assoluta di pezzi di ricambio.

Per quattro mesi ho fatto tutto il possibile per riparare tutte le macchine adottando accorgimenti, adattamenti e trasformazioni di altri pezzi ma attualmente la situazione è insostenibile e non nota.

2463

Mancano molte cose e pompette A.C. bobine, fan belt, spring, piston ring, carburatori ecc. non si possono sostituire o modificare con altri mezzi.

Ing. Rubino

Declassified E.O. 12356 Section 3.3/NND No. 785019

REPARTO ELETTRICISTI

Pinze isolanti a 2000 Volt per elettricista	N.	1
Volt metro con scala da 0.260 a corr.alternata	"	1
Valvole trifasi da 25-5 Amper.....	"	5
Scatole derivazione trifasi 25-50 Amper.....	"	5
Nastro isolante nero rotoli.....	"	1
" " bianco "	"	1
Cavo gommato o sotto piombo trifase 3x40/10.....	mt.	100
Cavo unipolare gommato o sterlingato 1x40 1 x 30/10.....	"	80
Filo bipolare 2 x 20/10.....	"	100
Rampini a muro misti.....	kg.	1
Chiodi da elettricista.....	"	0.500
Viti assortite 2 - 5 cm.....	"	0.200
Lampade elettriche 120 V. 100 candele.....	"	5
Portalampade Edison normali.....	"	5

Roma, 27 Agosto 1945

Declassified E.O. 12356 Section 3.3/NND No. 785019

REPARTO MATERIALE OCCORENTE PER
AZIONARE IL TORNIO

1. M. 9.50 di cinghia da mm. 0.70
2. kg. 10 d'acciaio rapido assortito per utensili
3. Un mandrino per punte Mº mm. 16
4. Una serie completa cartoccie.
5. Punte elicoidale da mm. 2 a 24.
6. N.3 lime fine - una piatta grande
   una mezzatonda mezzana
   un tondino piccolo.
7. Un oliatore.
8. Scalpello -

TRAPANINO A BANDIERA

1. M. 1.40 cinghia da mm. 0.40
2. Un mandrino per punte mezzano.
3. Mola ½ grezza e fina -

Declassified E.O. 12356 Section 3.3/NND No. 785019

REPARTO FUCINA

1. Un martello da kg. 1.500
2. Una mazza " " 4.00
3. kg. 10 d'acciaio inglese assortito grande e piccolo
4. M. 4 cinghia da mm. 100 per il maglio
5. N.3 lime di taglio grosso una a mazza
   una mezzatonda
   un tondino.
6. Carbone Q.li 10.

Declassified E.O. 12356 Section 3.3/NND No. 785019

REPARTO SALDATURA AUTOGENA

1. Un cannello completo
2. Un monometro per ossigeno
3. Un monometro per acetilena
4. M.P. di gomma per ossigeno
5. M.P. di gomma per acetilena
6. Un paio di occhiali
7. Barattolo polvere per saldatura ottone
8. Un Barattolo polvere per saldatura ghisa.
9. Un Barattolo polvere per saldatura alluminio
10. Bacchette di bronzo di mm. 2 e 3.
11. Bacchette di ghisa da mm. 2 e 3
12. Bacchette di alluminio da mm. 2 e 3.
13. Filo ferro da mm. 2 e 3.
14. Un cannello completo da taglio
15. Bombole d'ossigeno e carburo

SALDATURA ELETTRICA

1. Un paio di pinze con mm.15 di di cavo
2. M. 5 cavo per la mapta.
3. M. 1 cavo per la terra.
4. Una maschera
5. Un zinale
6. Un paio di guanti
7. Una spazzola di acciaio.
8. Una martellina.
9. Elettrodi di qualità Italsio e quasi Arc.
10. Elettrodi di ghisa.

Declassified E.O. 12356 Section 3.3/NND No. 785019

AC.PUBLIC WORKS ASPHALT.
Highwey Equipment Office.
Florence, Tel.1525.

TO : MR.F.O.GRIFFITH, Highwey Equipment Officer AC.P.W.&.U. ROME.

SUBJECT : Weekly report.

REF : AD/1/15.

DATE : 26 August 1945.

EQUIPMENT. Spare parts of the equipment were shipped to Rome last Wednesday with five trucks by care of Mr. DI MARTINO. Lists of them were prepared and given to him.

We kept some parts, which may be useful as long as all the crusher units are still in this area, in order not to disappoint too much U.S.V.S., who wanted to keep most of these spares here in Florence : I'll ship some more to you in the near future, when the crushers at MURAGLIONE, CAVE CHELLI and CIANO will be moved out of this Region and delivered to you.

I received from DI MARTINO three 6 x 6, 2½ ton trucks, instead of four : they have been checked and serviced by BUCCI's men and will be loaned to contractors to-morrow, as soon as they will make the deposit and payment of one month of rent in advance.

I'll send you a copy of a standard contract I have prepared, according to your instructions and Ing. GIUNTA's wishes.-

Almost all the equipment at Bologna is idle. One Secondary is working near Bologna and another will be sent to Pianoro on Route 65; one ASPHALT Kettle is used at present and that's all.

Please, let me know if I have to arrange for transport Work Tickets for the two compressors, which were sent to Bologna and are still there and if such tickets are necessary also for Patrol graders and Bulldozers. I asked U.S.V.S. Bologna for a weekly report, but I could not get it yet.

Declassified E.O. 12356 Section 3.3/NND No. 785019

Also here in Florence the situation is not much better: but for the crushers and the compressors, which are somehow in operation, and the Tiltdozer and Shovel, which were loaned by you to FALORSI for a RR job, all other equipment is wholly idle. Only three ASPHALT Kettles were sent on the Autostrada three days ago and with their new tires because U.S.V.S. could not find old tires to replace them (!)

I am, anyhow, trying to organize this matter of the equipment even if U.S.V.S. is not very interested in it at the present time.

S. LUCIA (CETINE) quarry. The Primary from Florence and the Secondary from Montelupo were transported yesterday to this quarry by the 84 C.R.E. The contractor BIAGI will operate them and it seems that the quarry will be organized for operation within a week. Explosives are necessary.

MONTECATINI quarry. No changes.

CIANO quarry. The Secondary crusher was temporarily moved to S. GIULIANO quarry by the Army : Maj. FRICK will see that it be transported back to CIANO in about 15 days.

VECCHIANO quarry. The Secondary crusher is idle, because one bearing, for which we have no spare, is broken: they are trying to find a new one to be bought. A new belt was supplied from the spares and we have in store the old one.

MURAGLIONE quarry. 84 C.R.E. will move this plant to Florence as soon as possible. It will be stored by U.S.V.S. at your disposal.

CAVE CHELLI quarry. The compressor, trailer, Plant N° 131 was moved to this quarry, which is operated satisfactorily by contractor MANNUCCI, by order and under control of 84 C.R.E. This Plant will be at your disposal as soon as 84 C.R.E. will let it be moved away.

PONTE BURIANO quarry. 84 C.R.E. is not satisfied with U.S.V.S. for the operation of the equipment. I shall go tomorrow and make a report to him and to you. I had already reported to you some of my observations in my weekly report dated 12 August 1945.

Respectfully submitted

E.A.MILANI
CAPT.G.A.R.I.
FIELD ASSISTANT.

Declassified E.O. 12356 Section 3.3/NND No. 785019

AC.PUBLIC WORKS ASPHALT.
Highway Equipment Office.
Florence, Tel.1525.

27 Agosto 1945.

OGGETTO : RAPPORTO SETTIMANALE.

CAVA DI MONTELUPO - CAVA DI CETINE.
E stato eseguito il trasporto dei due frantoi (204 e 209) da Montelupo a Cetine (Siena). La cava è in corso di sistemazione. Hanno necessità di esplosivo e di miccie.

CAVA DI MONTECATINI. Niente di nuovo.

CAVA CIANO. Il 212 è stato provvisoriamente spostato a S. Giuliano. Funziona solo il primario. Sempre in gestione diretta dei militari alleati.

CAVA DI VECCHIANO. Il frantoio secondario è attualmente fermo per la rottura di un cuscinetto che non abbiamo tra i pezzi di ricambio. Se ne provvede la ricerca fra quelli in commercio. Sono stati dati alcuni pezzi di ricambio (cinghie, e relativa fibbia etc.)

CAVA MURAGLIONE. Frantoi sempre fermi in attesa del trattore per il loro trasporto.

CAVA PONTE BURIANO - AREZZO. Situazione generale. Gestito direttamente dall'U.S.V.S. Impresa MORETTI fornisce la mano d'opera. Cava in via di assestamento, produzione giornaliera in aumento 40 ÷ 50 mc/giorno. La produzione aumenterà appena arriverà un escavatore promesso dal Cap. Croft.
Capo Cava : CUNGI ALFIO.
Sarà necessario revisionare il frantoio primario probabilmente occorrerà sostituire le mascelle.
Le cava produce pietrisco che viene bitumato con betoniere prestate dall'84 C.R.E. Works R.E.

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CAVA CHELLI. Situazione generale: Gestita dall'Impresa MANNUCCI che fornisce a contratto 40 mc./giorno. Il pietrisco viene bitumato con betoniere prestate dall'84 C.R.E.

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RELAZIONE SULL'ATTIVITA SVOLTA DAI MACCHINARI CONSEGNATI DAL A.M.G. ALL' U.S.V.S. DI FIRENZE NELLA SETTIMANA 14 - 22.

Camion N° 5 a riparare.
Camions N° 14 - 17 - 18, Attività per trasporto di benzina cemento e tegoli.
Trattore N° 130 - in servizio locale - poi a Roma.-
Rimorchio N° 34 - servizio trasporto materiali varii.
Scavatrice a cucchiaio N° 41 a Siena, Impresa Falorsi.
Trattore a cingoli N° 33 " " "
Compressore N° 266 da MONTECATINI trasferito a Ripafratta impresa Valli per rimozione macerie.
Compressore N° 271 - Destinato a PONTASSIEVE per lavori al ponte.
Frantoi N° 206 e 211 - Compressore N° 272 a VECCHIANO in attività con produzione giornaliera di circa 100 mc. di pietrisco (3.5)-
Compressore N° 273 sempre presso il PONTE DELLA VITTORIA alla Ditta Immobiliare- Molto lavoro - usura di martelli e scalpelli.
Compressore N° 267 - mandato alla CAVA DI MONTECATINI in sostituzione dell'altro.
Frantoio 204 e 209 - il primario a Firenze, il secondario a Montelupo in attesa di essere trasferiti verso Siena per servire sulla S.S. N° 2 Cassia.
Frantoio N° 77 - 82 - Compressore N° 268 al MURAGLIONE fermi in attesa di essere prelevati per altra destinazione.
Frantoio N° 207 e N° 212, Compressore N° 274 alla CAVA CIANO a Livorno. Il N° 212 è fermo perchè alcune parti del motore sono state smontate dai militari che lo gestiscono. Il compressore è privo di manichette per l'aria e di martelli funzione, con una manichetta prestata e con un martello non adatto.
Frantoio N° 76 e 81 - funziona alla CAVA PONTE BURIANO.
Frantoio N° 75 e 80 CAVE CHELLI funziona sotto direzione militari alleate.
Frantoio N° 205 - 210 - Compressore 267 alla CAVA MONTECATINI.
Jeep N° 199 - In servizio al U.S.V.S.

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AC.PUBLIC WORKS ASPHALT.
Highway Equipment Office.
Florence, Tel.1525.

TO : Mr.F.O.GRIFFITH, Highway Equipment Officer
AC.P.W.&.U. ROME.

SUBJECT : Weekly Report.

REF : AD/1/14.

DATE : 19 August 1945.

GENERAL. U.S.V.S. received Military coupons for P.O.L. from P.B.S. for the month of August and will be directly supplied by the 84 C.R.E. for the equipment in his area. Application for P.O.L. were submitted also for next month of September.

EQUIPMENT. I checked the damages of one of the Kettles at Bologna : they certainly can fix it up and they already have a spare part for each Kettle of the damaged part (the fuel heater).

Bucci has started working on maintenance of the equipment at the U.S.V.S. yard.

MONTELUPO quarry. This equipment will be moved next week by 84 C.R.E. to S. Lucia (Cetine) quarry (Q. 7310) on St. Rd. N° 73 for maintenance of this and particularly St. Rd. N° 2. This equipment will be operated by the contractor BIAGI of Siena in this quarry and probably also in other quarries, one of which will be at Radicofani on Rte 2.

MONTECATINI quarry. Ing. DAMI is operating at present this quarry : a contract will be let as soon as possible.

CIANO quarry. No changes in the situation. The spares of this unit are still stored at Antignano (Livorno) and

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will be shipped to Rome as soon as the equipment will be also delivered to you, when P.B.S. will let it be moved.

VECCHIANO quarry. The quarry is again in operation : but no explosives have been still delivered by Ing. REGGIANI to Ing. GIUNTA.

MURAGLIONE quarry. I am waiting for Maj. MORSELLA's prime mover to ship this equipment to you.

CAVE CHELLI quarry. No changes.

PONTE BURIANO quarry. No changes.

Respectfully submitted

E.A.MILANI
CAPT.G.A.R.I.
FIELD ASSISTANT

Declassified E.O. 12356 Section 3.3/NND No. 785019

Nº 13.

AC.PUBLIC WORKS ASPHALT.
Highwey Equipment Office.
Florence, Tel.1525.

TO : Mr. F.O.GRIFFITH, Highwey Equipment Officer
AC.P.W.&.U. ROME.

SUBJECT : Weekly Report.

REF : AD/1.

DATE : 12 AUGUST 1945.

GENERAL. Inventories of spare parts and tools of the equipment were sent to you : I am waiting for your instructions in order to ship them or part of them to Rome.

Coupons for P.O.L. for August have not been issued yet.

The Prime mover Plant Nº 130 and trailer Nº 34 were sent to Rome on the 10th and delivered to your yard at CONTN the same day : I hope you will be able to send them back as soon as possible, since I cannot move any equipment, if necessary, until then.

EQUIPMENT. One Petrol Grader was used for 2 days to shape the ground of a public play yard near U.S.V.S. workshop. The grader was operated by 2 of BUCCI's men, who checked both graders and will do some maintenance work in the workshop. According to your instructions to Ing. GIUNTA, maintenance of the equipment in Florence, will be made, on a contract basis, by BUCCI. A supplementary estimate for this will be submitted by U.S.V.S. if necessary, since they have still money available on the approved estimate of the amount of L. 450,000.= but it will be clearer to keep different accounts of their expenditures by direct labor and by contract.

MONTELUPO quarry. The Secondary unit is idle in the Arno's riverbed for lack of gasolene, while the Primary is stored in Florence. As soon as we'll have the prime mover back, both units will be shipped to CETINE quarry, near Siena,

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on Rte 73 West.

MONTECATINI quarry. A contract will be let with the owner of the quarry, Ing. DAMI for its operation.

CIANO quarry. No change in the situation. U.S.V.S. is paying all expenditures, while the output is fully used by the Army on all kinds of roads.

VECCHIANO quarry. The crushers are idle for lack of fuel and explosives : please, have Ing. REGGIANI do something about the explosive, since Ing. GIUNTA gave a note to Ing. CROCETTA for him to this purpose.

MURAGLIONE quarry. The Levant Engr. C.R.E. moved away, leaving our equipment to 84 C.R.E.: the equipment is at present guarded by U.S.V.S. men and ready to be moved out of this Region as soon as you will send the prime mover to do this transport. I have already reported this by telephone to Maj. MORSELLA.-

CAVE CHELLI. No changes in the situation.

PONTE BURIANO quarry. The crushers are operated by U.S.V.S. mechanics and labor is paid by U.S.V.S. thru a local contractor GIOVI, while the Army is still giving directions and actually controlling everything. I deem that the equipment will be moved somewhere else, as the Army moves, because there is no possibility of a sufficient output and the site is too low on the river-bed and might be overflowed.

Respectfully submitted

E.A.MILANI
CAPT.G.A.R.I.
FIELD ASSISTANT.

Declassified E.O. 12356 Section 3.3/NND No. 785019

AC.PUBLIC WORKS ASPHALT.
Highway Equipment Office.
Florence, Tel. 1525.

TO : Mr. F.O.GRIFFITH, Highway Equipment Officer
AC. P.W.&.U. ROME.

SUBJECT : Weekly Report

REF : W.R.

DATE : 5 August 1945.

GENERAL. Inventories for spare parts and tools are completed at last and ready for your Office : I'll send you a copy within next week.

Coupons for P.O.L. are still to be issued by Maj. Frick, who is waiting for the approval of AC. Also 84 C.R.E. has not issued such coupons yet for the month of August.

EQUIPMENT. Ten Asphalt Kettles were shipped to Bologna on the 2nd by U.S.V.S., Florence and delivered to U.S.V.S., Bologna - Ing. Neri, who had already signed MRs for them, states that he cannot use them with the old tires and tubes, sent by Ing. Giunta, and wants new tires and tubes. I am sending his letter to Ing. Giunta and they have to find some agreement between themselves - one of the Kettles was damaged in the trip and it seems that a new pipe for its burner will be necessary. I couldn't get yet a satisfactory report on this.

The Tiltdozer tractor and the shovel are still used by that contractor on his RR job near SIENA very satisfactorily. Next week also one Petrol grader will be used in Florence.

The information I gave you from Capt. RAMSEY about the 65 pieces of wrought iron pipes was wrong: he told me yesterday that he has 17 tons of iron pipes, which he has to ship by rail to Sicily.

MONTELUPO, MONTECATINI & CIANO quarries. No changes in the situation.

VECCHIANO quarry. The Secondary Unit has still to be repaired : Maj. Frick will try to have the 338th Engrs do this

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job, since it has been delivered by them in such conditions.

MURAGLIONE AND CAVE CHELLI querries. No changes in the situation.

PONTE BURIANO quarry. The equipment was moved to this place (on the river-bed of the Arno)by the Army. The plant is still operated by them, since apparently the U.S.V.S. was not ready to operate it according to the Army's need. It seems that the Army wants to push the output within this month as high as possible and then deliver the plant completely to U.S.V.S. care and operation.

Respectfully submitted

E.A.MILANI.
CAPT G.A.R.I.
FIELD ASSISTANT.

Declassified E.O. 12356 Section 3.3/NND No. 785019

A.C. PUBLIC WORKS
HIGHWAY EQUIPMENT

TO: Ing. Comm. TIZZANO

FROM: Ing. MORSELLA

SUBJECT: Fund for production of gravel.

DATE 1 August 1945.

REF: AD/3/39

In order to plan an economical and rational use of quarry machinery released by U.S. Government, we submit to you the following facts:

Size of gravel obtained by said machinery, 3/4 of an inch, is bigger than what is requested by U.S.V.S., 1/2 an inch. Anyhow this problem will be conveniently solved with a new screen already ordered.

Another problem is the choice of the quarries near the roads where the gravel should be used.

It appears unlikely to us that the each plant may be profittable if moved around in more than three of four quarries per year. A minimum of 2.000 cubic meters of gravel should be produced in every quarry.

It is very difficult also to find a great number of quarries in which American plant can operate.

In the Umbria Region, where we first looked for quarries, because one plant now still working for a military unit was going to be released to us very soon, we found the first one in Olmo near Perugia.

This quarry is in a central position between routes 75,75 bis, 3 bis and 71. More than 2.000 cubic meters are needed for maintenance of said roads.

Rock is good, it is the best in the whole area.

Inspection of the quarry has been made together with Comm. Giacomelli U.S.V.S. Chief Eng, and Eng. Mariani of the U.S.V.S. Section of Perugia. Everything looked stright when Eng. Mariani stated that he had only funds to buy 250-300 cubic meters of gravel.

Since the situation for the Lazio Region appears to be the same, we have told Comm. Giacomelli that for gravel produced and stored in the quarries by 3 plants, to be released for Lazio and Umbria

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region, 20 millions lire were needed. 20 more millions were also needed if transportation had to be provided for.

Every plant should have an output of 25 tons (about 15 cubic meters) of gravel, 1-1/4 inch maximum, per hour.

If gravel must be of size requested by U.S.V.S., 1/2 an inch maximum, we may figure an output of 5 cubic meters per hour. That should make 30 cubic meters per day if machinery is operated for six hours a day a total of 8000 cubic meters per year.

Figures are very prudential and allow a large margin of more production:

Three unit should make about 24.000 cubic meters per year.
Approximate price for cubic Mt. 850 lire.

20.400.000. sum requested.

If transportation has to be provided, to transport gravel not farther than 30 Km. from the quarry, that means an average of 15 Km. for each trip, at a price of 60 lires per cubic meter Km. 21 millions lire more shall be needed.

2 Plants (one in Toscana and one at the Farnesina) are ready for use. Another plant shall be reales soon at Gualdo Tadino.

Therefore it is necessary to provide for financing.

We have examined the possibility to reduce to one or two the plants to be used for Lazio and Umbria Region. Two kinds of trouble have been found:

1) The production even if added to quantities produced by local firms will be insufficient.

(At present in Umbria local firms are working and one Plant also is operated by a military organization that is supplying all the gravel for routes N° 3,75, 75 bis etc.)

(Te military plant (the one in Gualdo Tadino) will be turned over to the G.C. soon and must continue to run only in Umbria if roads have to be well maintained)/

2) Only one unit for Lazio and Umbria, having to be shifted around to about 10 - 12 quarries in order to diminish transportation, shall not be economically profittable as we have said before.

Therefore we pray you to let us know the actions you may be able to take for the matters.

Maj. MORSELLA Giulio
Liaison Officer this HQ.
Between G.C. the Ministry P.W.

o/o: Ing Crocetta
Ing. Giacomelli
HQ A.C. P.W. & U. S/C
File.

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PRODUCTION OF THE STONE

4	laborers to remove the earth at the top of the quarry	L. 180	L. 720	
3	miners	" 250	" 750	
3	stone cutters	" 250	" 750	
4	laborers	" 180	" 720	
14	Total		L. 2940	
	Insurances 80%		" 2352	
			L. 5292	
	(Daily production 40 cm.) for each cubic meter		L. 132,30	
	To pay to the quarry owner and		" 50,00	
	Gasoline Lubricant for Compressors explosive		" 25,00	
	Total		L. 207,30	
	Over head (10% tax) 20%		" 41,40	
			L. 248,70	
	Profit 10%		" 24,90	
			L. 273,60	L. 273,60

CRUSHING OF STONE

1	formen (1)	L. 350	L. 350	
1	watchmen (1)	" 300	" 300	
1	mechanic (1)	" 500	" 500	
2	operators	" 250	" 500	
8	laborers (to load the plant)	" 180	" 1440	
6	laborers (to unload the plant)	" 180	" 1080	
19	Total		L. 4170	
	Insurances 80%		" 3336	
			L. 7506	
	(Daily production mc. 40) for each cubic meter		" 187,60	
	Gasoline litri 300 x L. 20	L. 6.000		
	Lubricant " 20 x L. 80	" 1.600		
		L. 7.600		
	For each cubic meter		" 190,00	
	Maintenance and repairs		" 45,00	
	Interess and ahortize of 1.000.000 lire		" 28,00	
	Total		L. 450,60	
	Over head 20%		" 90,00	
			L. 540,60	
	Profit 10%		" 54,00	
			L. 594,60	L. 594,60
	TOTAL COST of 1 mc of gravel			- 868,20

(1) to pay even in bad weather when plant will not run.

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TRANSPORTATION

Loan of the TRUCK.....	Lire	1.000 a day
Driver lire 600 a day (1)		
2 labourers 400 " "		
Total..... 1000 " "		
Insurance 72% 720		
Total.....	"	1.720
Gasoline lubricant.....	"	800
Garage-Maintenance Repairs.....	"	600
Total	"	4.120
20% over head	"	824
		4.944
10% profit	"	496
		5.440

3 trip a day = to 6 cubic meter (3 km.
Cost of transportation of 1 cubic meter L. 900

(1) to pay even in bad weather when truck will not run.

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FUEL NEEDED

Plant 2 Engine of 65 HP each in 8 hours.....	Litri		220
2 Compressors " " "	"		30
5 trucks " " "	"		200
Total for one day.....	"		450

In a month 20 days work for each plant (Primary and secondary) gasoline.....	"		9000
DO Lubricant.....	"		500

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INSURANCE

Assicurazione sociale	L.	6,38
Assicurazione infortuni	"	16,00
Cassa malattia	"	3,31
Ferie gratifiche natalizie, festivita' nazionali	"	20,10
Contributo per addestramento professionale	"	2,08
Assegni famigliari		22,19
Contributo richiamati	"	1,11
Cassa integrazioni salari	"	5,55
Indennita' di licenziamento	"	1,54
Assicurazione responsabilita' civili	"	1,00
	L.	84,26
Aumento 2% per R. M.		3,68
	L.	87,94

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OVER HEAD

Baraccamenti, assistenza ecc.	1	%
Direzione tecnica e amministrativa	3	%
Interessi passivi	2,50	%
Tassa registro	2,04	%
Tassa entrata	4	%
Richezza mobile	3,30	
Sopraprofitti	2	
Imposta complementare e varie	2,70	
TOTALE	20,54	

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AC. PUBLIC WORKS ASPHALT.
Highway Equipment Office.
Florence, Tel. 1525.

TO : MR. F.C.GRIFFITH, Highway Equipment Officer
AC. P.W.&.U. ROME.

SUBJECT : Weekly Report.

REF. : W.R.

DATE : 29 July 1945.

GENERAL. Inventories for spare parts and tools of all equipments are almost completed; they will be remitted to you as soon as possible, in order to arrange shipment of spare parts to Rome.

Ing. Crocetta was here from Rome to discuss with Ing. Giunta and myself the number of crushing units which will be needed and left in Toscana and located as follows as soon as the Mil. Authorities will let them to be moved :

1st priority - a) VECCHIANO quarry : equipment already in operation

b) PONTE BURIANO quarry: equipment to be shipped from Indicatore.

d) CETINE quarry (near Poggibonsi): equipment to be shipped from Montelupo and Florence.

2nd. priority - d) MONTECATINI quarry: equipment in operation

3rd. priority - e) MONTEBENI quarry (near Raticosa on Rte 65): equipment to be shipped from Cave Chelli

The other two units at CIANO and MURAGLIONE quarries will be transferred, when possible, to some other region.

I told Engr. Giunta to arrange with In[illegible]reggiani delivery of explosives for the operation of the quarries: that will be made thru Ing. Crocetta.

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EQUIPMENT. All spare parts from MURAGLIONE, CAVE CHELLI and INDICATORE were delivered and are stored by U.S.V.S. in Florence.

The ten Asphalt Kettles were not shipped to Bologna yet, because one of the trucks had to be repaired : they will certainly be shipped within next week.

The two boxes at 12L50 Depot in Leghorn were collected and shipped to Rome - Capt. RAMSEY has 65 pieces of wrought iron pipes (weighing 5062 lbs.) to deliver to you, as I have already reported. They came from the s/s LA GRANDE VICTORY (E 4 SHIP TOG 440).

MONTELUPO, MONTECATINI & CIANO quarries. No changes in the situation.

VECCHIANO quarry. One compressor was moved to Florence and loaned to the SOC. GENERALE IMMOBILIARE for bridge reconstruction: the quarry is not yet in operation. The primary unit has to be repaired by the 338th Engrs' workshop or, if not possible, to be shipped and fixed at Pisa.

MURAGLIONE quarry. LT. COL. CAMERON, C.R.E. LEVANT ENGR., is ready to turn over this plant in about five or six weeks: at present our equipment is operated by civilian operators of the U.S.V.S., to whom it has been consigned. The C.E. prefers that operation of the quarry be kept by the Army until they need it: U.S.V.S. will move the equipment to Florence, or where it will be decided, as soon as the Army will not need it any longer up there.

CAVE CHELLI & INDICATORE quarries. The U.S.V.S. took over the equipment on the 25th according to previous arrangements. The INDICATORE plant will be moved next week to PONTE BURIANO and the plant at CAVE CHELLI will be still operated there until the Army will need it. Of the 3 air compressors, trailer type, one is stored at Florence, one was turned over at INDICATORE and one at AREZZO, from where it will be shipped to Florence.

The 84 C.R.E. loaned to U.S.V.S. for operation of these

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quarries an other air compressor and 2 concrete mixers (for bitumen) at INDICATORE and one compressor and 2 asphalt pug-mills at CAVE CHELLI.

Respectfully submitted

E.A.MILANI
CAPT. G.A.R.I.
FIELD ASSISTANT.

AC. PUBLIC WORKS ASPHALT.
Highway Equipment Office.
Florence, Tel. 1525.

TO : MR. F.O.GRIFFITH, Highway Equipment Officer
AC. P.W.&.U. ROME.

SUBJECT : Weekly Report.

REF. : W.R.

DATE : 29 July 1945.

GENERAL. Inventories for spare parts and tools of all equipments are almost completed; they will be remitted to you as soon as possible, in order to arrenge shipment of spare parts to Rome.

Ing. Crocetta was here from Rome to discuss with Ing. Giunta and myself the number of crushing units which will be needed and left in Toscana and located as follows as soon as the Mil. Authorities will let them to be moved :

1st priority - a) VECCHIANO quarry : equipment already in operation

b) PONTE BURIANO quarry: equipment to be shipped from Indicatore.

d) CETINE quarry (near Poggibonsi): equipment to be shipped from Montelupo and Florence.

2nd. priority - d) MONTECATINI quarry: equipment in operation

3rd. priority - e) MONTEBENI quarry (near Raticosa on Rte 65): equipment to be shipped from Cave Chelli

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Lt. P.C.Griffith, Highway Equipment Officer
AC. P.W.&.U. ROME.

SUBJECT : Weekly Report.

REF. : W.R.

DATE : 29 July 1945.

GENERAL. Inventories for spare parts and tools of all equipments are almost completed; they will be remitted to you as soon as possible, in order to arrange shipment of spare parts to Rome.

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3rd. priority - e) MONTEBENI quarry (near Raticosa on Rte 65): equipment to be shipped from Cave Chelli

The other two units at CIANO and MURAGLIONE quarries will be transferred, when possible, to some other Region.

I told Engr. Giunta to arrange with Ing. Reggiani delivery of explosives for the operation of the quarries: that will be made thru Ing. Crocetta.

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EQUIPMENT. All spare parts from MURAGLIONE, CAVE CHELLI and INDICATORE were delivered and are stored by U.S.V.S. in Florence.

The ten Asphalt Kettles were not shipped to Bologna yet, because one of the trucks had to be repaired : they will certainly be shipped within next week.

The two boxes at 12150 Depot in Leghorn were collected and shipped to Rome - Capt. RAMSEY has 65 pieces of wrought iron pipes (weighing 5062 lbs.) to deliver to you, as I have already reported. They came from the s/s LA GRANDE VICTORY (E 4 SHIP TOG 440).

MONTELUPO, MONTECATINI & CIANO quarries. No changes in the situation.

VECCHIANO quarry. One compressor was moved to Florence and loaned to the SOC. GENERALE IMMOBILIARE for bridge reconstruction: the quarry is not yet in operation. The primary unit has to be repaired by the 338th Engrs' workshop or, if not possible, to be shipped and fixed at Pisa.

MURAGLIONE quarry. LT. COL. CAMERON, C.R.E. LEVANT ENGR., is ready to turn over this plant in about five or six weeks: at present our equipment is operated by civilian operators of the U.S.V.S., to whom it has been consigned. The C.E. prefers that operation of the quarry be kept by the Army until they need it: U.S.V.S. will move the equipment to Florence, or where it will be decided, as soon as the Army will not need it any longer up there.

CAVE CHELLI & INDICATORE quarries. The U.S.V.S. took over the equipment on the 25th according to previous arrangements. The INDICATORE plant will be moved next week to PONTE BURIANO and the plant at CAVE CHELLI will be still operated there until the Army will need it. Of the 3 air compressors, trailer type, one is stored at Florence, one was turned over at INDICATORE and one at AREZZO, from where it will be shipped to Florence.

The 84 C.R.E. loaned to U.S.V.S. for operation of these

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MONTELUPO, MONTECATINI & CIANO querries. No changes in the situation.

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The 84 C.R.E. loaned to U.S.V.S. for operation of these

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quarries an other air compressor and 2 concrete mixers (for bitumen) at INDICATONE and one compressor and 2 asphalt pug-mills at CAVE CHELLI.

Respectfully submitted

E.A.MILANI
CAPT. G.A.R.I.
FIELD ASSISTANT.

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AC. PUBLIC WORKS ASPHALT.
Highway Equipment Office
Florence, Tel. 1525.

TO : MR. F.O.GRIFFITH, Highway Equipment Officer
Rome.

SUBJECT : Weekly Report.

REF : WR.

DATE : 22 July 1945.

GENERAL. Applications for fuel and lubricants were submitted by U.S.V.S. in due time (prior to the 20th) to P.B.S. and 84 C.R.E., in order to get Mil. coupons for next month of August to operate their Highway Equipment.

EQUIPMENT. All spare parts of the Muraglione plant were brought to Florence and stored by U.S.V.S.; some spare parts were sent to Florence also from CAVE CHELLI; they will be checked as soon as they will be all here.-

Ing. Neri, Chief Engr. U.S.V.S., Bologna has signed MRs for all equipments issued or turned over to him. Also the Primary and Secondary crushers from COLLINA quarry were moved to Bologna. Ing. Neri stated that he wants to operate one crushing unit at Bologna, on the river Reno (L. 857515) and the other one at S. ILARIO on the ENSA river near Reggio Emilia.

Only the ten Asphalt kettles are still in Florence and will be shipped to Bologna within next week.

I am still waiting for the truck which has to come from Rome and go to Livorno to collect and carry to Rome the two boxes which are still at 1250 DEPOT.

MONTELUPO AND MONTECATINI quarries. No change in the situation; the output of these quarries is still controlled by the Army.

VECCHIANO quarry. At the end of next week organization of this quarry will be completed to start operation.

CIANO quarry. No changes.

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MURAGLIONE quarry. The Commanding Officer of the British Unit operating this quarry let me know that he is satisfied with the operators sent by U.S.V.S. I suppose that according to instructions of C.E. Nº 1 District I shall be able to arrange with CRE Levant Engr. Bn at DICOMANO that U.S.V.S. take over this quarry within next week.

CAVE CHELLI AND INDICATORE quarries. LT. COL. PATTULLO, 84 C.R.E., stated at the weekly conference on the 19th, at which I attended, that the plants in these quarries will be turned over to U.S.V.S. on the 25th together with the three air compressors, Broomler type. The quarries will be operated by U.S.V.S. under control of Maj. Philp, D.C.R.E., 276 Wks Section, who will supply fuel and transport. The plant at Indicatore will be probably moved to PONTE BURIANO (R.222378) instead of CAMPOLUCI to be nearer to Rte 69.

Respectfully submitted

E.A. MILANI
CAPT. G.A.R.I.
FIELD ASSISTANT.

Declassified E.O. 12356 Section 3.3/NND No. 785019

AC PUBLIC WORKS ASPHALT.
Highway Equipment Office
Florence, Tel. 1522, 1524, Ext. 19.

TO : Mr. F.O. GRIFFITH, Highwey Equipment Officer. Rome.
SUBJECT : Weekly Report.
Ref : W.R.
Date : 15 July 1945.

GENERAL. I moved on the 13th my Office to the second floor of Via Tornabuoni 16, where I rented 2 rooms from the Unione Commercianti: there was no convenient place at the U.S.V.S. Office.- U.S.V.S. will pay the rent for my Office and beginning from to-morrow the salary for Mrs. Pons, who was paid up to date by A.M.G. Public Works. The typewriter was consigned to me by Mr. Rapp and I signed a receipt for it.- I applied to the Signal Office (Florence Command) in order to keep either 1522 or 1524 as telephone number for this Office and I'll know to-morrow what can be done.

I made arrangements with Col. Broyles in order to supply U.S.V.S. with gas and lubricants coupons for next month of August and I'll do the same with 84 C.R.E., if necessary.-

U.S.V.S. received from Maj. Frick 65 old jeep tires in good shape: I am waiting for U.S.V.S. informations to send you the requested priority list of trucks tires to contractors.-

In order to operate the quarries U.S.V.S. need explosives as requested.-

EQUIPMENT. All boxes and cases have been opened and equipment stored at U.S.V.S. yard at Florence.- Ing. Checcucci and U.S.V.S. representatives are checking and listing all spare parts and tools of the equipment in order to store them in good order as soon as possible. I still need packing lists of spare parts and tools for almost all equipments: Col. BROYLES promised to help us, when our lists will be completed.

Spare parts and tools of the Muraglione plant arrived two days ago: the same will follow for Cave Chelli and Indicatore, according to agreements made with Maj. FREEBURG.

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Spare parts and tools of Cortona plant (now at Olmo) will remain there at your disposal.-

The shovel was shipped by trailer to Taverne d'Arbia (near Siena) and loaned to contractor Falorsi: operators and tools were supplied by the firm Bucci.-

It is necessary that you send me the box, containing the tools of this machinery, in order to operate it properly and maintain it as requested: this box wasn't shipped here with the rest of the equipment.

The six graders, one shovel and one bulldozer arrived from Rome to Bologna by rail and Frattari and the other mechanics are at present unloading the cars and assembling the equipment. I got in touch with Ing. Neri, Chief Engr. of U.S.V.S., Bologna and Maj. HYLAND and Capt. GENTRY. The Primary and Secondary crushers, which were at Porretta (Plant Nos. 78+83) with 2 air compressors (Plant Nos. 269+270) were sent from Florence to Bologna and delivered to Ing. Neri. He will provide to use them in a querry between Forlì and Faenza, which has not been chosen yet. The air compressor, trailer, which was brought from Rome, has also been consigned to Ing. Neri in Bologna.

The Primary and Secondary crushers, which are still at Collina, will be transported and delivered to Ing. Neri, as soon as he will let me know in which quarry he wants to operate them, between Porretta and Vergato.

The ten Asphalt Kettles will also be shipped to Bologna and delivered to him, as soon as possible with our transportation.

I located the 2 boxes at Leghorn at 12L50 Depot: since, according to your note, you want them in Rome, instead of stored here in Florence, I'll send Di Martino to take and bring them to Rome: so I arranged with Capt. RAMSAY.-

MONTELUPO and MONTECATINI quarries. No changes.

VECCHIANO quarry. U.S.V.S. has started to operate this quarry: the 2 compressors are being used with explosives furnished by a contractor, in order to prepare a normal operation in this new quarry.

CIANO quarry. No changes.-

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MURAGLIONE, CAVE CHELLI & INDICATORE quarries.

I got in touch with 84 C.R.E. at Arezzo and the whole situation also about the 3 compressors should be cleared up at the next Conference in Arezzo on Thursday, at which I'll attend together with Ing. GIONI, U.S.V.S. representative in that Area. U.S.V.S. has proposed to use the Indicatore plant for the Buon Riposo quarry, near Campoluci (R. 2639), where gravel of the Arno river could be used. As long as 84 C.R.E. will control this operation, it seems that gravel will be transported to Indicatore to be crushed by the Secondary unit there.

Respectfully submitted

E.A.MILANI
CAPT.C.A.R.I.
FIELD ASSISTANT.

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Q.C. PUBLIC WORKS
HIGHWAY EQUIPMENT

TO : Mr. GRIFFITH and
Lieut CAGNAZZO.

FROM : Ing. RUBINO

SUBJECT: Corso addestramento

DATE : 13 July 1945

For your information and action the training course started on June 25 was to end on July 14: not a long period indeed considering holidays, Sundays, and pupils having to attend their jobs until 1300 hours at the Genio Civile.

The course was attended by :

2 mechanicians from Aquila
2 " " " Caserta
2 " " " Bari
2 " " " Catanzaro
1 " " " Potenza
1 " " " Rome

The following quitted the course before its end:
- on June 22nd. - the 2 from Caserta without any reason
- on July 10th - the one from Catanzaro owing to serious family reasons.
- on July 12 th - the 2 from Bari saying they were destituted of any money.
- on July 13 th - the pupil from Potenza
- The pupil from Rome was late to enter the course and everyday left the course at noon.

I must praise the good behavior,sense of duty,good profit of both pupils from Aquila worth while to be signalled to the Ministry for a praize.

Nearly everybody has been trained on the following machinery

Crusher
Caterpillar
Asphalt distributor
Grader

To train them on shovels & asphalt Finishers more than ten days would have been required.

signed: Rubino

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translation by Bellini

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ER/VM

A.C. PUBLIC WORKS
HIGHWAY EQUIPMENT

TO : Mr. GRIFFITH and
Lieut. CAGNAZZO

FROM : Ing. RUBINO

SUBJECT : Corso addestramento

DATE : 13 July 1945

Faccio noto, per gli opportuni provvedimenti, che il corso iniziatosi il giorno 25 Giugno doveva terminare il giorno 14 Luglio.

Periodo non eccessivo tenendo presente le giornate festive,le domeniche e che i partecipanti essendo dipendenti del Genio Civile smettano il lavoro alle ore 13 -

Al corso parteciparono:

Nº 2	MECCANICI	di	Aquila
" 2	"	"	Caserta
" 2	"	"	Bari
" 2	"	"	Catanzaro
" 1	"	"	Potenza
" 1	"	"	Roma

Durante il corso si sono verificati i seguenti allontanamenti.

a) giorno 22 Giugno - si allontanarono arbitrariamente i partecipanti di Caserta.

b) Il giorno 1o luglio un rappresentante di Catanzaro rientrava in sede per grave motivo di famiglia.

c) Giorno 12 i rappresentanti di Bari rientravano in sede adducendo a giustificazione la mancanza di mezzi di sostentamento.

d) Giorno 13 si assentava l'unico rappresentante di Potenza.

e) L'unico rappresentante di Roma oltre ad aver iniziato il corso con ritardo, smetteva il lavoro alle ore 12 di ogni giorno.

Segnalo invece l'esemplare condotta, senso del dovere e profitto trattone dai due rappresentanti di Aquila per i quali gradirei fosse fatta segnalazione meritevole al Ministero e proposta di premio.

Quasi tutti hanno compiuto addestramento sul seguente macchinario:

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KETTLES
REX MIXERS

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CRUSHER
CATERPILLAR
ASPHALT DISTRIBUTORI
GRADER

Per gli escavatori (Shovel) e ASPAHLT FINISHER era necessaria una ulteriore permanenza di una diecina di giorni.

Distr : Mr. GRIFFITH
Lieut. CAGNAZZO
1 - Ing. RUBINO

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A.C. PUBLIC WORKS

HIGHWAY EQUIPMENT

TO : Lieut. Cagnazzo.
FROM : Ing. Pozzo
SUBJECT : Report
DATE : 13 July 1945

1. MOTOR POOL. (AC. Depot 1577) located in the basement of the Fish Market at Naples.

a) Rooms: Dispatcher's office, Warehouse for spare parts and tools, Store room for petrol, lubricants etc.

b) Sanitary General Installations: Water point, latrine, electric wiring, telephone.

c) Observations and disadvantages of this building: (See attached Plan).

Future increment of traffic and number of trucks will be limited by the following two reasons:

Entrance too narrow (one way only)
Number and particular locations of concrete posts.

Bad conditions of work by inexistence of windows for ventilation and light.

d) Night guard service will be done by Carabinieri provided by Public Safety.

e) Personnel: Dispatcher: Amato Gaetano, Id. Card 78310 - Date of engagement: 10 July'45 this payroll has to be fixed.

Controller (in charge of loading and transferring of materiala by trucks): Iadaresta Vincenzo, Id. Card 7098, Date of engagement: 12 July'45 this payroll has to be fixed.

Passes to enter Port Areas and travel in WD. vehicles have been issued to them.

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Daily dispatching record forms will be mimiographed and the dispatcher will take

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care of it.

Book for Receipt and Delivery of Materials will be done to the Controller.

2. LOADING OF HOSE PARTS & STEEL DRILLS.
Our Truck Plant 28 w/ 14 Boxes and one bundle of 14 feet long steel drills left Naples on 12/7 at 15.30 P.M.
The other 8 bundles of Drills will be loaded on our Trucks Plant 11 and 126 and they should be in Rome to day.

3. ASSEMBLING OF CRANES.
Uncrating and assembling is going on satisfactory.
Transportation for this crew of mechanics has been provided by own truck Plant 27.

4. ENGAGEMENTS OF PERSONNEL.
Drivers and mechanics are easily founding on Naples area and on this proposal we have a list of skilled workers particularly recommanded.

5. DELEGATION.
We must have in Naples our representative who is entitled (written authorization by Mr. Griffith) to Signe receipts of Stores from Depots and Port. a.s.o.

LUCIANO POZZO
Engineer

c.c.: Mr. Griffith
Mr. Frampton

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AC PUBLIC WORKS ASPHALT.
Tel. 1522,23,24 - Ext.37

Ref. W.R.

Date : 8.July.45

SUBJECT : Weekly Report

TO : Mr. F.O.GRIFFITH, Highway Equipment Officer
Rome.

GENERAL. Arrangements were made with the Unione Commercianti in order to keep 2 rooms for this Office in their flat at Via Tornabuoni N° 16, when it will be de-requisitioned and turned over to them. U.S.V.S. and Ing. Checcucci are checking spare parts and tools and making lists.

EQUIPMENT. All the graders, towed type, which were still cased at the U.S.V.S. store-yard, have been assembled and are at present stored: identification numbers were given by me to Ing. Pozzo and I am waiting for M/R's. - The same for all the 34 Asphalt Kettles, 10 of which will be transferred to U.S.V.S. Bologna: only six cases of kettles have still to be opened.

The shovel is ready to be taken to Asciano and delivered to the contractor Falorsi with two trained operators.

PORRETTA QUARRY. All this equipment was transported to Florence and is at present stored at the U.S.V.S. yard, to be checked and have some maintenance work.

COLLINA QUARRY. The primary and secondery unit are still there and not operated by U.S.V.S., which is waiting for explosives.-

MONTELUPO AND MONTECATINI QUARRIES. No changes in the situation.

VECCHIANO QUARRY. The U.S.V.S. is organizing this quarry and will start to operate the equipment as soon as possible

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TO : Mr. F.O.GRIFFITH, Engineer, [illegible]
Rome.

GENERAL. Arrangements were made with the Unione Commercianti in order to keep 2 rooms for this Office in their flat at Via Tornabuoni Nº 16, when it will be de-requisitioned and turned over to them. U.S.V.S. and Ing. Checcucci are checking spare parts and tools and making lists.

EQUIPMENT. All the graders, towed type, which were still cased at the U.S.V.S. store-yard, have been assembled and are at present stored: identification numbers were given by me to Ing. Pozzo and I am waiting for M/R. - The same for all the 34 Asphalt Kettles, 10 of which will be transferred to U.S.V.S. Bologna: only six cases of kettles have still to be opened.

The shovel is ready to be taken to Asciano and delivered to the contractor Falorsi with two trained operators.

PORRETTA QUARRY. All this equipment was transported to Florence and is at present stored at the U.S.V.S. yard, to be checked and have some maintenance work.

COLLINA QUARRY. The primary and secondary unit are still there and not operated by U.S.V.S., which is waiting for explosives.-

MONTELUPO AND MONTECATINI QUARRIES. No changes in the situation.

VECCHIANO QUARRY. The U.S.V.S. is organizing this quarry and will start to operate the equipment as soon as possible with their own fuel. Explosive must be supplied, too.-

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CIANO QUARRY. Maj. Frick told the U.S.V.S. that the U.S. Engr!s still want to keep all the equipment in this quarry

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it will be moved to Rialdo as soon as possible.- The equipment is operated by U.S.V.S.

MURAGLIONE, CAVE CHELLI and INDICATORE QUARRIES.

No changes in the situation.-

Respectfully submitted

E.A.MILANI
CAPT. G.A.R.I.
FIELD ASSISTANT.

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AC PUBLIC WORKS ASPHALT.
Florence, Tel.1522,23,24 - Ext.37

Ref : WR Date : 1 July 45

SUBJECT : Weekly Report

TO : Mr. F.O.GRIFFITH, Highway Equipment Officer, Rome

GENERAL. The U.S.V.S. is making lists of the spare parts and tools, which have been collected and brought to Florence or are still in the quarries with the equipment turned over to them. I couldn't get the packing lists for any other equipments but the truck-mounted air compressors.-

According to what I already reported to you it is necessary that very clear instructions be given to U.S.V.S. by the Italian Ministry of Public Works about the whole matter of Highway Equipment operations : I talked of this with Ing. Reggiani by telephone, who promised me prompt action.

EQUIPMENT. Two asphalt distributors trucks (W.D.Nos.4558262 and 4558268) were delivered to Pfc. Di Martino yesterday together with two Asphalt finishers, crawlers (W.D.Nos.9100700 and 9100706), to be transported to Rome. Also the other two finishers were uncrated and stored at the U.S.V.S. yard, so that there is no equipment left at the Cascine (at the 7067 Engr's Ba'n yard) any longer.- At the U.S.V.S. yard, all the equipment is properly stored : only 14 cases of Asphalt kettles and 3 cases of Hand controlled graders have still to be opened.- The ten kettles, which have to be sent to Bologna, are ready to be shipped, as soon as you will send instructions. On some of them old tires will be mounted and Ing. Giunta will keep the new ones for his Office's cars.

The D.4 Tiltdozer tractor was shipped by trailer last Monday to Asciano and delivered to the contractor Falorsi for use on his R.R. job. The operators have been supplied by the firm Bucci, who will be responsible for it and its operation, while an other mechanic was sent by the U.S.V.S. as an extra helper. The Tiltdozer is at present used satisfactorily to make a filling for the R.R.; even if properly used, it is not fit to complete this job; the Bucyrus-Erie shovel will, therefore, be loaned to them next week, according to your instructions and

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the Tiltdozer will be used to do only the first part of the filling and then to clear debris somewhere else on that same section of the R.R. Sinalunga-Siena.-

PORRETTA AND COLLINA QUARRIES. No change in the situation: to-morrow and Tuesday all the equipment from Porretta will be moved to Collina, to be taken later on to Florence or some other quarry.-

MONTELUPO QUARRY. No changes.-

MONTECATINI QUARRY. No changes.-

SAN GIULIANO QUARRY. In consequence of Ing. Giunta's suggestion, all the equipment was moved on the 28th to VECCHIANO QUARRY (Q 0973) by order of P.B.S. (Maj.Frick).- The equipment is operated by U.S.V.S. people and the 338th U.S.Engrs. is still supplying fuel and collecting the output.

CIANO QUARRY. This equipment will be moved next week to RIALDO QUARRY (Q.2626) : this new quarry will be operated by U.S.V.S., for their own use. It is, therefore, necessary that explosives be supplied to them, as requested.

MURAGLIONE QUARRY. Ing. Agostini of U.S.V.S. was instructed to provide for capable operators; if they will not do it as soon as necessary, the firm Bucci will be asked to do it.

CAVE CHELLI. and INDICATORE QUARRIES. No orders to turn over have been forwarded yet to the British sergeants who are operating at present these quarries. I'll go, as soon as possible, to see Maj. Freeburg at Chiusgiana (Olmo) to get written orders for them, according to Maj. Boucher's letter and arrange for collection and transport of apare parts and tools.

No orders have apparently been issued to turn over to U.S.V.S. the three air compressors, trailer, which are at Levane, S.Eracbio and Foligno.

Respectfully submitted

E.A.MILANI
CAPT. G.A.R.I.
FIELD ASSISTANT.

Declassified E.O. 12356 Section 3.3/NND No. 785019

AC PUBLIC WORKS ASPHALT.

FLORENCE, Tel. 1623-Ext. 37.

24 JUNE 1945

Ref. : W.R.

SUBJECT : Weekly Report.-

TO : Mr. F.O. Griffith, Highway Equipment Officer.

GENERAL. The yard for U.S.V.S. at Via F. Baracca was requisitioned by the Florence Command and U.S.V.S. has already made proper arrangements with the owner to keep it.

The jeep Plant N° 199 arrived yesterday : it will be issued to Ing. Giunta for his Office, while I'll keep under my direct control the other 2 jeeps Nos. 178 and 196.

EQUIPMENT. The third distributor truck was also uncrated and stored : 2 distributors (W.D.N° 4558262, Manfg N° 968-A-3991, Engine Nos.....and W.D.N° 4558268, Manfg N° 968-A-3997, Engine Nos 180381 and 1217752) are ready to be taken to Rome.- The Secondary unit was uncrated and delivered to Pfc Di Martino together with the two 5-to 6-ton. tractor-trucks, W.D. Nos. 553500 and 590587.-

The first of the 4 asphalt finishers has been uncrated and will be stored by the U.S.V.S. : it is still at the Cascine, properly watched.

The Tiltdozer tractor has been loaned by U.S.V.S. to a contractor Falorsi to do 8 or 10 days work at Asciano near Siena; it will be shipped by trailer to-morrow with two trained operators furnished by the Firm Bucci of Florence, which is supposed to supply the U.S.V.S. with a proper organisation of operators and mechanics for their equipment and to take care of its fitting, operation and maintenance.

PORRETTA & COLLINA quarries.- U.S.V.S. took over all the equipment last Monday and brought to Florence what they could get of spares and tools. As soon as possible they want to transport all this equipment to Collina and, later on, move part of it to Florence. The 226th Engr's have left and both quarries are not in operation. One dolly is missing, which was there two weeks ago, and I'll try to locate it.

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MONTELUPO. quarry.- No change in the situation.

MONTECATINI quarry.- U.S.V.S. is operating this quarry, while the 175th Engr's supply fuel and collect the aggregate output.

S. GIULIANO quarry.- U.S.V.S. took over the equipment signing receipts at the 338th H.Q. at Leghorn for the tools of the 2 compressors, some of which are missing, as indicated in the list of them. The equipment is operated now by U.S.V.S.' mechanics, while the 338th Engr's will supply labour, transport and fuel, as long as they will need to collect the material. As soon as they will move or not need the operation of U.S.V.S' equipment, U.S.V.S. will move it to another quarry at Vecchiano (Q. 0973).-

CIANO quarry.- No change in the situation.

MURAGLIONE quarry.- I found out that the Quarry Coy Commanding Officer is not trusting the 3 mechanics, which were sent by U.S.V.S. Ing. Agostini will organise next week operation of this quarry and the equipment will be turned over to U.S.V.S., as soon as they will send well trained operators for it.-

CAVE CHELLI AND INDICATORE quarry.- No changes in the situation.

Respectfully submitted

E.A. Milani

E.A. MILANI, Capt.
G.A.R.I.

Declassified E.O. 12356 Section 3.3/NND No. 785019

A.C. PUBLIC WORKS
HIGHWAY EQUIPMENT

OFFICE MEMORANDUM N° 29

TO : HIGHWAY EQUIPMENT
SUBJECT : CAMMUCCIA QUARRY
DATA : 22 June I945

CAMUCCIA QUARRY.

The 20th of June I and mr. DE MAJO went to visit Cammuccia Quarry where 2 meccanic of Stem, contractor are learning to use the quarry machinery.

The british sergent in charge of the quarry told us that the two men are doing pretty well and the short one better than the other one.

The quarry will be closed the 21st and all the equipment will be transfered to Olmo Quarry nearer to Perugia.

We paied a visit to MajFREEBARN of the 854 quarrying Coy R.E. to Know, if possible,when the machinery will be transfered to the Genio Civile.

The major was enable to give us any answer and he suggested to inquire to Col.PATULLO in Arezzo.

He read us the order of Col.PATULLO to move all the quarry equipment from Cammuccia to Olmo and read also a letter of major Boucher that ask the CRE to controll quarry equipment and production.

We did not go to Arezzo and we did not suggest anything to the Genio Civile for the quarry freed from the CRE,because the stone of the quarry is too soft for roads.

Per: HIGHWAY EQUIPMENT OFFICER.

Distr:1 Mr.GRIFFITH ←
1 Ing.MORSELLA
1 O.M.File

Maj J. C. Morsella
2422
Ing. Giulio MORSELLA.

A.C. PUBLIC WORKS

HIGHWAY EQUIPMENT

TO : Mr. GRIFFITH and Lt. CAGNAZZO

FROM : Eng. RUBINO

SUBJECT : REPORT

DATE : 20 June 1945

Machinary assembling testing and repairs started 1st. of May and a period of 6 weeks was anticipated to ultimate and deliver the above works.

Under my personel supervision and tecnical directive, the undermantioned works, have been carried-out and ultimated ten days before schedule.

1) assembling and testing of Nº 52 Kettles
2) " " " " " 25 Rex Mixer
3) " " " " " 6 Cartepillar
4) " " " " " 1 Excavator
5) repairing " " " " 20 Graders
6) assembling " " " " 3 Ingersoll roller
7) repairing " " " " 6 Rex Mixer

which had many missing or brocken machinary parts.

The above works are carried out with satisfaction by the Firms S.A. S.T.E.M. and TUDINI & TALENTI.

Up to this date the undermantioned materials, were handed over and forwarded:

REX MIXER	TRACTOR	GRADERS	KETTLES	EXCAVATOR

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Up to this date the undermantioned materials, were handed over and forwarded:

	REX MIXER	TRACTOR	GRADERS	KETTLES	EXCAVATOR
Florence	6	1	2		1
Rome			3	16	
Bari			3	8	
Caserta			2	6	
Catanzaro			3	6	
Aquila				4	
Potenza			2	2	
Palermo				6	
Cagliari				2	
TOTAL	6	1	15	50	1

2421

OBSTACLES ENCOUNTERED AND SURMOUNTED.

As the Graders had no battery it was necessary to use tractors, to have them start, thus delayng the transfer and loading operations.

To the remaining Graders left at Farnesina the roter arms are missing, and non could be found in the Spare Parts,cases.

This as been already mantioned in my report dated 28-5-45.

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For the transport of the material we were short of steel rapes, but I menaged to get them in sufficient number.

The first Kettles were forwarded in open trucks. But on my one intervention, to avoide possible pilfering during the travel, the remaining Kettles were sent by sealed trucks.

All Railways stations were instructed to inform our representatives, of the arrivals of the trucks, so as to enable us to provide for the unloading of the said materials, and further transport.

MOTOR VEHICLES.

For the maintenance and repairs of trucks we had a very difficult job for lack of spare parts.

CITROEN.

Here in Rome is only one repair shop specialised on the repairs required by us, so we sent the car there recomending to make a quick and good job. They promised to repair the car within 20 days. But for lack of machinery and material requisitioned by the Allies they have delayed the delivery. The new pistons, piston rings, big-end bearings were delivered to Tudini & Talenti on the 12th. inst. at 16.00 hours. Since the begining were estimated 4 days for the repairs to the engine (fitting new bearings and piston rings, construction of the sylinder-head gaskets, grinding valves, rectifying valve seats, adjusting the tirning chain etc. The above works were completed in due time, in fact the ear was ready on the 16-6-45 at 16.00 hours.

For my experience I suggested to avoid to send the car on a long trip because she needed to have the engine loose, and to be near the shop in order to have a mechanic to tune up the engine and to correct all the little faults, which if negletted may cause big trouble. The results was that on the road the engine did get very host, the water pump was overheated, and the petrol pump was cracked. This was due to the fact that the engine was not retarded and that all the muvements were tied.

The eccessive heating has burned nearly alla the gaskets which we have to replace.

TRUCKS.

For the trucks the task has been very hard for lack of spare parts. I suggest instead to make up a list, to have the authorization

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TRUCKS.

For the trucks the task has been very hard for lack of spare parts. I suggest instead to make up a list, to have the authorization to request the spares time by time according to needs.

The work done (even if I do not send a detailed report) can be desumed from the fact that the trucks from Naples arrived to Rome in very bad conditions, the 60% of them were damaged.

Nearly all the trucks had the clutch, lining worn out, and two with the clutch plate broken. 2120

Two trucks with the differential broken.

Two universal joints broken.

Three trucks with the generator coil broken.

One truck with the wire of the generator fused

Many gaskects specially those of the exhoust pipe burned.

Two petrol pumps out of order.

As the truck towed trailers, or other trucks along the journey, beside the said trouble, nearly all of them last power on account of burned valves.

And many other little troubles and foults.

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Soon we arrived to Rome it was advisable to stop all the trucks in order to repair them, but we required some of them to go on with the work, therefore we decided to repair the less damaged.

We starded the work lacking of spare parts; only last month I received some things, but not sufficient for our requirements.

I have done the repairs with spares occasionally obtained from any sorce and in many cases I had to adapt parts belonging to other vehiclese of different type.

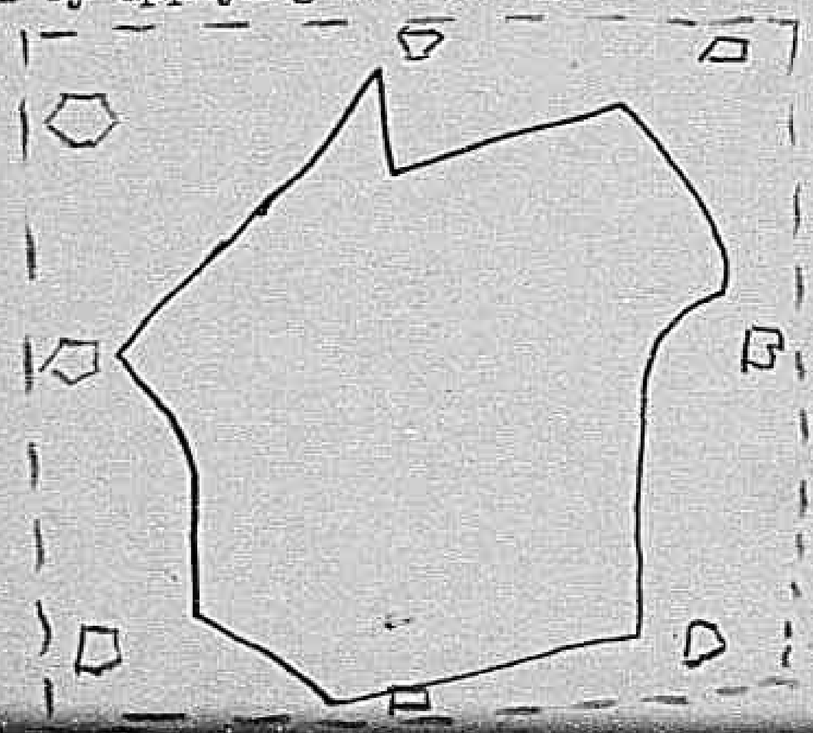
I required some cylinder-head gaskets of the Bed-Ford, I have had them made by a local mechanic-shop (all in copper).

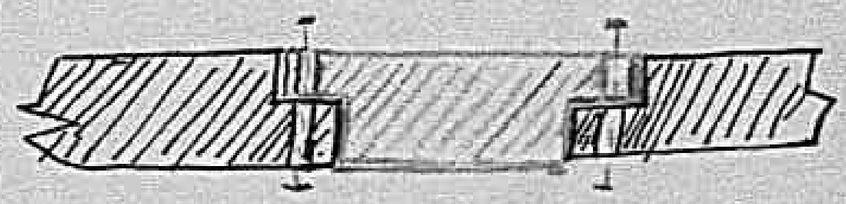
It is known that is very hard to find in the market spare parts which are hold by private people, which require plenty time for serching for them, some time it takes two or three days to find one gasket some cork for packings or any other part.

The cluthh plates I had to have them made new, therefore they had to make the mould send it to the fondery and then to Tudini & Talenti for finishing and centering. We have no oversize piston rings so I had to order them new, and they go very well.

For some trucks we have no ruber pipes for radiator connection and copper pipes for carburators I did manage to find them after having searched many stores.

I had a very difficult job to repair a engine block which was eraked in a difficult place, I hope it will resist the testing two concrete mixers arrived with the engine block cracked, I have repaired them by applying a steel plate fixeed as shown in the following sketch.





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gasket some cork for packings of [illegible]

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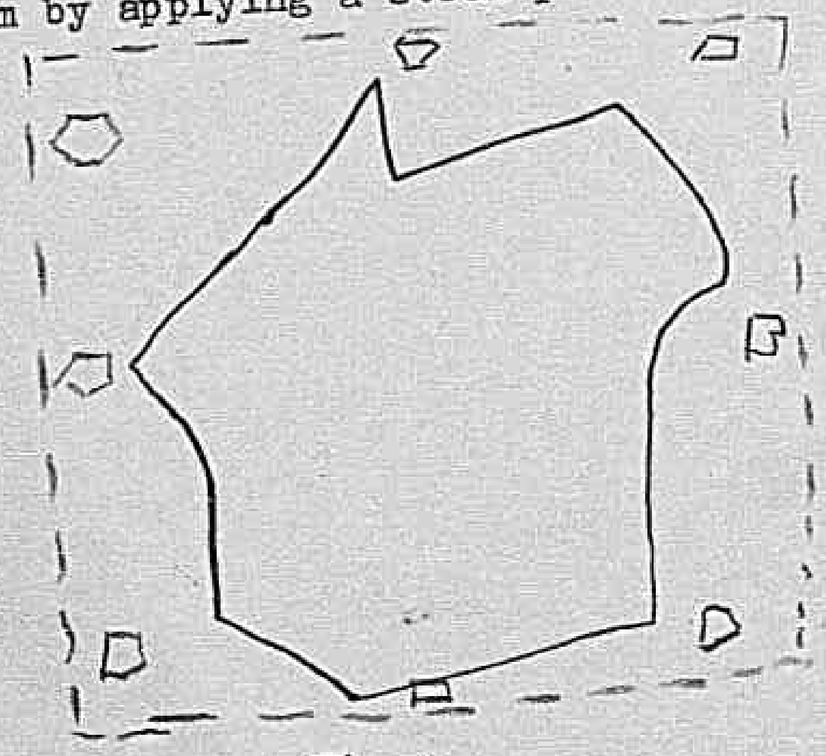
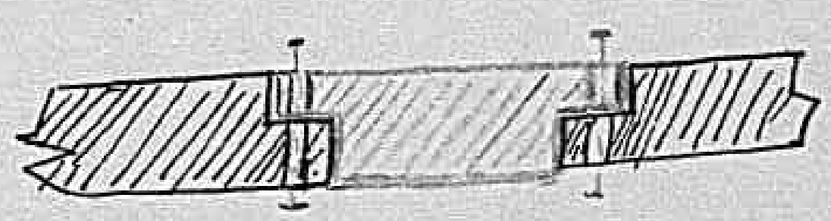


Front



section

2414

TRAINING COURSE Have arrived in Rome two driver - mechanics from each Compartimento of U.S.V.S., Bari, Potenza, Caserta, Aquila, Catanzaro we will give them practical and technical instructions for the use of our machinery.

At the erid of the training which will last 15 days, we release a certificate to each person capable to operate the said machinery.

INVENTORY SPARE PARTS - It is necessary to have at my disposal a storeroom furnished with shelves for the storage of the spare parts. At present I have four small stores at the Farnesina, but they are not sufficient for our requirements.

:/:

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MATERIALS AT ANCONA. On the 19th inst. I have sent to Ancona a gang of specialised men with instructions to load on railway trucks the following machinery transferred from Ancona to Rome.

No. 4 Escavators
" 8 Graders
" 1 Air Compressor

EQUIPMENT TOOLS. We will furnish very soon a truss of tools to each vehicle for repairs which may occur along the road.

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A. Public Works.
Highways Equipment

TO : Mr. CRIFFITH and Lt. CAGNAZZO

From: E. RUBINO
Subject: REPORT.
Date: 20 June 1945

Machinary assembling testing and repairs started 1st of May and a period of 6 weeks was anticipated to ultimate and deliver the above works -

Under my personal supervision and Tecnical directive, the undermentioned works, have been carried - out and ultimated ten days before schedule.

1) assembling and testing of N°52 Kettles
2) " " " " " 25 Rex Mixer
3) " " " " " 6 Caterpillar
4) " " " " " 1 Excavatore
5) repairing " " " " 20 Graders
6) assembling " " " " 3 Ingersoll roller
7) repairing " " " " 6 Rex Mixer -

which had many missing or broken machinary parts.

2417

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7) repairing " " " " 6 Rex Mixer.

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The above works were carried out with satisfaction by the firms S.A. STEM and Tudini & Talenti.

Up to this date the undermantioned materials, were handed over and forwarded.

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	Aer. Mixer	Tractor	Graders	Kettles	Excavator
Firenze	6	1	2		1
Roma			3	16	
Bari			3	8	
Caserta			2	6	
Catanzaro			3	6	
Aquila				4	
Potenza			2	2	
Palermo				6	
Cagliari				2	
Total	6	1	15	50	1

Obstacles encountered and surmounted.

As the Graders had no battery it was necessary to use tractors, to start them thus delaying the transfer and loading operations.

To the remaining Graders left at Farnesina the rotor arms are missing, and can only be found in the Gare pàrto, cases - This has been already mentioned in my report dated 28-5-45.

For the transport of the material we were short of steel rods, but I managed to get them in sufficient number.

The tires [illegible]

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Catanzaro			3	6	
Aquila				4	
Potenza			2	2	
Palermo				6	
Cagliari				2	
Total	6	1	15	50	1

Obstacles encountered and surmounted.

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For the transport of the material we were short of steel rope, but I managed to get them in sufficient number.

The first kettles were forwarded in open trucks. But on my one intervention to avoide possible pilfering during the travel, the remaining kettles were sent by sealed trucks.

All Railways stations were instructed to informe our representatives, of the arrivals of the trucks, so as to made us to provide for the unloadings.

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of the said materials, and further transport.

Motor vehicles For the ~~re~~ maintenance and repairs of trucks we had a very difficult job for lack of spare parts

Citroen: here in Tahiti is only one repair shop specialised on the repairs required by us, so we sent the car there recommending to make a quick and good job. They promised to repair the car within 20 days. But for lack of machines and material requisitioned by the Allies they have delayed the delivery. The new pistons, piston rings, bigend bearings were delivered to Tudini & Taleuti on the 12th inst at 16.00 hours. Since the beginning were estimated 4 days for the repairs to the engine (fitting new bearings and piston rings, construction of the cylinder-head gaskets, grinding valves, rectifying valve seats, adjusting the timing gear etc.) The above works were completed in due time, in 24 hours

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For my experience I suggested to avoid to send the car on a long trip because she needed to have the engine base, and to be near the shop in order to have a

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mechanic to tune up the engine and to correct all the little faults, which if neglected may cause big trouble. The results was that on the road the engine did get very hot, the water pump was overheated, and the petrol pump was cracked. This was due to the fact that the engine was not retarded and that all the movements were tied.

The excessive heating has burned nearly all the gaskets which we have to replace.

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TRUCKS For the trucks the work has been very hard for lack of spare parts. I suggest instead to make up a list, to have the authorization to request the spares time by time according to needs.

The work done (even if I do not send a detailed report) can be deemed from the fact that the trucks from Naples arrived to Rome in very bad conditions, the 60% of them were damaged.

Nearly all the trucks had the clutch lining worn out, and two with the clutch plate broken.

Two trucks with the differential broken

Two universal joints broken

Three trucks with the generator coil brok.

One truck with the wire of the generator fused.

Many gaskets specially those of the exhaust pipe burned.

Two petrol pumps out of order.

As the truck towed trailers, or [illegible]

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As the truck towed trailers, or 2/4 trucks along the journey, beside the said trouble, nearly all of them lost power on account of burned valves.

And many other little troubles and faults. X Soon we arrived to Rome it was advisable to stop all the trucks in order to repair them, but we requested some

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of them to go on with the work, therefore we decided to repair the less damaged.

We started the work lacking of spare parts. only last month I received some things, but not sufficient for our requirements.

I have done the repairs with spares occasionally obtained from any sorce and in many cases I had to adapt parts belonging to other vehicles of different type.

I required some cylinder-head gaskets for the Bedford, I have had them made by a local mechanic-shop. (all in copper)

It is known that is very hard to find in the market spare parts which are hold by private people, which require plenty time for serching for them, some time it takes two or three days to find one gasket, some cork for packings or any other part.

The clutch plates, I had to have them made new, therefore they had to make the mould send it to the foundery and then to Tudini and Taleuti for finishing and centering. We have no oversize piston rings so I had to order them new, and they go very well.

For some trucks we have no ruber pipes for radiator connections, and copper pipes for

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I had a very difficult job to repair a engine block which was craked in a difficult place. I hope it will resist the testing

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Two concrete mixers arrived with the engine block cracked. I have repaired them by applying a steel plate fixed as shown in the following sketch.

Training course Have arrived in Rome two driver-mechanics from each Compartimento of U.S.V.S, Bari, Potenza, Caserta, Aquila, Catanzaro We will give them practical and technical instructions for the use of our machinery.

At the end of the training, which will last 15 days we release a certificate to each

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At the end of the training, which will last 15 days we release a certificate to each person capable to operate the said machine

Inventory spare parts It is necessary to 2/1/
have at my disposal a store-room furnished with shelves for the storage of the spare parts. At present I have four small stores at the Farnesina but they are not sufficient for our requirements.

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Materials at Ancona. On the 19th inst. I have sent to Ancona a gang of specialised men with instructions to load on railway trucks the following machinery transferred from Ancona to Rome.

No 4 Excavators
" 8 Graders
" 1 Air Compressor.

Equipment Tools. We will furnish very soon a truss of tools to each vehicle for repairs which may occur along the road.

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A.C. PUBLIC WORKS
HIGHWAYE EQUIPMENT

TO : Mr. GRIFFITH and Lt. CAGNAZZO

FROM : E. RUBINO

SUBJECT : REPORT

DATE : 20 June 1945

Il 1° Maggio si sono iniziati i lavori per il montaggio, collaudo, riparazione e manutenzione del macchinario e fu previsto un periodo minimo di 6 settimane per completarlo e dare inizio alle consegne e spedizioni.

Con un anticipo di quasi 10 giorni sul termine previsto sono stati eseguiti i sottoelencati lavori sotto la mia personale direzione e consulenza tecnica:

1) montaggio e collaudo di N° 52 Kettles
2) " " " " " 25 Rex Mixer
3) " " " " " 6 Cartepillar
4) " " " " " 1 Escavatore
5) riparazione e collaudo " 20 Graders
6) Montaggio e collaudo " 3 Compressori Ingersoll
7) riparazione " 6 Rex Mixer che presentavano ammanchi o rotture di organi del macchinario.

Detto lavoro é stato eseguito dal personale della S.A. STEM e Tudini & Talenti molto soddisfacentemente.

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Detto lavoro é stato eseguito dal personale della S.A. STEM e Tudini & Talenti molto soddisfacentemente.

Alla data odierna é stata completata la consegna e partenza del sottoelencato materiale:

	REX MIXER	TRATTORI	GRADER	KETTLES	ESCAVATORI
Firenze	6	1	2	—	1
Roma			3	16	
Bari			3	8	
Caserta			2	6	
Catanzaro			3	6	
Aquila				4	
Potenza			2	2	

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	REX MIXER	TRATTORI	GRADER	KETTLES	ESCAVATORI
Palermo				6	
Cagliari				2	
Totale	6	1	13	50	1

DIFFICOLTA' INCONTRATE E SUPERATE: Innanzi tutto la mancanza di batterie per i Grader ha ritardato le operazioni di trasferimento e carico in quanto ogni volta che si era costretti a mettere in moto si doveva ricorrere all'aiuto d'un trattore.

Ai grader rimasti alla Farnesina mancano le spazzole rotanti dello spinterogeno (rotor arm) e purtroppo non ho trovato nelle casse di Spare parts quanto mi necessita.

Ciò è stato da me fatto noto con la relazione in data 28.5.45

Per la Spedizione del materiale difettavano i cavi di acciaio e sono riuscito a procurarmi il numero sufficiente.

Le prime Kettles sono partite su carri aperti ma per maggior sicurezza e per eliminare eventuale sottrazione durante il viaggio, le rimanenti Kettles sono partite in carri chiusi e piombati, ottenuti per mio personale interessamento.

Sono stati avvertiti tutti i compartimenti in modo che all'arrivo del materiale in Stazione diano comunicazione a Noi in modo da inviare immediatamente un camion con il personale specializzato e addetto allo scarico e trasferimento del materiale(Grader)

AUTOMEZZI: Per la manutenzione e riparazione dei Camion il lavoro è stato maggiore e molto più difficile per la mancanza assoluta o quasi di parti di ricambio.

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Per la Spedizione del materiale difettavano i cavi di acciaio e sono riuscito a procurarmi il numero sufficiente.

Le prime Kettles sono partite su carri aperti ma per maggior sicurezza e preliminare eventuale sottrazione durante il viaggio, & rimanenti Kettles sono partite in carri chiusi e piombati, ottenuti per mio personale interessamento.

Sono stati avvertiti tutti i compartimenti in modo che all'arrivo del materiale in Stazione diano comunicazione a Noi in modo da inviare immediatamente un camion con il personale specializzato e addetto allo scarico e trasferimento del materiale(Grader)

AUTOMEZZI:Per la manutenzione e riparazione dei Camion il lavoro è stato maggiore e molto più difficile per la mancanza assoluta o quasi di parti di ricambio.

CITROEN :in Roma c'è una sola officina specializzata per 2CV lavoro che a noi necessitava ed ivi ci rivolgemmo per la esecuzione del lavoro e ci fu promesso di eseguire in 20 giorni.Sopraggiunta la difficoltà tecniche mancanza di macchine e materiali requisiti dagli Alleati hanno ritardato l la consegna. Il materiale, cilindri rettificati nuovi pistoni e fasce elastiche e nuove bronzine furono consegnate a Tudini e Talenti il giorno 12 c.m. alle ore 16.

Fin dall'inizio furono preventivati per otto giorni per il completamento del motore(adattamento delle bronzine e delle fasce elastiche, costruzione di nuove guarnizioni, smerigliature valvole rettifica sedi delle valvole regolazione della distribuzione e della catena della distribuzione. Il lavoro di montaggio fu effettuato nel termine previsto e infatti la macchina

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fu prelevata alle ore 16 del giorno 16.6.45.
La mia modesta esperienza mi permise di sconsigliare il viaggio lungo in quanto serraggiata ha bisogno di almeno due giorni di collaudo in officina allo scopo di sciogliere i movimenti sotto la vigile cura di personale specializzato che ora per ora ne controlli, prevede e ripara i piccoli inconvenienti che trascurati apportano conseguenze peggiori. Il motore nuovo e su strada si è riscaldato molto, la membrana della pompetta AC si è riscaldato ha perduto la sua elesticità e si è rotta. Il motore non era ritardato e il suo eccessivo riscaldamento è amputabile appunto al fatto che aveva il serraggio recentissimo.
L'eccessivo riscaldamento ha bruciato quasi tutte le guarnizioni che ora si stà cercando di procurare.

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TRUCK: Per i Camion il lavoro è stato ed è molto proficuo e complesso, appunto per la mancanza di pezzi di ricambio e per i quali più che un elenco sarebbe utile poter ottenere l'autorizzazione a prelevare volta per volta che se ne presenta la neccessità.

Del lavoro compiuto, anche non facendo un elenco dettagliato lo si può desumere tenendo presente che da Napoli a Roma subirono guasti quasi il 60% delle macchine e che le rimanenti non giunsero nemmeno in soddisfacenti condizioni.

Quasi tutti i camion giunsero a Roma con le frizioni bruciate e due con il piatto coprifrizione rotto.

Due Camion con le boccole ~~crocera~~ del differenziale rotto.

Due giunti di trasmissione broken.

Tre macchine con bobine bruciate.

Un camion con indotto della dinamo bruciato.

Il 50% dei Camion con i ferodi dei freni bruciati.

Molte guarnizioni, specie del tubo collettore e tubo di scarico bruciate.

Due pompette AC fuori uso.

Siccome i camion compirono il percorso trascinando altre macchne o rimorchi non consentiti, oltre ai su accennati inconvenienti, accusarono tutte una forte riduzione di rendimento a causa delle valvole bruciate.

E tante e tanti altri piccoli inconventienti e difetti.

Giunti a Roma sarebbe stato consigliabile fermare tutte le macchine per la revisione e riparazione ma esigenze di lavoro non lo permettevano e quindi si provvide di rimettere in efficienza almeno le meno danneggiate.

Si iniziò il lavoro con la totale e assoluta mancanza di pezzi di ricambio, solo il mese scorso ho ricevuto qualche cosa, ma insufficiente alle necessità. Ho fatto eseguire lavori di fortuna, trasformazioni e adattamenti di pezzi anche non corrispondenti al tipo dei veicoli, costruzione di boccole riparzione di giunto, applicazione di bobine trovate o avute occasionalmente, con valvole di altro tipo, di macchine si sono sostituito quelle bruciate,

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Due Camion con le boccole ~~crocera~~ crociera del differenziale rotto.
Due giunti di trasmissione broken.
Tre macchine con bobine bruciate.
Un camion con indotto della dinamo bruciato.
Il 50% dei Camion con i ferodi dei freni bruciati.
Molte guarnizioni,specie del tubo collettore e tubo di scarico bruciate.
Due pompette AC fuori uso.
Siccome i camion compirono il percorso trascinando altre macchne o rimorchi non consentiti, oltre ai su accennati inconvenienti, accusarono tutte una forte riduzione di rendimento a causa delle valvole bruciate.
E tante e tanti altri piccoli inconventienti e difetti.
Giunti a Roma sarebbe stato consigliabile fermare tutte le macchine per la revisione e riparazione ma esigenze di lavoro non lo permettevano e quindi si provvide di rimettere in efficienza almeno le meno danneggiate.
Si iniziò il lavoro con la totale e assoluta mancanza di pezzi di ricambio, solo il mese scorso ho ricevuto qualche cosa, ma insufficiente alle neces= sità. Ho fatto eseguire lavori di fortuna, trasformazioni e adattamenti di pezzi anche non corrispondenti al tipo dei veicoli,costruzione di boccole riparzione di giunto, applicazione di bobine trovate o avute occasionalmente, con valvole di altro tipo, di macchine si sono sostituito quelle bruciate, previa trasformazione o mifica di sagoma.
Non mancavano guarnizioni di testate per Bedford, mi sono rivolto ad una locale officina e le ho fatte tutte in rame.
E' noto che i negozi sono sprovvisti di pezzi di ricambio che sono commer= ciati e detenuti da privati,quindi lavoro di ricerca e ciò vuol dire magari una o due giornate in giro per trovare una guarnizione,cementite, sughero per guarnizione, un manicotto ecce.
Piatti copri dischi di frizione, fatti ex novo, eseguito il modello poi in fonderia la fusione è quindi nell'officina di Tudini e Talenti per la torni= tura e centratura.Siamo sprovvisti di fasce elestiche, una macchina ne aveva bisogno;ho fatto costruire una serie piston ring maggiorati e che sono andati bene.

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Per alcune macchine non abbiamo manicotti per radiatore o tubazioni in rame per lubrificazione e alimentazione e ~~alimentazione~~ e anche per questi si é riuscito allo scopo con volontà e molti giri in città per l'acquisto.

Degno di rilievo é stata la saldatura di un monoblocco in un punto molto delicato il tratto di parte che divide un cilindro dalla sede della valvola e mi auguro che al collaudo vada bene.

due betoniere giunsero a Roma

Due betoniere giunsero a Roma con la camicia del manoblocco rotta ed é stata applicata una piastra a incastro con prigionieri e saldatura previa rettifica dei bordi del foro come da sotto figura.

Training course

CORSO ADDESTRAMENTO. Sono convenuti a Roma due meccanici per ogni Compartimento di Bari, Potenza, Caserta Aquila e Catanzaro ai quali saranno impartite istruzioni tecniche e pratiche per l'uso del nostro macchinario. Alla fine del corso, che avrà la durata minima di 15 giorni, sarà rilasciato ad ogni partecipante idoneo un patentino, d'idoneità.

Interior

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previa rettifica dei bordi del foro come da sotto figura.

Training course

CORSO ADDESTRAMENTO. Sono convenuti a Roma due meccanici per ogni Compartimento di Bari, Potenza, Caserta Aquila e Catanzaro ai quali saranno impartite istruzioni tecniche e pratiche per l'uso del nostro macchinario. Alla fine del corso, che avrà la durata minima di 15 giorni, sarà rilasciato ad ogni partecipante idoneo un patentino, d'idoneità.

Inventory

INVENTARIO SPARE PARTS. E'indispensabile che mi si mettano a disposizione i locali adatti e capaci a contenere la scaffalatura necessaria a sistemare e catalogare tutti gli spare parts. Attualmento ho quattro locali piccoli alla Farnesina ma sono assolutamente insufficienti.

Arrival

MATERIALE SITO AD ANCONA. Il giorno 19 é partita per Ancona una squadra di operai specializzati incaricati del trasferimento e carico sui vagoni del macchinario giunto ad Ancona e da trasferire a Roma.

Il materiale consiste in:

Nº 4 Escavatori Excavators

" 8 Grader

" 1 Compressori. Air Compressors

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Equipment

6

DOTAZIONE TOOLS AND TRUCK. Si sta provvedendo a dotare tutti i camion di una truss di tools completa e sufficiente all'autista per eseguire le riparazioni su strada.

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To: Mr. Griffith
and Lt. Capuano

From: E. Richieo

Subject: Report

Roma N. 6-45

Il mattino 3 maggio iniziai i lavori per il montaggio - collaudo - sperimentazione del macchinario e fu portato un periodo minimo di 6 settimane per completarlo e dare inizio alle consegne e spedizioni -

Con un anticipo di giorni 10 giorni sul termine prestabilito ho ultimato i suddetti lavori sotto la mia personale direzione e consulenza Tecnica -

1) montaggio e collaudo di N° 52 Refills

2) " " " 25 Rex Mixer

3) " " " 6 Coffeillon

4) " " " 1 Scuratore

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Il presente serve a dare inizio ai lavori per il montaggio - collaudo - riparazione e messa in funzione del macchinario e fissa un periodo minimo di 6 settimane per completarlo e dare inizio alle consegne e spedizioni -

Con un anticipo di giorni 10 giorni sul termine fissato sono stati eseguiti i sottoelencati lavori sotto la mia personale direzione e consulenza Tecnica -

1) montaggio e collaudo di N.° 52 Retifili

2) " " " 25 Rex Mixer

3) " " " 6 Centrifughe

4) " " " 1 Escavatore

5) Riparazione e collaudo " 20 Gruppi

6) Montaggio e collaudo di " 3 Compressori Atlas

7) Riparazione di N.° 6 Rex Mixer da presentarsi

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smontati o addetti di ogni del macchinario

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Detto lavoro è stato eseguito dal personale delle FF.SS.TE.
e Truppe Tecniche senza soddisfacimento.

Alla data odierna è stata completata la consegna e
fatturazione del suddetto materiale - :

~~Reparto~~ : ~~Reparto~~

REPARTO	Trattori	Gruppi	Rotabili	Escavatori
Firenze	1			1
Roma	—	3	16	—
Bari	—	3	8	—
Cosenza	—	2	6	—
Caltanissetta	—	3	6	—
Aquila	—		4	—
Potenza	—	2	2	—
Palermo		—	6	—
Cagliari	—	—	2	—
Totale	4		50	

Difficoltà incontrate e rilievi: Innanzitutto la mancanza
di Ballerie per i Gruppi ha
ritardato le consegne di Trattori

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[redacted] - [redacted] -

[redacted] . [redacted]

REPARTO	Trattori	Gruppi	Betoniere	Escavatori
Firenze	1	—	—	1
Bocca	—	3	16	—
Bari	—	3	8	—
Cassetta	—	2	6	—
Castagneto	—	3	6	—
Aquila	—	—	4	—
Potenza	—	2	2	—
Palermo	—	—	6	—
Cagliari	—	—	2	—
Totale	1	—	50	—

Difficoltà incontrate e rilievi: Innanzitutto la mancanza di Betoniere per i gruppi ha ritardato le operazioni di trasferimento e carico in quanto ogni volta che si era costretti a mettere in moto di ottenere siamo all'aiuto d'un trattore.

Si fanno rimarchi alla Direzione Lavori per la lentezza dello sbarcheggio [illegible] e per la mancata consegna del carburante nella zona di [illegible] fatto quanto era necessario.

Ciò è stato da me fatto noto con la relazione in data 28-5-1945

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Per la fabbrica del materiale abbellimento i cui bisogno è sono riusciti a procurarsi il numero sufficiente -

Le forme bellis sono fornite in casse apposite per maggior sicurezza e per eliminare eventuali rotture durante il trasporto il rimanente bellis sono fornite in casse chiuse e fissabili attrezzi per uso personale internamente -

Sono stati avvertiti tutti i comportamenti in modo da all'arrivo del materiale in Nigeria diano comunicazione a Roi in modo da inviare immediatamente mezzi con camion col personale specializzato e adatto allo scarico e trasferimento del materiale (grader)

Automezzi: Per la manutenzione e riparazione dei camion il lavoro è stato maggiore e molto più difficile per la mancanza assoluta di pezzi di ricambio.

Attrezzi: In Roma c'è una sola officina specializzata per il lavoro che mi interessa, ci sono diversi

durante il viaggio il viceconsole Keller sarà fornito in caso chiuso e frombati ottenuti per suo personale intervento -

Sono stati avvertiti tutti i comportamenti in modo da all'arrivo del materiale in Nigeria diano comunicazione a Noi in modo da inviare immediatamente due carri col personale specializzato e adatto allo scarico e trasferimento del materiale (prodotti)

Automezzi: Per la manutenzione e riparazione di carri il lavoro è stato suggerito e molto più difficile per la mancanza assoluta di parti di ricambio.

Citroen: In Borno c'è una sola officina specializzata per il lavoro da noi richiesto e lì ci vorranno 408 per l'esecuzione del lavoro che ci fu promesso di eseguire in 20 giorni. Sopraggiunte difficoltà tecniche, mancanza di macchine e materiale specifici degli stessi, hanno ritardato la consegna - Il materiale, coloniale alla fine

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mezzi protettivi e fare elastici e mezzi bruciori funzionanti a T. I. il giorno 12 c.m. alle ore 16.

Fra dell'inizio funzionamento trascorrevano 3-4 giorni fra il completo assetto del motore (adattamento delle bruciure e delle fasce elastiche, contrazione di cuscinetti, semplificazione valvole, sostituzione valvole, regolazione della distribuzione e della apertura della distribuzione -

Il lavoro di smontaggio fu effettuato nel pomeriggio e ultimato la mattina fu pubblicato alle ore 16 del giorno 16.6.45

La mia modesta esperienza mi permette di semplificare un viaggio lungo in pensato mio macchinario bisogna bruciare di olio diesel di colpo in officina allo scopo di far sciogliere i medicamenti sotto la vigile cura di personale specializzato che con forza e pazienza controlla, previene e risolve i piccoli inconvenienti che sempre ostacolano compiuta lavorazione -

Il motore nuovo e da strada ha il cilindro nuovo, la cilindrata della pompetta AC ha il cilindro la fasatura la sua elasticità e il suo

Il motore usato ha subito e il suo eccessivo riscaldamento è completamente spento al fatto di aver il raggio circolazione -

L'eccessivo riscaldamento ha bruciato quasi tutte le pompe

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[illegible] della salute, apparizione della distribuzione e della
cifra della distribuzione -

Il lavoro di smistaggio fu effettuato nel terreno prima
e subito la mezzanotte fu sollecita alle ore 16 del giorno 16.6.45
La mia modesta esperienza mi permise di accorciare un
lungo lungo in quanto mio marito aveva raggiunto lo
scopo di fare registrare i movimenti sotto la vigile cura di
personale specializzato che ogni fase otto controlla, riveda e
rifatta i finali inconvenienti da taluni effettuati correggere
Leggiamo -

Il nostro mezzo è due strade ci dà ancora molto, la
mancanza della formetta AC di 1 ½ calcolata. La strada
la mia distanza ci è data

Il nostro non era situato e il suo eccessivo riscaldamento è rimediabile sfruttando il fatto di aver il raggio
mancante -

L'eccesso riscaldamento ha bruciato quasi tutte le pagine
Siamo alla 2ª vita cercando di funzionare -

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Truck: Per i camion il lavoro è stato ed è ancora più gravoso e complesso attenendo alla manovra di frizione al cambio e freno - per il fatto che un elenco sarebbe utile potrà ottenere l'autorizzazione a fabbricare volta per volta che se ne presenta la necessità.

Del lavoro compiuto anche con facendo un elenco dettagliato lo si può desumere tenendo presente che da Napoli a Roma debbano passare il 60% delle macchine e che le rimanenti non giungono mai in soddisfacenti condizioni -

- Buoni tutti i camion giungono a Roma con la frizione bruciata e due con il freno completamente bruciato -
- Due camion con le bocole crociera del differenziale rotte
- Due giunti di trasmissione bruciati
- Tre macchine con bobine bruciate
- Un camion con il cuscinetto della ruota bruciato -
- Il 50% dei camion con i ferodi dei freni bruciati
- Molte giunzioni, specie del tubo collettore e tubi

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[illegible] dell'esplosione
[illegible] documenti facendo presente che da Hofuf a Bahrein
subiranno perdite pari al 60% delle macchine e che le
rimanenti non giungeranno mai in soddisfacenti
condizioni -

- Buoni tutti i camion giunti a Bahrein con l'esplosione
  bruciate e due con il fianco esplosione colpito -
- Due camion con le bocche cadute del differenziale
  colpite
- Due giunti di trasmissione bruciati
- Tre macchine con bobine bruciate
- Un camion con il cruscotto bruciato -
- Il 50% dei camion con i fondi dei fari bruciati
- Molte perforazioni, specie del tubo collettore e tubo di scarico
  bruciate

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- Due pompette ne funzionano
- Siccome i camion compiono il percorso trasportando altre
  macchine o viceversa, oltre al suaccennato
  inconveniente, accusano tutte una forte riduzione di rendimento
  a causa delle valvole bruciate -

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5 Tanti e tanti altri piccoli inconvenienti e difetti - bisogni a Roma sarebbe stato compito pressoché tutte le mie chiese per la revisione e riparazione una ingente di lavoro non lo permettevano e perciò di fronde a rimettere in efficienza almeno le mie danneggiate -

Ho iniziato il lavoro con la totale e assoluta mancanza di pezzi di ricambio, solo il mio zelo ha riuscito perlopiù con una insufficienza alle necessità.

Ho fatto eseguire lavori di fortuna, trasformazioni e adattamenti di pezzi anche non corrispondenti al tipo di veicolo, costruzione di bracci, riparazioni di pinnule, applicazioni di bobine trovate o avute occasionalmente, con valore di altro tipo di macchine si sono sostituite quelle bruciate previa trasformazione o modifica di ingranaggi - Numerose pennellazioni di tutela per Bedford, mi sono rivolto a una locale officina e le ho fatto costruire tutti in rame -

È noto che i ricambi sono introvabili di pezzi di ricambio che sono commerciati e detenuti da privati, perciò lavoro di ricerca e ciò vuol dire viaggi uno o due giornate in più per trovare una pennellazione, eventuale, dopo per pennellazione

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di sinistra il lavoro con la fatale e assoluta mancanza di pezzi di ricambio, solo il mese scorso ho ricevuto qualche cosa insufficiente alle necessità.

Ho fatto eseguire lavori di fortuna, trasformazioni e adattamenti di pezzi anche non corrispondenti al tipo di veicolo, costruzione di boccole, riparazioni di fusioni, applicazioni di bronzi trovati o avuti occasionalmente, con valore di altro tipo di macchine si sono sostituite quelle bruciate previa trasformazione o modifica di apparecchiature di tutela per Bedford, un poco rivolto a una locale officina e le ho fatto costruire tutti i cuscinetti.

Tutto ciò i negozi sono sfornati di pezzi di ricambio che sono commerciati e distribuiti da privati, quindi lavoro di ripresa e ciò vuol dire magari uno o due giornate in più per trovare una persona, a mercato, dopo per persona, un municipio ecc. ecc.

Pistoni coppie dischi di frizione fatti ex novo, eseguito il modello poi in fonderia la fusione e successivamente un tornitore tolerati per la tornitura e alesatura -

Molle siamo sfornite di forze elastiche; una macchina ne avrebbe bisogno; ho fatto costruire una serie di pistoncini

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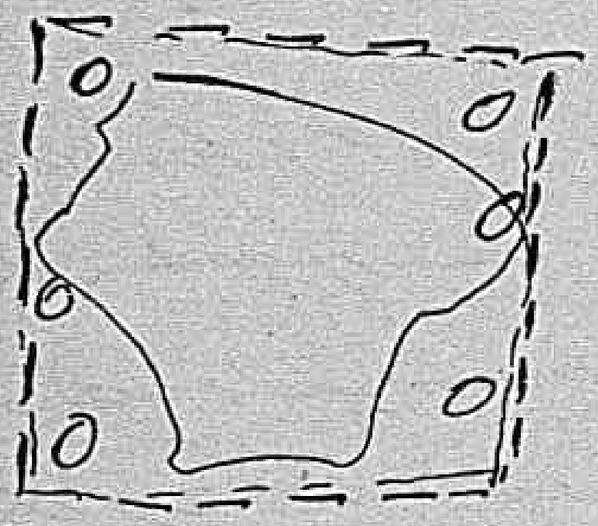
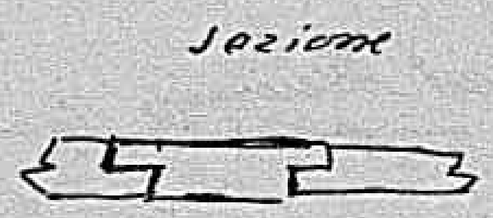
maggiorati e di sono andati bene -

Per alcune macchine non abbiamo mandato fra saldature o tubazioni in rame fra lubrificazione e alimentazione e anche fra questi si è ricorsi allo stesso con volontà e sacrifizi in atti fra la acquisto.

Degno di rilievo è stata la saldatura di un monoblocco in un punto molto delicato; il tratto di parete che divide un cilindro dalla sede della valvola e un'angolo che al collaudo reda bene -

Due lattonieri pinerolesi Bocca con la camicia del nuovo blocco sotto ed è stata applicata una fiamma a ricarico con fiammiferi e saldatura presso ottenuta dei bordi del foro come da sotto figura -





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Corso addestramento: Sono convenuti a Roma due uomini per ogni compartimento di Bari - Potenza - Cosenza e Aquila e Catanzaro ai quali sono date ampie istruzioni teoriche e pratiche per l'uso del vostro macchinario - Alla fine del corso, che avrà la durata minima di gg 15 giorni, sarà rilasciato ad ogni partecipante idoneo un attestato d'idoneità.

Imballaggio spedizione - L'industriale che avrà messo a disposizione i locali adatti e capaci a contenere la sistemazione necessaria a sistemare e catalogare tutti gli oggetti - Altrimenti lo spedire locali presi a fitto sarà assolutamente impossibile.

Materiale sito ad Acuto: Il giorno 19 è partita per Acuto una spedizione di oggetti specializzati inviati dal trasferimento e critico dei pezzi del macchinario giunto ad Acuto e da trasferire a Bari -

Il materiale comprende:

N° 4 escavatori

e pezzi

[illegible] assistenza all'ufficiale addetto [illegible]
[illegible] d'ordine.

Sovrintendente Trasporti - È il sottufficiale che ha il compito di disporre i locali adatti e capaci a contenere la ripartizione necessaria a ciascuno e coordinare tutti i servizi trasporti - Attualmente ha quattro locali presso l'ufficio Ferrovia ma sono assolutamente insufficienti.

Ufficiale Addetto ad Aucona: Ogni giorno 19 è fornita per Aucona una squadra di operai specializzati incaricati del trasferimento e carico dei pezzi del macchinario giunto ad Aucona e destinato a Bracca -
Il reparto consta di:
N° 4 escavatori
1 Loader
1 Compressore -

Dotazione tools for truck. Sta provvedendo a dotare tutti i camion di un Tool completo e sufficiente all'autista per eseguire le riparazioni su strada.

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A.C. PUBLIC WORKS ASPHALT

Servizio giorno.....

MARCA	TARGA	N°	AUTISTA	DISLOCAZIONE
Ford	4621014	1	Alberlalli Gino	Da T. T.
Ford	4551092	2	Zanin Vanglio	in officina spianatura valvole
Ford	4971255	3		sbiellata
Ford	4540943	4	Adani Delio	ore 8.10 - rimorchia la 1 da T.T.
Ford	4249971	5		a Firenze
Bedford	4966925	6		da T.T.
Bedford	4963585	7		da T. T.
Chevrolet	5173811	8	Tamello Vincenzo	La batteria è in carica
Chevrolet	5312416	9	Cruciani	Esce ore 14.10 per rimorchiare la
Chevrolet	5175162	10		Rimessa in officina
Bedford	555585	11	Piccinelli	Da T. T. per la frizione
Thornycroft	46127 52	12	Tamello Giuseppe	
Ford	1267865	13		mano riduttore
Ford	4718821	14		a Firenze
Chevrolet	4518143	15		da T.T. fino Cruciani
Chevrolet	4623593	16	Dalla Sebastiano	ore 8.10 alla Fornace a prendere rimorchio
Chevrolet	4616913	17		a Firenze
Ford	5316132	18	Mercuri Arduino	a Venezia
Ford	5229027	19	Zoratto Pietro	Ufficio Fornace -
Ford	1234949	303	Dal Santi Alessandro	
Ford (Jeep)	20389167	180	Sessa Giuseppe	a disposizione Min. L.P. non uscita
Ford (Jeep)	20113222	182	Paglinco Franco	ore 10.15 - 11.00 con Sig Soresi
" "	20102887	183	Stefanini Libero	" 11.25 - 12.20 " "
" "	20105919	184	Marani	a disposizione Ufficio Fornace. ore 17.30
" "	20313034	185		accompagnato l'Ing. Sotto

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Ford	4621614	I	Alberlalli Gino	Da T. T.
Ford	4551092	2	Zanin Vaniglio	in officina spoiglistura valvole
Ford	4971255	3		sbiellata
Ford	4540943	4	Adani Delio	ore 8.10 - rimorchia la 1 Da T. T.
Ford	4249971	5		a Firenze
Bedford	4966925	6		Da T. T.
Bedford	4965385	7		Da T. T.
Chevrolet	5173611	8	Tamallo Vincenzo	La batteria è in carica
Chevrolet	5312416	9	Ermacora	Esce ore 14.40 per rimorchiare la
Chevrolet	5175162	10		Rimessa in efficienza
Bedford	553585	11	Piccinelli	Da T. T. per la frizione
Thornycroft	46126 52	12	Tamello Giuseppe	
Ford	1267865	13		rimessa spinterogeno
Ford	4718821	14		a Firenze
Chevrolet	4518143	15		Da T.T. fino Lavezzina
Chevrolet	4625593	16	Sala Sebastiano	ore 8.10 alla Farmacina a prendere rimorchio
Chevrolet	4516913	17		a Firenze
Ford	5316132	18	Mercuri Arduino	a Venerio
Ford	5229027	19	Zoratto Pietro	Servizio Formazione -
Ford	1234949	303	Del Freino Alessandro	

Ford (Jeep)	20389267	180	Sessa Giuseppe	a disposizione Min. L.P. ore undici
Ford (Jeep)	20113222	182	Paglinco Franco	ore 10.15 – 11.00 con Sig Dorani
" "	20102587	183	Stefanini Libero	" 11.25 – 12.20 " "
" "	20105919	184	Maroni	a disposizione Colli Lanzoni. ~~ore 17.30~~
" "	20313034	185	Verspioni Sergio	accompagnando l'Ing. Sessa
" "	20397455	186	Del Zinto	rientra da Reggio ore 10.00
" "	20147437	191	Agrippinetti	a disposizione sup. Griffith - esce ore 7.30
" "	20112627	193	Fida Alessandro	ore 12.45 accompagna Ten. Capuzzello
" "	20193152	198	Pagano Achille	a disposizione Ing. Rubino ore 7.30
				accompagna dattilografe - esce ore 13 rientra ore 14.30

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Servizio giorno 11 Maggio 1945

MARCA	TARGA	N°	AUTISTA	DISLOCAZIONE
Ford	4621014	1-		
4	4551032	2	Zanò Vaniglio	24 T. cT.
4	4971255	3-		A5 Avezzano
Ford	4540943	4-	Dolani	Sufficiente perchè ribaltato.
4	4249971	5	Buratini	in officina.
Bedford	4966925	6-		8.00 - trasporto Formicola. ricevuto ore 15.30
Ford	4963385	7-	Albertalli	24 T. cT.
Chevrolet	5173811	8	Iannello Vincenzo	freni guasti TT
4	5312416	9	Etruscano	9.00 - Trasp. Formia - Presenzano
4	5175162	10-		10.00. Riforn. benzina - ricevuto ore 11.00
Bedford	553585	11-	Riccinelli	Sufficente per guasto frizione
Thornycroft	4612752	12	Iannello Giuseppe	Sufficente per guasto frizione TT
	1267865	13-		9.00. - trasporto Presenzano - Formicola
Ford	4718821	14	Andreini	Sufficente per guasto spinet. e bolzini
Chevrolet				9.00 - Trasp. Benzina a Formicola

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			1-		
4	4551092		2	Zanet Vaniglio	
4	4971255		3-		
Ford	4540943		4-	Aldani	
4	4249971		5	Buratini	
Prefect	4966925		6-		
Ford	4963385		7-	Albertalli	
Chevrolet	5173811		8	Iannello Vincenzo	
4	5312416		9	Ermacora	
4	5175162		10-		
Bedford	553595		11-	Riccinelli	
Thornycroft	4612752		12	Iannello Giuseppe	
	1267865		13-		
Ford	4718821		14	Andreini	
Chevrolet	4518143		15-		
Chevrolet	4623593		16	Vale Sebastiano	
Chevrolet	4616913		17	Cesi	
Ford	5316132		18	Zoratto	
Ford	5229027		19	Marani	

N.B. le macchine segnate in rosso sono inefficenti

	RIPARAZIONE
	RA T. eT.
	AS Ancona
	Sufficente perché sbiellata.
	in officina.
	8.00 - trasporto Fanesino. - ricadra ore 15.30
	RA T. eT.
	fuori quarti T T
	8.00 - trasp. Fanes - Pieve Torina
	10.00. Riforn. benzina - ricadra ore 11.00
	Sufficente per quarto frizione
	Sufficente per quarto frizione T T
	8.00. - trasporto Pieve Torina - Fanesino
	Sufficente per quarto sfiat. e bobina
	8.00. Trasp. benzina a Fanesino ricadra ore 11.45 ore 13.40 rifornimento ricadra ore 15.00
	Sufficente per fusione Cromatura
	ore 9.00 a Disposizione 2ª Sez. Viveri Vestiario
	ore 8.00 trasp. Pieve Torina - Fanesino - ricadra ore 13.30
	8.00 a Disposizione del S.Ten. Sanguineti.
	AS Ancona
	inefficenti

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Servizio giorno.....

MARCA	TARGA	N°	AUTISTA	DISLOCAZIONE
Ford	4621014	1	ALBERTALLI Gino	8.10 rifornimento - ore 15. parte per Napoli con Cagano Guglielmo come autista
Ford	4551092	2	ZAMÓ Vaniglio	8.30 - rifornimento
Ford	4971255	3		sbiellata - alla Cecchignola
Ford	4540943	4	ADANI Velio	8.10 - rifornimento - rimorchia la #3
Ford	4249971	5	BURATTINI	8.20 - rifornimento rientra ore 11 - ore 15.30 dall'officina a portar le Zingaro rientrano 17.
Bedford	4966925	6		da T.T. per revisione
Ford	4963385	7		" " " revisione freni
Chevrolet	5173811	8	IANNELLO Vincenzo	8.25 - rifornimento - ore 15,30 da Gandrano per caricare n° 2 casse - rientra ore 16 e riesce per prendere un rimorchio alla Farnesina rientra ore 17,40
Chevrolet	5312416	9	ERMACORA Giovanni	revisione
Chevrolet	5175162	10	RANGO Giuseppe	8.30 - rifornimento
Bedford	553585	11	PICCINELLI	da T.T. per la frizione
Thornycroft	46 12752	12	IANNE	Pulizia al serbatoio Ponte
Ford	1267865	13		bobina e spinterogeno
Ford	4718821	14	ANDREINI	8.10 rifornimento
Chevrolet	4518143	15		fuori lavorazione T.T

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Ford	4971255	3		Abiellata – alla Cecchignola
Ford	-4540943	4	ADANI Velio	8.20 - rifornimento - rimorchia la #3
Ford	-4249971	5	BURATTINI	8.20 - rifornimento rientra ore 11 - ore 15.30 dell'elettricista a portar le dinamo rientra ore 17.
Bedford	4966925	6		da T.T. per revisione
Ford	-4963385	7		" " " revisione freni
Chevrolet	5173811	8	IANNELLO Vincenzo	8.25 - rifornimento - ore 15,30 da Gandrano per caricare n° 2 casse - rientra ore 16 e riesce per prendere un rimorchio alla Farmacina rientra ore 17,40
Chevrolet	-5312416	9	ERMACORA Giovanni	revisione
Chevrolet	-5175162	10	RANGO Giuseppe	8.30 rifornimento
Bedford	- 553585	11	PICCINELLI	da T.T. per la frizione
Thornycroft	-46 12752	12	IANNE	Polizia al Laboratorio Chimico
Ford	1267865	13		Bolino e quinteroqueo
Ford	-4718321	14	ANDREINI	8.40 rifornimento
Chevrolet	4518143	15		fuori lavorazione T.T
Chevrolet	-4623593	16	SALA Sebastiano	8.25 rifornimento - rientra ore 11.30
Chevrolet	46-169-13	17	CENSI Luigi	8.25 rifornimento - 16,10 alla Farmacina rientra ore 18.00.
Ford	-5316132	18	ZORATTO	a Venezia
"	-5229027	19		9.30 - rifornimento

N.B. I numeri sottolineati in rosso indicano i camions inefficienti.

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A. C. PUBLIC WORKS
ASPHALT

RAPPORTO SITUAZIONE MACCHINARIO

TRUCK; Le condizioni gia' alquanto precarie di esse,si sono aggravate per il viaggio trasferimento Napoli Roma.
Quasi tutte,essendo state sottopeste ad uno sforzo superiore alle proprie facolta' e potenza di carico e trazione presentano un'anàlogia di difetti che confermano l'individuazione delle cause.
Frizioni semi bruciate,trasmissioni con eccessivo gioco,feredi dei freni bruciati;supporti trasmissioni sballati ecc.
Avendo pei la colonna avuto moltissime soste,le macchine sono state sottoposte ad un'enorme sforzo di trazione per vincere le resistenze iniziali aumentate dai rimorchi a piu' ruote.
Attualmente si sta procedendo alla revisione ed allo scopo di non paralizzare completamente il movimento le ho divese in gruppi.
Solo dopo l'esame di ogni gruppo mi ee ' possibile presentare un'elenco completo dei pezzi ricambio occorrenti aumentato di quelli per i quali ne ravvedo l'uso futuro se non immediato.
Da cioè si desume che non mi e' possibile presentare un elenco completo caso contrario dovrei fermare tutte le macchine.
E' necessario che detti elenchi possono essere inoltrati ed evasi con relativa facilita' e immediatezza e cio' per evidenti ragioni.
Attualmente il lavoro di piccola manutenzione,revisione e collaudo e' affidato alla Ditta STEM mentre per le riparazioni di una certa importanza vengono eseguiti dalla Ditta Tudini e Talenti.

GRADERS.Sono state tutte trasferite alla Farnesina.

BETONIERE. Si sta prècedendo al montaggio e collaudo con una velocita' gionaliera di N. 3 al giorno.

TRATTORI :Sono stati sballati e trasferiti N.3 mentre per gli altri si provvedera' Lunedi pV. Lecassette dei pezzi di ricambio e attrezzi di N. 4 trattori sono stati trasferiti in custodia nel magazzino dell'autoparco Genio Civile.

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TRUCK; Le condizioni gia' alquanto precarie di esse,si sono aggravate per il viaggio trasferimento Napoli Roma.
Quasi tutte,essendo state sottoposte ad uno sforzo superiore alle proprie facolta' e potenza di carico e trazione presentano un'analogia di difetti che confermano l'individuazione delle cause.
Frizioni semi bruciate,trasmissioni con eccessivo gioco,ferodi dei freni bruciati;supporti trasmissioni sballati ecc.
Avendo poi la colonna avuto moltissime soste,le macchine sono state sottoposte ad un'enorme sforzo di trazione per vincere le resistenze iniziali aumentate dai rimorchi a piu' ruote.
Attualmente si sta procedendo alla revisione ed allo scopo di non paralizzare completamente il movimento le ho divese in gruppi.
Solo dopo l'esame di ogni gruppo mi ee ' possibile presentare un'elenco completo dei pezzi ricambio occorrenti aumentato di quelli per i quali ne ravvedo l'uso futuro se non immediato.
Da cio' si desume che non mi e' possibile presentare un elenco completo caso contrario dovrei fermare tutte le macchine.
E' necessario che detti elenchi possono essere inoltrati ed evasi con relativa facilita' e immediatezza e cio' per evidenti ragioni.
Attualmente il lavoro di piccola manutenzione,revisione e collaudo e' affidato alla Ditta STEM mentre per le riparazioni di una certa importanza vengano eseguiti dalla Ditta Tudini e Talenti.

GRADERS.Sono state tutte trasferite alla Farnesina.

BETONIERE. Si sta prêcedendo al montaggio e collaudo con una velocita' gienaliera di N. 3 al giorno.

TRATTORI :Sono stati sballati e trasferiti N.3 mentre per gli altri si provvedera' Lunedi pV. Lecassette dei pezzi di ricambio e attrezzi di N. 4 trattori sono stati trasferiti in custodia nel magazzino dell'autoparco Genio Civile.

BITUMATRICI Per tutte si e' provveduto al montaggio complete e collaudo motore e pompa,mentre per una sola si e' fatto il collaudo completo con bitume come da cartella di collaudo acclusa.

CITROEN /: Ha bisogno di rettifica,pistoni spinotti fasce elastiche bielle di banco e biella.Tempo occorrente I5 Giorni.SPESA L. 35 =40000

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Chirurgia Antisettica.

Le condizioni più sfavorevoli furono di gran lunga le macchine, a Napoli di 200 ogni mese per il resp. fin da Napoli a Roma.

Quasi tutte le macchine erano state sottoposte a uno sforzo superiore alle forze facili e stanno di carico e troviamo pressoché un'analogia di difetti che confermano maggiormente l'individuazione delle cause.

Troviamo una lucida, transmissioni con eccentrico, fasci di fili bruciati.

Avendo la donna, avuto molti feriti le macchine sono state sottoposte a un enorme sforzo per vincere le resistenze insufficienze fornive che si incontrano nell'avviamento d'ogni utensile e di conseguenza che presentano la mancanza di una sufficiente forza e conseguentemente un'unità di diversi sforzi

Attualmente si sta procedendo alla verifica minore e individuazione dei difetti.

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Quasi tutte le macchine erano state sottoposte a uno sforzo superiore alle proprie facoltà e potenza di carico e taglio, presentando un'analogia di difetti che confermano maggiormente l'individuazione delle cause.

Furiano rotti bulloni, traversini con eccessivo gioco, perni dei freni bruciati.

Avendo la direzione, avuto molti fermi le macchine lavoravano sottoposte a un enorme sforzo per vincere le resistenze sinistrissime formate che si incontrano all'avviamento d'ogni utensile e di conseguenza dovendo che presentano la necessità di una spesa grande e conseguente necessità [e urgenza] di molti spostamenti

Attualmente sto provvedendo alla verifica revisione e individuazione dei difetti -

Per alcune macchine, allo scopo di avere finora completamento l'uso dei cuscini, dopo una prima revisione generale vengono messi in esercizione, mentre per quelle che presentano necessità e urgenza di lavori vengono fermate - 2401

Per la manutenzione e piccola riparazione è stata incaricata la Ditta S.I.E.M mentre le riparazioni più grandi, sono subordinate ai pezzi di ricambio, [vengono] eseguite dalla Ditta Fratelli Tolomei -

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Ulma tiro completo dei fr. 21 cadrà in fortuito fino solo dopo una unfer fermata delle macchine ma ciò non costituisce la immobilizzazione piena della unità, non estingue lo stato di movimento delle macchine ed pertanto è possibile ottenere la verifica di ogni punto in cui è possibile frazionare un ciclo completo avvenuto di quelle voci fin, pure, un fermato l'uno dopo l'altro immediato -

I numeri da dati durante fermo macchina sono espressi e così con ulteriori decimali per ogni unità

Guideur = Sono addetti tutti tipografi alla Linotype

Betteur = Addetti facendo il montaggio e collando della I.T. con un altro di montaggio di N.° 3 betteur al giorno -

Fratton Cr. - Sono addetti assoluti e Trasferiti N.° 3 Fratton nel corso della mattina dalla Linotype fuori orario 3 A.U.T. facendo allo stabilimento - Pagati a cottimo -

accumulato di quelle voci per i quali ne provveda l'uso senza il mandato -

I numeri di detti elenchi devono essere inoltre e rispettivamente per ogni esercizio

Guidoni = Sono di tutte le specie della Provincia

Betoniere = Si provvede al noleggio e all'esercizio della I.T. con un ritmo di noleggio di N.° 3 betoniere al giorno -

Trattori Cr. - Sono di tutte le specie e provenienza N.° 3 trattori nel corso della campagna per gli obblighi di tutti provvedendo allo spillaggio - Legge e imposte -

Attrezzature Rotaie - Di tutte si è provveduto a noleggiare a domicilio e a collaudare il materiale e la spesa - Da una ditta è stato effettuato il collaudo con. Letto con ritiro come da articolo di collaudo accluso --

Officina = Ha bisogno di ristrutturazione degli edifici, macchinari e fosse elettriche e sfruttato e delle bocchette di acqua e di vista. Tempo occorrente giorni 15. Occorrente spesa £ 35 ÷ 40.000 £.

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Kettels. N.° 59

Centrifugale - motorino a scoppio 4 cilindri. Raffreddamento aria - accensione comando della pompa con frizione

Pesa complessiva con tubi raccordi, olio, benzina e benzina funzionante a pressione e vuoto - Termometro totalizzatore in piccola fiaschetta di legno -

Motorino posto con sopra una rondella tubo scappamento con protezione sul corpo della pompa come eseguimento definitivo -

La pompa è inastabile ed utilizzabile per ogni pressione della vasca -

È stata collaudata con diverse miscele con funzionano 20 ore di fiume mai

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Condizioni - motorino a scoppio 4 cilindri. Raffreddato ad aria - ~~accoppiato~~ accoppiato alla pompa con frizione

Pasta mescola con tubi zincati da un lavatoio a bagno con frizione e cuoio - Terminato lavoro in pericolo fabbrica di ligno -

Motorino fatto con sfera lisa smontato tubo scappamento con frizione del corpo della pompa come condizioni accoppiamento -

La pompa è inastabile ed utilizzabile per movimento della vasca -

È stato collaudato con tubi zincati con pressione 30 atm il tubo mandata della benzina ed è stato necessario che il tubo in rame cotto e fuliggine con getto di vapore -

Con tubi pressione 180÷200 il collaudo è stato soddisfacente. 2+00

È necessario mettere tutto il tubo e portarlo almeno a 300 prova funzionamento di vasca -

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Il bruciatore a causa della pendenza della bocca di efflusso facilmente e ciò costituisce evidente contatto fuoco quando la massa del bitume non ha raggiunto il massimo richiesto di liquefazione, dopo la efflusso immediatamente dal bruciatore costituisce un pericolo e una maggior spesa in quanto la funzione di distillazione della benzina si mantiene costante -

Tempo probabile di attesa per attaccare la pompa 12', massimo e a liquefazione bitume e a raffreddare la pompa -

La canna porta due getti e il bitume esce copioso e violento si richiede quindi la massima velocità e l'indirizzamento della direzione (in alto) getto al fronte terra alla scopo di raccogliere il bitume e attendere una efficace miscelazione nel terreno

Una volta caricata la caldaia della benzina e

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[illegible] mio maggior in quanto la fusione di desiderio della bruciatura si manifesta costante —

Tempo probabile di attesa per attaccare la pompa 121, mentre è a bruciare il bitume e a riscaldare la pompa —

La caldaia posta due petti e il bitume esce copioso e violento si richiede pertanto la massima velocità e l'inclinamento della caldaia in modo da effetto il pronto tiro alla scopo di accompagnare il bitume e ottenere una spruzzatura uniforme sul terreno

Non è stato controllato il consumo della benzina e la velocità oraria di riscaldamento - emissione del bitume per mancanza di tempo —

Accade che le ruote delle vasche a causa dell'[illegible] le cui casse d'asse quasi tutte sono difettose nella saldatura dei fogli e si allentano facilmente col caldo -

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Servizio giorno 9 Maggio 1945

MARCA	TARGA	Nº	AUTISTA	DISLOCAZIONE
Ford	4621014	1		Dal T.T. per revisione
FORD	4051092	2	Zambò Vaniglio	ad Ancona
	4971255	3		Abiellata
	1540943	4	Adani	Revisione in n/ officina
Ford	4249971	5	Buratti ni	9.35- trasporto legno alla Farmacia - rientra ore 12.10
Bdf	4966925	6		dal I.T. per revisione
	4963385	7	Albertalli	
Chevrolet	5173811	8	Fanuello Vincenzo	14.55- Rifornimento benzina- rientra ore 15.20
"	5312416	9	Ermeloni	15.00. " " " " 15.45
	5175162	10		Ripartizione frizione in n/officina
Bedford	553585	11	Ciccinelli Bernardo	8.20- esce per andare dal T.T. ripartizione frizione e rev. gen.
Thorneycroft	4612752	12	Fanuello Giuseppe	14.45- alla Farmacia prendere i rimorchi - rientra con un solo rimorchio ore 16.05
	1267865	13		Abiellata bobina bruciata
Ford	4718821	14	Andreini	11.50- rifornimento e trasp. uff.
	4518143	15	Verzo Giuseppe	inefficiente - da verificare motore
	4623593	16	Sala Sebastiano	8.20- al rifornimento e poi dal T.T. rimorchiando lo 11 rientra ore 11. defunt non avuta bene- guasto ai fusti e differ.- assetto sul cambio inefficiente - bussolina allentate -
	4616913	17	Censi	10.10- alla farmacina - a P. Ancolo - rientra 13.30- 16.16- rifornimento

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Ford	4021014	1		da Fe. per Ancona
Ford	4051092	2	Zamb Saniglio	ad Ancona
	4971255	3		Abiellata
	4540943	4	Adani	Revisione in n/ officina
Ford	4249971	5	Buratti ni	9.35 - trasporto legno alla Farmerina - rientra ore 12.10
Bdf	4966925	6		da I.T. per revisione
	4963385	7	Albertalli	
Chevrolet	5173811	8	Fanullo Vincenzo	14.55 - Riforniscendo benzina - rientra ore 15.20
"	5312416	9	Ermanno	15.00. " " " " 15.45
	5175162	10		Riparazione frizione in n/officina
Bedford	553585	11	Piccinelli Bernardo	8.20 - esce per andare da T.T. riparazione frizione e rest. qui.
Thornycroft	4612752	12	Fanullo Giuseppe	14.45 - alla Farmerina prendere i rimorchi - rientra con un solo rimorchio ore 16.05
	1267865	13		Abiellata bobina bruciata
Ford	4718821	14	Andreini	11.50 - rifornimento e trasp. uff.
	4518143	15	Verzo Giuseppe	inefficiente - da verificare motore
	4623593	16	Sala Selvestriano	8.20 - al rifornimento e poi da T.T. rimorchiando la H ritorna per H. datosi una ruota bene - guasto su fusello e differ. - usello gli esausto inefficiente - bronzina allentate -
	4616913	17	Censi	10.40 - alla farmerina - a P. Fanullo - rientra 13.30 - ore 16.15 - rifornimento -
Ford	5316132	18	Zoratto	7.40 - fuori per trasp. uff.
Ford	5229027	19	Rango	ad Ancona 2399

" Thornycroft.

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P.W. and U. Sub Com.
ASPHALT

Servizio giorno 8 Maggio 1945

MARCA	TARGA	Nº	AUTISTA	DISLOCAZIONE
Ford	47 18 821	14	Andreini	ore 9 - Fermarsi -
Ford	5316132	18	Zuratto	ore 8 - Off. Transport -
Ford	5229027	19	Rango	Ancona
		2	Zanò Sanglio	Ancona
		1		da T.T. per revisione
		6		
		5		
		3		
		4		
		7		
		8		
		9		
		10		
Bédford	553585	11	Ciccinelli Bonaldo	Fermo perchè rovinata frizione
		12		
		13		
		15		
		16		
		17		

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Ford	5229027	19	Rango	Ancona
		2	Zanè Sanglio	Ancona
		1		} da T.T. per revisione
		6		
		5		
		3		
		4		
		7		
		8		
		9		
		10		
Bedford	553585	11	Ciccinelli Bonardo	Fermo perchè rovinata frizione
		12		
		13		
		15		
		16		
		17		

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P.W. and U. Sub C...
ASPHALT

Servizio giorno 7-5-1945

MARCA	TARGA	Nº	AUTISTA	DISLOCAZIONE
Ford		2	Zanè Vaniglio	Ancona
Augusta	491048		Gini	Ancona
Bedford	553585	11	Piccinelli Bonardo	Ancona - ore 11,30 rientra quanto finito
Chevrolet	4612752	12	Fanello Giuseppe	Stazione prementina - rientrato ore 16
Ford	4963385	7	Allentall Ezio	Dall'elettricista per gen. Dinamo - rientrato ore 16
Chevrolet	4623593	16	Sala Sebastiano	a P. Maggiore per ritirare fonometro servizio - rientrato ore 15 - rientra ore 16
Chevrolet	4616913	17	Ceni Luigi	Uff. Prementino - Foro Italico - rientra ore 13.40
Ford	4718821	14	Del Freini Alessandro	da T.e T. - accompagnato a casa Pagano - rientra ore 15.-
Ford	4219971	5	Buratini Licini	Trasporto legno da sede a F. Italico - rientra alle ore 16.45
Chevrolet	5173811	8	Fanello Vincenzo	Uff. Prementino - F. Italico - rientra ore 13.30
Ford	5229027	19	Rango Gaetano	Partito per raggiungere il Ten. Paganoso a Narni -
		1		} Da Tudini e Talenti per riparazioni
		6		
Chevrolet	5312416	9	Ercolani Giovanni	Dall'elettricista per prova imp. elettrico
		18	Zuretto	Trasporto ufficiali -

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A.C. PUBLIC WORKS ASPHALT
Florence, Tel. 1523 - Ext.37

TO : Mr. F.C. GRIFFITH, Higway Equipment Officer.

SUBJECT : Weekly report.

REF : W R

DATE : 17 June 1945

GENERAL. Ing. Giunta has appointed Ing. Agostini of his office to be in charge of all the equipments, which are in operation in the quarries, while Geom. Debbane will be only responsible for the equipment which arrives to Florence or is stored here. I deem this almost satisfactory and certainly an improvement of the situation. Ing. Agostini is actually organising the take over of the equipment from the Mil. Units, while Geom. Dabbene, pushed by Ing. Checcucci of this office, will get busy putting more order in the storage of the equipment, of the spare parts and tools and supply of fuel for its operation .
At last I could get an other crew of workmen with a foreman to open the cases of the recently arrived equipment. One box containing a Distributer truck was opened yesterday and it was towed from the 7057 Engrs yard at the Cascine and stored by USVS. They will open next week the other six cases, which are still at the Cascine (one other Distributor, one Secondary crusher and the four Asphalt Finishers) and then, or better on the same time, some other cases will be opened at the USVS yard.
I couldn't have yet the USVS paint the Plant numbers in any item of equipment nor get any weekly report from them, in due time.

It is necessary that USVS find more well trained and capable mechanics to operate some of the equipment: they will heed, however, to be properly instructed by a competent Technician before using it.

EQUIPMENT ARRIVED. All cars with the equipment from Rome were unloaded and two Motorised GALLION Graders, one D-4 Cat. Tractor, Tiltdozer, six Concrete Mixers were stored by USVS at their

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At last I could get an other crew of workmen with a foreman to open the cases of the recently arrived equipment. One box containing a Distributor truck was opened yesterday and it was towed from the 7067 Engrs yard at the Cascine and stored by USVS. They will open next week the other six cases, which are still at the Cascine (one other Distributor, one Secondary crusher and the four Asphalt Finishers) and then, or better on the same time, some other cases will be opened at the USVS yard.

I couldn't have yet the USVS paint the Plant numbers in any item of equipment nor get any weekly report from them, in due time.

It is necessary that USVS find more well trained and capable mechanics to operate some of the equipment: they will need, however, to be properly instructed by a competent Technician before using it.

EQUIPMENT ARRIVED. All cars with the equipment from Rome were unloaded and two Motorised GALION Graders, one D-4 Cat. Tractor, Tiltdozer, six Concrete Mixers were stored by USVS. The ½ cu.yd Bucyrus-Erie shovel was assembled by the 3 Mechanics from Rome, who will have completed their job to morrow.

PORRETTA and COLLINA Quarries. USVS will take over all equipments in both quarries to-morrow and will move to Florence t[illegible] at PORRETTA with all the few spare parts and tools, which we'll be able to get.

MONTELUPO Quarry. It is operated satisfactorily.
Supply of fuel is made by USVS. The 345th Engrs are still collecting the material.

MONTECATINI Quarry. No change in the situation, as last reported.

S. GIULIANO Quarry. No change in the situation: orders were issued by P.B.S. to the 338th Engrs. USVS will take over within this week after having taken PORRETTA and COLLINA.

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CIANO Quarry. There are still some troubles with the workmen in this quarry. The Spare parts have been collected and are stored by USVS at Antignano; they will be transported to Florence as soon as possible.

MURAGLIONE Quarry. The British Unit operating the Quarry, notwithstanding what Maj. Boucher told me in his last visit on June 5th, did not receive orders to turn the equipment over to USVS. In spite of my letter to Capt. Mc.Quarry dated 1 June 45, USVS could not take over the equipment.

CAVE CHELLI and INDICATORE Quarries. The same as for Muraglione. Since the USVS seems not to be interested to take over, if not pushed to do so, where Military Organizations are still willing to operate the quarries, I deem it necessary that proper orders be issued by C.E. N°1 District, while I will go to both quarries with Ing. Agostini as soon as possible.

I received from Maj. Boucher the inventery of the spare parts of the compressor Ser. N°23215, which is in S.ERACLIO quarry.

Respectfully submitted

E.A. MILANI
Capt. G.A.R.I.

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Declassified E.O. 12356 Section 3.3/NND No. 785019

A.C. PUBLIC WORKS ASPHALT
FLORENCE, Telf. 1523 - Ext. 37

REF WR 10 June 1945

SUBJECT : Weekly Report.

TO : Mr. F.C. GRIFFITH, Highway Equipment Officer, Rome.

General. A letter, a copy of which was sent to you, was sent to USVS urging them to organize with more efficiency their office concerned with Highway Equipment and to open all cases of the new equipment. The three 3 ton trucks and the 15 cwt truck were issued to USVS; they will from next week on supply them with their own gasolene, which they will draw and pay for with the Mil. coupons Mr Rapp is giving to them.

It is very important that USVS organize properly supply and distribution of fuel for their new equipment. A clear policy for this must be settled, particularly for the future, when the A.M.G. Region will have moved away. A certain number of empty barrels is being delivered to them by 7067 Eng'rs and other units. The same must be settled for supply of transport and explosives.

Equipment arrived. The seven cars shipped from Roma with one tractor crawler, two graders, six concrete mixers and one 1/2 cu.yd shovel arrived yesterday; they will be unloaded and the equipment stored tomorrow.

The 226th Eng'rs (Maj. Merriman and Maj. Johnson) delivered the plant at Traversa, which they say is actually A.C. property. The Dryer unit with elevator, the asphalt pugmill and 5 fire extinguishers have been transported to Florence and stored by USVS, which has signed a receipt to them.

One Aggregate Dryer with elevator, Mod.841 - 10-17-US-7,
Make: Barber Greene Coy, W.D.N° , w/10-7.50x20 tires
Engine: Le Roi, Mod. D.201 P8, Ser. N° 181308,
Compressor: Clerage Fan Coy, Ser.N°43140

One Asphalt Plant Pug Mill, Mod.841-7-17-US-7,
Make: Barber Greene Coy, W.D.N°USA 074817, w/8-7.50x20 tires
Engine: Le Roi, Mod. D.201 P8, Ser.N° 171268

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Porretta and Collina quarries. No change in the situation : the quarries are still operated by the 226th Eng'rs, but USVS is ready to take over.

Montelupo quarry. The secondary crusher in this quarry is operated by USVS and the 345th Eng'rs collect the material. The primary crusher was moved to Florence and stored. Still no informations are available about the two compressors.

Montecatini. The USVS has taken over the quarry, since the 345th Eng'rs moved away, leaving nobody in town. For lack of fuel and transport the equipment is not operated, since no Mil. units are requesting any materials from this quarry. One of the two compressors, truck mounted, has been moved to Florence and stored.

S.Giuliano Quarry. The quarry is still operated by the 338th Eng'rs, which supply fuel and transport. Our equipment is operated by men of the USVS, which has practically taken it over. Spare parts for this equipment are not available at Marina di Pisa, as previously reported; at both Depots 2677 at Marina di Pisa and 2675 at Tirrenia spares may be collected only with requisitions.

It seems that spares of this equipment are missing, there are only the tools for two compressors.

Ciano Quarry. For lack of transport, the spare parts were not transported to Florence. The USVS has taken over the equipment; transport and fuel are still supplied by the 98th Eng'rs. Since the Eng'rs had hired too many workmen, they will dismiss all of them and the USVS will hire, next week, a more reasonable number of selected laborers.

Muraglione Quarry. The USVS is ready to take over, and was urged to do so.

Cortona Quarry. No changes in the situation; I am still waiting for the Memorandum receipts covering the equipment in this quarry.

Cave Chelli & Indicatore Quarries. No changes in the situation; the USVS was urged to take over the equipment also in these quarries.

Major Boucher, who was last Tuesday in Florence, confirmed that orders were being issued by the C.E. N° 1 District to move

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the 3 compressors at Levane, S.Ernobio and Foligno to the quarries where our equipment is operated.

Respectfully submitted

E.A. MIRANI, Capt.
C.A. r.i.

c.c.
Regional Engineer, Toscana Region AMG.

Declassified E.O. 12356 Section 3.3/NND No. 785019

A.C. PUBLIC WORKS ASPHALT
Florence, Tel. 1523 - Ext.37

TO : Mr. F.C. GRIFFITH, Highway Equipment Officer.

SUBJECT : Equipment at Porretta.

REF : AD/6

DATE : 17 June 1945

1. Ref. your letter dated 11 June 1945.

2. I delivered the letter from HQ. A.C. Public Works & Utilities to Col. Broyles on the 14th and he immediately issued orders to the 226th Engrs to turn over the a/m equipment and that other at COLLINA to USVS.

3. I was called the following day by Capt. Debney of that Unit and we arranged that USVS take over yesterday. I went up there yesterday with a representative of the USVS but one of the officers wasn't there. The USVS will, therefore, take over to-morrow, Monday, and sign a receipt for the equipment and for the few tools and spares, which are available at Collina; there aren't any at Porretta.

4. Since the Military Unit is not interested in these quarries any longer, the USVS will move to Florence all the equipment from Porretta and store it. The equipment at Colline will remain there and be operated by the USVS for their own work.

5. According to P.B.S! records the plant at Traverse, which was moved to Florence and stored by USVS, is not A.C. property and the Army will request it back.
Will you please, consider that with reference to para 3 of your letter.

E.A. MILANI 2391
E.A. MILANI
Capt. G.A.R.I.

Declassified E.O. 12356 Section 3.3/NND No. 785019

A.C. PUBLIC WORKS ASPHALT
FLORENCE, Telf. 1523 - Ext. 37

RECEIVED
P.W. & U. S/C A.C.
14 JUN 1945 078

REF WR

10 June 1945

SUBJECT : Weekly Report,

TO : Mr. F.O. GRIFFITH, Highway Equipment Officer, Rome.

General. A letter, a copy of which was sent to you, was sent to USVS urging them to organize with more efficiency their office concerned with Highway Equipment and to open all cases of the new equipment. The three 3 ton trucks and the 15 cwt truck were issued to USVS; they will from next week on supply them with their own gasolene, which they will draw, and pay for, with the Mil. coupons Mr Rapp is giving to them.

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Make: Barber Greene Coy, W.D.Nº..... w/10-7.50x20 tires
Engine: Le Roi, Mod. D.201 P8, Ser. Nº 181308,
Compressor: Clarage Fan Coy, Ser.Nº43140

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Engine: Le Roi, Mod. D.201 P8, Ser.Nº 171268

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Respectfully submitted

E.A. MILANI, Capt.
G.A. r.i.

c.c.
- Regional Engineer, Toscana Region AMG.
- File(2)

Declassified E.O. 12356 Section 3.3/NND No. 785019

A.C. PUBLIC WORKS

HIGHWAY EQUIPMENT

INSTRUCTIONS.

COPY TO: Eng. RUBINO.
Sig. RONZULLI.
Sig. PAGANO.

SUBJECT : Jeep's Drivers.

1. It appears that some Drivers are not conversant with the vehicle allotted to them.

2. It is necessary to do at once an exmination of all the drivers and furnish them all the informations concerning the operation of the said vehicle (specially front axle drive).

3. Confirm that the examination has been performed during the week 11th. to 18 June 1945.

Lieut. R.M. CACNAZZO.

FILE: AD/3/15

MR. GRIFFITH

Declassified E.O. 12356 Section 3.3/NND No. 785019

A.C. PUBLIC WORKS

HIGHWAY EQUIPMENT

Rome, 10 June 1945

Copy TO: Eng. Crocetta
Eng. Rubino
Eng. Pozzo
Mr. Frampton
1 = File

SUBJECT : Supervision.

1. Petty thievery occurring recently in the Garage og Genio Civile is proving that personnel on guard are not sufficient ~~our instructions are unobserved~~.

2. Special instructions have been given for the control of fuel and lubricating oil, and must be strictly observed.

3. For the supervision of the machinery and spare parts it is necessary to enforce a very strict control during the working hours, at the Garage of Genio Civile, while strict night control is required at the Farnesina.

4. Every morning and evening, before starting work and after finishing work an inspection should be made of all the machinery in order to accertain if there is something missing, and report result immediately.

5. It is requested that no machinery or truck should leave the Farnesina Yard without a written permission specially when the trucks are loaded, they should have a detailed list stating the material loaded and where it has to be delivered. The guard will stop every vehicle which is not authorizes to go out.

6. This Direction will perform unexpected inspections to make certain that the above instructions have been carried out.

Lieut. R.H. CAGNAZZO.

MR. GRIFFITH

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Declassified E.O. 12356 Section 3.3/NND No. 785019

A.C. PUBLIC WORKS

HIGHWAY EQUIPMENT

Rome, 10 June 1945

INSTRUCTIONS

Copy TO: Eng. Rubino
Eng. Pozzo
Mr. Frampton
Mr. Di Martino
Sig. Pagano
Sig. Ronzulli
1 = File AD/3/16

SUBJECT : Refuelling Procedure.

1. The refilling of fuel trucks will be executed only on presentaion of a release note signed by Sig. Pagano or Sig. Ronzulli.

2. The time for the refuelling will be established by the responsible personnel, and must not be changed for any reasons.

3. Only trucks commanded for urgent services during the day can receive fuel out of the scheduled times.

4. Only one person will be employed at the Petrol Pump Service, who will be responsible for the correct distribution.

5. The release note must have a progressive number which has to be recorded on the fuel register together with the number, make and other details of the vehicle.

6. The fuel register will have three columns showing the effective quantity of each operation up to date.

7. For the registration of greases and lubricanting oils, the system will be the same as that for fuel, but the release note must be marked "L" in order to distinguish them.

Lieut. R.H. CAGNAZZO.

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Declassified E.O. 12356 Section 3.3/NND No. 785019

A.C. PUBLIC WORKS

HIGHWAY EQUIPMENT

Rome, 11 June 1945

INSTRUCTIONS

Copy TO: Eng. Rubino
Eng. Pozzo
Mr. Frampton
Mr. Di Martino
Sig. Pagano
Sig. Ronzulli
File AD/3/20

SUBJECT : Truck Operation.

1. Movement orders for trucks will be issued by filling-in a proper form on which will be shown all details and instructions concerning the work.

2. For emergency services, the two trucks parked in the Genio Civile garage may be used.

3. For normal service, instructions for the following day will be given before 1600 hours.

4. The drivers should receive their instructions the same evening or early the following morning in order to prepare the trucks. From Farnesina trucks will proceed to the Genio Civile garage where spare wheels, tools, etc., will be collected, the petrol will be checked and the tank filled.

Lieut. R.H. CAGNAZZO.

Declassified E.O. 12356 Section 3.3/NND No. 785019

A.C. PUBLIC WORKS

HIGHWAY EQUIPMENT

INSTRUCTIONS

Rome, 10th June 1945

Copy TO: Eng. Rubino
Eng. Pozzo
Mr. Frampton
Mr. DI Martino
Sig. Pagano
Sig. Ronzulli
1 = File AD/3/19

SUBJECT : Trucks on long journey service.

1. ~~The~~ FOR trucks commanded for long trips it is authorized the refilling at the Petrol Points.

2. Special trip tickets will be issued by the Office, time by time for the said trips.

3. The refilling before departure must be performed under the control of one of our Officer, and when the motor vehicle returns to the garage, the fuel drawn during the trip and the quantity existing in the tank has to be checked.

Lieut. R.H. CAGNAZZO

Cagnazzo

Declassified E.O. 12356 Section 3.3/NND No. 785019

A. C. PUBLIC WORKS
HIGHWAY EQUIPMENT

ENG. RUBINO.

Rome, 9 June 1945

COPY TO : Sig. Pagano
: Sig. Ronzulli
: Mr. Frampton
: Ing. Pozzo
: File AD/3/13

SUBJECT : Service between the Farnesina and Garage of Genio Civile.

1. A 15 CWT. Truck must be used only for the service between the Farnesina and the Garage of Genio Civile.

2. A time table should be issued and must be strictly observed, in order to obtain a regular service similar to a carrier.

3. The said time table must be affixed and distributed for their knowledge to all the employees.

4. The fuel consumption in this service must be checked in order to have a strict control.

Lieut. R.A. CAGNAZZO.

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Declassified E.O. 12356 Section 3.3/NND No. 785019

A.C. PUBLIC WORKS

HIGHWAY EQUIPMENT

Rome, 10 June 1945

Copy TO: ENG. RUBINO.

SUBJECT : Spare Parts Store and your connection with the Direction.

1. It has been noticed several times that it is difficult to be in touch with you, in consideration of the necessity to go from one place to another and the vastity of the Yard where you normally are on duty.

2. It is necessary therefore that you call regularly every day the Office, Tel: N°11 (Int.) in order to get the information and requests. I suggest that you call every morning between 10.00 to 11.00 hours and in the afternoon between 15.00 and 16.00 hours.

3. Furthermore it is necessary that you have a personal Assistant acting as store=keeper, who, during your absence, can take all the urgent comunications.

4. The said Assistant will make as quick as possible a detailed inventory of all the spare parts and other material actually existing in the store, a copy of which must be supplied to me for my knowledge in order to enable me to check the distribution of all the material.

5. The issue of spare parts and other material must be made in three copies of which one remains to you, one to me and one to the file, in order to have a record of all the material arrived and distributed. The issue notes must have a progressive number.

Lieut. R.H. CAGNAZZO.

FILE: AD/3/14

Declassified E.O. 12356 Section 3.3/NND No. 785019

A. C. PUBLIC WORKS

HIGHWAY EQUIPMENT

Rome, 9 June 1945

INSTRUCTIONS.

Copy TO: Eng. RUBINO.
Eng. POZZO.
Mr. FRAMPTON.
Mr. DI MARTINO
Sig. PAGANO.
Sig. RONZULLI.
FILE AD/3/16

SUBJECT : Truck Service.

1: Effective from 11th. June 1945, will remain in the Garage of Genio Civile only the following vehicles:

a) One 15 cwt. in good efficiency.
b) Two 3 tons Trucks in good efficiency.
c) Nine Jeeps " " "

for the performance of urgent services and for the use of the Office.

2. All the other efficient vehicles must be parked at Farnesina Yard, and those requiring repairs must be sent to the work shop.

3. The vehicles commanded for service will be sent from the Farnesina to the Garage of Genio Civile, with the Trip Ticket issued "only for this journey"; here they will receive the instructions and the Trip Ticket in relation to the service to be performed.

4. Mr. Pagano according to instructions received will check the consumption of fuel. The personnel on guard at the Farnesina and the driver will be held responsible for the correct use of fuel.

Lieut. R.H. CAGNAZZO.

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Declassified E.O. 12356 Section 3.3/NND No. 785019

A.C. PUBLIC WORKS

HIGHWAY EQUIPMENT

Rome, 10 June 1945

INSTRUCTION

Copy TO: Ing. RUBINO
Ing. POZZO
Mr. FRAMPTON
Mr. DI MARTINO
Sig. PAGANO
Sig. RONZULLI
1 = FILE AD/3/17.

Subject : Control of Fuel Consumption.

1. Sig. Pagano will be in charge of the control for fuel consumption

2. Effective from the 11th. June 1945 no vehicle can draw fuel ~~by~~ AT the Petrol Point without a special authorization.

3. A strict control must be performed for fuel existing in the jeep's tanks every evening and every morning. The quantity has to be registered on the trip tickets. A weekly report has to be sent to Lt. Cagnazzo showing for every jeep; the number of miles (reduced in Km.) traveled during the week, the fuel drawn and the average of miles (and Km.) done per liter.

4. A separate register has to be kept only for the jeeps, showing the quantity of fuel received and used by each jeep which should be equal to the control stated in para 3.

5. For the Trucks the procedure will be same as for the jeeps; the record of fuel has to be kept in a separate register. Petrol has to be supplied according to the service to be done, therefore it is not always necessary to fill up the tank.
The truck with the speedometer in good efficiency will be used for short trips the mileage of which is known and only a small percentage of mistake can be allowed .

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6. The shortage of fuel will be debited to the drivers or to the person on guard, respectively, if the fuel was missing during the day while the truck was under the control of the driver or during the night.

7. The drivers or watch man that are found in default will be immediately dismissed.

Lieut R.H. CAGNAZZO.

Declassified E.O. 12356 Section 3.3/NND No. 785019

A.C. PUBLIC WORKS

HIGHXAY EQUIPMENT

Rome, 11 June 1945

INSTRUCTIONS

Copy TO: Eng. Pozzo
Eng. Rubino
Sig. Ronzulli
Sig. Pagano
File AD/3/18

SUBJECT : Spare Wheel.

1. We have only 3 spare wheels which must be reserved for the jeeps of Mr. Griffith, Lt. Cagnazzo, and for any other jeep used for long trips.

2. In case of flat tyres, repairs must be made at once, but in the meantime no wheel should be removed from other jeeps unless authorized.

3. We know that only 4 spare wheels were supplied to jeeps issued to Officers, and while we are doing our best in order to have them back, only one jeep should remain idle and not two. Therefore give instructions for the immediate re=assemblement of one jeep.

4. In view of the fact that we have no possibility to obtain a release note for tubes, enquiry should be made to the Firms working for us whether there is a way to get tubes of Italian production to be purchased on the market.
If the price is convenient we will authorize the purchase of 6 tubes in order to complete the spare wheels for our jeeps used on long trips.

Lieut. R.H. CAGNAZZO.

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AD/B/1W 9.6.45

Dear Mr. Griffith,

I gave to Argentieri the money of the payroll. I gave him 15 Memorandum receipts, signed by Eng. Giunta.

I didn't receive Memorandum Receipts for the 15 cwt truck and the 5. to 6-Ton Tractor Truck, copies of which I gave to you.

I'm waiting for the Memorandum Receipts of Corleone Quarry, in order to have Giunta take it over.

I sent you 1 copy of my last weekly report and Argentieri has a 2nd copy of it.

I brought to Florence the asphalt plant at Traversa, which seems to be AC property after all.

No informations whatsoever of the 2 compressors which were at Montelupo.

I hired that Mech. Engineer of whom I talked to you, or better I took him in my Office and am waiting for your O.K. after having introduced him to you.

When are you coming? 2376

Yours Sincerely

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AC PUBLIC WORKS ASPHALT
Florence, Tel.1523-Ext.37.

To : Mr.F.O. GRIFFITH, Highway Equipment Officer.

Subject: Weekly report.

Ref : WR.

Date : 3 June 1945.

GENERAL: The USVS has taken over from 24th Chem.Coy the store-yard at Via Francesco Baracca,189: the Real Estate Section (U.S.Contingent) of the Florence Command will probably de-requisition it within this month, if not required by other Military units; a temporary verbal agreement has been made with Capt. Kastl of that Office and he will let me know something definite as soon as he will know it from higher Authorities. Meanwhile the USVS has been urged to get in touch with the Italian Authorities to have it requisitioned for them. Since the Carabinieri could not offer any help to watch that yard, a crew of watchmen has been appointed by the USVS to guard the site by day and by night and a contractor will start working next week to repair the roofs of the store-houses, the walls around the yard and to set a new gate. An application of USVS for release of tiles and other materials was recommended and forwarded.
The telephone in the USVS workshop was connected to-day(42064).

An application of USVS for fuel was recommended: coupons for 3500 liters of gasolene, 2000 of dieseloil and 550 of lub-oil were issued to them yesterday; these are only a small part of the anticipated amount for three months, but will cover the present necessities for the equipment. A new application will be submitted, as soon as they will be able to figure more exactly their needs. They deem very difficult to purchase the necessary barrels to store the fuel in the quarries.

EQUIPMENT ARRIVED: The five boxes containing the graders were stored by USVS; one box was opened and the Road grader, hand controlled, towed type Mod12, Ser.No.12342, Man'fg No.5085-Z, W.D. No.905218, was stored.

The 24 boxes, containing 24 Asphalt kettles, which had been located at Livorno (12L56 Depot) arrived by rail in 9 cars; they were unloaded and the boxes stored by USVS.

The USVS has been urged to encrease the crew of mechanics and workmen in order to open all the cases as soon as possible and have the equipment ready to work or to be sent to Rome.

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PORRETTA AND COLLINA QUARRIES: According to instructions, a letter for Capt.Dobney of the 226 Eng'rs was given to the USVS to enable them to take over both quarries next week with their own personnel.

MONTELUPO QUARRY: The USVS took over this quarry on the 30th; the same day the spare parts were collected and stored in Florence. Due to lack of fuel, operation of this quarry was stopped for two days. Next week the Primary crusher will be transferred to Florence.
No informations could be gotten yet about the two 105 cu.ft compressors of this plant.

MONTECATINI QUARRY: The crushing and screening plant and both the compressors were checked; there are not spares for the crushers, only screens; a list of the tools for both compressors is attached. Capt.Lemkin will move within few days: he has not received any orders to let the USVS operate the plant and supposes that 5th Army (175 Eng'rs) will take over. The USVS is, however, ready to take over at any moment.

S.GIULIANO QUARRY: Lt.Brasier of the 338th Eng'rs will deliver our equipment to USVS, which are ready to take over. To-morrow the Assistant of USVS Lunardelli will report to him and they will operate the equipment with the crew of civilians laborers and 3 mechanics, already instructed, who have been furnished by the contractor Stradi of Ponte a Serchio. All spare parts are stored at 2L74 Depot at Marina di Pisa; they will be collected next week and stored at Florence.

CIANO QUARRY: The Geometer Fritzsching of USVS will take over operation of our equipment in the quarry to-morrow. He will be assisted by the foremen Giulianetti and two mechanics and they will make also a list of the spare parts, which will be collected and stored. Capt.Johnson and Lt.Gladous of the 1st Bat.of the 98th Eng'rs and Lt.Lynch of Coy"A" are ready to give any help or instructions which may be needed; they will also supply fuel until USVS will transport their own. There are some "decauville" tracks and wagons in the quarry; others transports will be supplied by the Eng'rs as long as possible; also to collect and transport the workmen to the quarry every morning until USVS, thru the contrqctor Poli of Antignano, will have organized their own transportation. This contractor is the representative of an important firm of Milan and it is deemed that USVS will be able to get every possible help from him.

MURAGLIONE QUARRY: A letter for Capt.Mc Querrie of 1216 Rd Cons. Coy was given to USVS to enable them to take over the operation of their equipment.

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CORTONA QUARRY: There are mechanics already employed by the Quarry Coy; USVS will make proper arrangements with a local contractor, Engr Berti, to take over.

CAVE CHELLI QUARRY: Serg. Johnes, who is operating the quarry, did not receive any orders; USVS is ready to take over, because some mechanics have been furnished by the local contractor Mannucci.

INDICATORE QUARRY: Serg. Pearce, of the 276 Wks sec., stated that they are using three civilions mechanics, who could be employed by USVS, as they will take over. The primary in this quarry was moved from Olmo and the secondary from Castiglione della Valle, where there is no equipment left.

Three 105 cu.ft Ingersoll Rand Air compressors were located: 1 at Levane, 1 at S.Eraclio quarry, 1 at the 13th Vehicle Park near Foligno, as already reported to you. Orders to move them to the quarries, which will be taken over by USVS, seem to have not been issued.

Respectfully submitted

E.A. MILANI, Capt.
G.A.r.i.

c.c.
-Regional Engineer, Toscana Region.
-File(2)

AIR COMPRESSOR

Reg. No. 4709991 + the same for No. 4709846
To A. Co
From

Tally No.
Date

No.	Description		No.	Description	
1	Rock drill	1	3	Auger bit 3/4" x 36"	3
1	Paving breaker	1	3	Auger bit 1" x 36"	1
1	Sheeting driver	1	3	Auger bit 2" x 36"	1
2	Clay digger	2	3	Auger bit 7/16 x 12"	3
1	Wood boring machine	1	3	Auger bit 3/4" x 12"	3
1	Vise and bench	1	3	Auger bit 1" x 12"	1
2	Rockdrill, steel, 2 ft.	2	3	Auger bit 2" x 12"	1
2	Rockdrill, steel, 4 ft.	2	5	50 ft. 3/4 air hose	5
2	Rockdrill, steel, 6 ft.	2	2	18" - 3/4 air hose	2
2	Rockdrill, steel, 8 ft.	2	3	10ft. ½" air hose	3
1	Pad, dirt tamper	1	1	Saw, chain	1
2	Rod, dirt tamper	2	1	Saw, circular	1
2	Bit, chisel	2	1	Nail driver	1
3	Moil point 1½" x 14"	3	1	Crank	1
2	Spade, clay	2	1	Funnel 10"	1
2	Pick, flat	1	1	Attach, tire infating	1
2	Moil point 1" x 36"	2	1	Attach, blow gun	1
3	Auger bit 7/16" x 36"	3	1	Gun, blow	

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1	Paving breaker	1	3	Auger bit 1" x 36"	1
1	Sheeting driver	1	3	Auger bit 2" x 36"	1
2	Clay digger	2	3	Auger bit 7/16 x 12"	3
1	Wood boring machine	1	3	Auger bit 3/4" x 12"	3
1	Vise and bench	1	3	Auger bit 1" x 12"	1
2	Rockdrill, steel, 2 ft.	2	3	Auger bit 2" x 12"	1
2	Rockdrill, steel, 4 ft.	2	5	50 ft. 3/4 air hose	5
2	Rockdrill, steel, 6 ft.	2	2	18" - 3/4 air hose	2
2	Rockdrill, steel, 8 ft.	2	3	10ft. ½" air hose	3
1	Pad, dirt tamper	1	1	Saw, chain	1
2	Rod, dirt tamper	2	1	Saw, circular	1
2	Bit, chisel	2	1	Nail driver	1
3	Moil point 1¼" x 14"	3	1	Crank	1
2	Spade, clay	2	1	Funnel 10"	1
2	Pick, flat	1	1	Attach, tire infating	1
2	Moil point 1" x 36"	2	1	Attach, blow gun	1
3	Auger bit 7/16" x 36"	3	1	Gun, blow	1

TRUCK TOOLS

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1	Grease Gun Kit	5	Wrenches, open end
2	Pr. goggles	1	Wrench, auto
1	Pr. pliers	1	Wrench, crescent, 12"
1	Wrench, box, end 3/4" x25/32"	1	Hammer, ball pein
1	Wrench, box end 15/16 x 1"	4	Screwdrivers
1	Wrench, crescent 6"	1	Jack and handle
1	Wrench, pipe, 10"	1	Wheel wrench and handle
1	Screw driver, offset	1	Wheel bearing nut wrench
1	Wrench, sparkplug, 18 m/m	1	Oil can
1	Wrench, allen, 3/16"	1	Pr. single tire chains
1	Tool bag	2	Pr. dual tire chains

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RICHIESTA MATERIALI

Kg. 50 Olio per freni (farsi rilasciare autorizzazione per iñ CIP)

N° Army Book 406

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A.C. PUBLIC WORKS ASPHALT

31 May 1945

AP/3/

Report from Lieut. R.H. Cagnazzo
to Mr. F.O. GRIFFITH.

1. DELIVERIES - The equipment for FLORENCE is being loaded and I hope that everything will leave Rome Ostiense by Saturday 2-6-45. By tomorrow Di Martino will be back from Naples and will take care of the loading operations.

2. ARRIVALS - Four cars are arrived for us at Ostiense, and have been sent to Prenestina. I could not see what kind of stuff it was even after several trips to Ostiense, Tuscolana, Tiburtina, Prenestina, but I think that to day or tomorrow the wagons will be there and we will know what is the matter - They said the stuff is coming from Naples. I hope it is the Concrete Mixers missing, but I can't say anything so far.

3. TRUCKS - The 6 trucks from 416 R.V.P. Naples are arrived, and they are apparently good, even if not as much as the eight I drew last week.
Enclosed herewith are the vouchers.
Inventory is being made by Rubino for all the fourteen. The Sign painter is also working.

4. ISSUES - a) crushing plant at CAMUCIA (Cortona); a visit has been paid by a geometra belonging to U.S.V.S. and by the contractor STEM - and a report made on the situation. The two crushers are very good, but the organization of the quarry is very expensive and the quality of the stone is pretty bad.
The transfer of the two crushing plants have not yet been performed because the new engineer who should be in charge seems to be very far from clever and active; he finds lots of difficulties in any question, and instead of trying to find the way of solving the problems he thinks only

./. 2370

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about the time of leaving the office and never came back here in the afternoon during the whole week.
The transfer will be performed by the end of this week after a visit that Crocetta wants to pay to the quarry, with Ispettore GRA' who is the chief of the Roads (U.S.V.S.) for LAZIO and UMBRIA, same as Eng. GIUNTA is for TOSCANA region. (Actually Ispettore GRA' is also Inspector for a wider area than his own region).
The contractor was ready to begin to work since last Monday, but, talks and talks brought us to the present day, so I pointed them that we definitely want to have personnel in the quarry at once to be ready to carry the installation as soon as the military will move.

b) KETTLES - The transfer of kettles has not yet been made because the very bright CROCETTA is afraid by his responsibility!! The memo. rec. are ready.

c) GRADERS - Same as above. We are preparing the datas for the memo. receipts for 13 of these according with the instructions given by the Ministry P.W..

5./ KETTLES TYRES - We have changed a lot of these, but not all because Genio Civile has not yet given us the old tyres to change. They are worrying about permits, and it appears that they should give us the number of the cars for which, they need the new ones, and send a letter (bearing your approval) by which the Ministry himself ask the permits for the whole lot of specified cars, stating that the tyres that they want to use belong to the Ministry of P.W. has the Kettles which they come from have been transferred to him
(I am preparing the list of the tyres numbers and the list of U.S.A. number of the kettles to complete the datas wanted by the transportation officer).
In the meantime I have given orders to make the change of tyres as soon as Eng. Fraschetti sends his cars for it.

6./ EQUIPMENT - IN ANCONA - A crew of mechanics

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with two trucks have left since monday, to de assemble the shovels and take care of the loading of the rail cars.
The HQ. has put on the rail bid for us, and I have asked Dreyfus to insist on having the bid accepted as an emergency one.
Enclosed is the copy of the letter sent by hand with the mechanics.
Tomorrow Friday, Eng.Rubino is going to Ancona to inspect the work and will be back Sunday here in Rome.

7. EQUIPMENT IN NAPLES - Di Martino called on the phone saying that only 5 Graders where arrived with the ship Frank Cooper, instead of 6.
On another ship three more graders (may be only two) are arriving.

8. SPARE PARTS, TOOLS, ACCESSORIES FOR FLORENCE - Rubino has taken away everything from the equipment going to Florence. As soon as the cars will be there a truck will leave from Rome with the tools, accessories, spare parts a.s.o., and with a crew of of specialized mechanics to assemble the shovel, and help to run the graders, and the tractor to the predisposed warehouse.

9. EXPENSES FOR OUR OUTFIT - I have instructed the Genio Civile to give us a detailed report every 15 days.

10. MAJ. MORSELLA - He came to see you tuesday 29/5/45 but you had left to Florence. He said that he would be in Rome Monday the 4th. of June, and begged me to ask you, that his pay from the Italian Authorities would be very much lower here in Rome than it was in Ancona, and also he would loose the advantage of eating in an officer's mess. Pratically he would like to have some extra pay. Do you think it would be possible? If so please give me orders.

11. ROUTINE - The usual mechanical work is going on better as the personnel become every day better trained. Enclosed is the weekly report of Rubino
The Compressor is being assembled and cheked at

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the Farnesina Yard.
-Some mechanics have left to go towards the Northem Italy, as they were auxions to join their families. They have been already replaced.
-Some improvement is being brought by Mr.FROMPTON in the office, and I think that all the file system and all the administratione work is now settled satisfactorily.
-Pozzo is not yet come back.
-The driver GUGLIELMO is not yet come back from Naples though he was bound to travel with Eng. Argentieri and the convoy of six trucks. He refused to come back with Argentieri, and said some lie to have an opportunity of staying in Naples. I think that it would be wise to keep him only for your personal service, but stop using him for any other work.
-Your car is not yet ready; it will be ready for Thursday or Friday next.
-The supposed owner came here to ask something about payment but we told him that we ought to charge him the cost of repairs made .....

12./ PETROL - We will have soon two gasoline distributors (750 pls. each) and we will have a better control on the consumption = The petrol will be drawn from C.L.P. =

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Soc. An. STEM

A. C. PUBLIC WORKS
ASPHALT

TO : Mr. GRIFFITH, Highway Equipment Officer,
HQ. A.C. Public Works Asphalt.(Att. Lt. CAGNAZZO)

FROM : Eng. RUBINO.

SUBJECT : Relazione settimanale.

Date : 28 May I945

TRUCKS: Procede la revisione e riparazione e da oggi si é iniziata la revisione dei Trucks venuti da Napoli.
Si acclude il rapportino al Nº I.= 1613

KETTLES: E' stato completato il montaggio e collaudo delle 24 Kettles giunte in questa settimana, a cura della S.A. STEM.=

WHEELS: Si sono cambiate Nº25 ruote di Kettles con altrettante di Jeeps.

TRACTORS: Sono stati montati e collaudati completamente 4 tractors.
Per gli altri due, collaudati i motori, si deve ancora procedere al montaggio del vomere.

GRADERS: Sono stati revisionati e collaudati Nº20 Graders.
Faccio presente che mancano alcune batterie come da elenco già fatto; chiavi per apertura quadro e spazzole di spinterogeno, tubi gomma per comando idraulico alle ruote/
Si inizia da oggi la riparazione e sostituzione dei pezzi mancanti.

MIXERS: E' stato ultimato il montaggio e collaudo di quelle

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site nel Parco del Genio Civile.
Due Mixers presentano rotture alla camicia del monoblocco evidentemente dovuto a congelamento dell'acqua.
Mi sto interessando per l'eventuale riparazione.

EXCAVATORS (SHOVELS): Ultimato il montaggio delle varie parti e collaudo motore di un Excavator.
Lunedì si inizieranno le prove della pala meccanica.

GENERATORS: Smontato dalla cabina dell'Excavator un gruppo generatore. Montato, collaudato e immagazzinato.

SPARE PARTS: In relazione a mio interessamento ho ottenuto 4 locali alla Farnesina che ho adibito a uso Magazzino.

PERSONNEL: Si acclude specchio dimostrativo del personale impiegato.

MATERIALS: Si acclude elenco al N°3.

TRUCKS

28-5-1945

MARCA	MATRICOLA	Plant.	AUTISTA	Motedi servizio
Ford	4621014	1		da T.T. - manubbrio rotto
Ford	4551092	2	Zanù Vaniglio	ore 09.10 - da [illegible] trasporto materiali rientra con comitiva medicinali e ritorna [illegible]
Ford	4971255	3		bielle
Ford	4540943	4	——	a Napoli
Ford	4249971	5	——	a Firenze
Bed-Ford	4966925	6		da T.T.
	4963885	7	Iannello Giuseppe	pulizia alle candele
Chevrolet	5173811	8		nella s/officina
Chevrolet	5312416	9	Ermanno Giovanni	cura batteria
Chevrolet	5175162	10	——	a Napoli
Bedford	553585	11		da T.T.
Thornycroft	4612752	12		pulita e rivisto funzionamento freni
Ford	1267965	13		Mancava la bobina allo spinterogeno
Ford	4718821	14	——	a Firenze
Chevrolet	4518143	15		da T.T.
Chevrolet	4623593	16	Sala [illegible]	effettuata pulizia alle candele - Stretti bulloni giunti carburatori - Motore rimesso anche lavorare

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Ford	4551092	2	Zanù Vaniglio	ore 09.10 - da officine [illegible] ricevuta con candele nuove e riduttore [illegible]
Ford	4971255	3		sbiellata
Ford	4540943	4	——	a Napoli
Ford	4249971	5	——	a Firenze
Bed-Ford	4966925	6		da T. T.
	4963385	7	Zanuello Giuseppe	pulizia alle candele
Chevrolet	5173811	8		bella u/ officina
Chevrolet	5312416	9	Ermanno Giovanni	senza batteria
Chevrolet	5175162	10	——	a Napoli
Bedford	553585	11		da T. T.
Thornycroft	4612752	12		pulita e rivisto funzionamento freni
Ford	1267965	13		manca la bobina dello spinteroguro
Ford	4718821	14	——	a Firenze
Chevrolet	4518143	15		da T.T.
Chevrolet	4623593	16	Sala Sebastiano	effettuata pulizia alle candele - Stretti bulloni giunti carburatore - Motore [illegible] rimasta senza benzina
Chevrolet	4616913	17	——	a Firenze
Ford	5316132	18	——	a Firenze
Ford	5229027	19	Zoretto Pietro	Servizio Femminile - Autogiro
Ford		303	Andreini Alessandro	Servizi vari in città
Chevrolet	4730701		Cenci Luigi	09.40 ore per andare a S. Paolo [illegible] trasporto materiali
	5375047		Zanuello Vincenzo	00.10 - parte per Benevento
	4519093		Martinelli Oreste	00.10 - " " "
Chevrolet	4615895		Colozza Gio	Preparata macchina per partenza Ancona

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Chevrolet - 4714406 -

Ford - 5319980 -

Chevrolet - 1307301 -

Ford - 4718907 -

- Ciccinelli Bernardo - Preparata macchina per partenza duecento
- Buratti Silvio - Preparata macchina per partenza Ospoli
- Alberelli Gino - Europa AC con membrana rovinata

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autovetture efficienti n°: 11

autovetture fuori uso n°: 8

autovetture inefficienti n°: 9

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JEEPS

28-5-45

1/5

Plant.NO.	Registr.			
178	20152349			a Firenze
179	20521611			da T.T.
180	20389267		Verdo Giuseppe	a Disposizione Min. L.L.P.P.
181	20249944			Disp. Gen.Brig - a Firenze
182	20113222		Pasquinucci Fernando	a Disposizione Sig. Arezzo e Sig. Crispoldi
183	20102687		Stefanini Libero	a Disp. col. Thompson
184	20105919		Maroni	Servizi vari in città
185	20313034		Serafini Serafino	a Disp. Gen. Caffaro
186	20387455		Del Lindo Remo	a Sig. Griffith partito per Firenze
187	20152067		Aquilanetti Mario	a Disp. Magg. Morelli non esce
188	20193016			Disp. Walsh ad Ancona
189	20199395			inefficiente: stesso difettoso i mozzi delle ruote
190	20105389		Rango Giuseppe	a Disposizione Magg. Hyland
191	20147437			a Firenze
192	20385183			Magg. Feldman a Venezia
193	20112627		Fiola Alessandro	a Dispos. ing. Fulcino
194	20128861			

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				[illegible]
181	20249944			Disp. Gen.Sup. - a Firenze
182	20113222		Pagliuca Ferdinando	a Disposizione Magg. Serani e Mg. Crispoldi
183	20102667		Stefanini Libero	a Disp. col. Thompson
184	20105919		Maroni	Servizi vari in città
185	20313034		Serafini Serafino	a Disp. Gen. Caporaso
186	20387455		Del Lindo Remo	a Leg. Griffith partito per Firenze
187	20152067		Ippolitelli Mario	a Disp. Magg. Morsilla non cce
188	20193016			Disp. Walsh a Ancona
189	20199395			inefficiente: stato difettoso i cuscinetti delle ruote
190	20105389		Rango Giuseppe	a Disposizione Magg. Hyland
191	20147437			a Firenze
192	20385163			Magg. Feldman a Venezia
193	20112027		Fiola Alessandro	a Disp. ing. Fulvio
194	20128861			a Firenze
195	20376962			Magg. Boucher
196	20404117			a Firenze
197	20377307			a Disposizione del Disp. Shepard
198	20193152		Ermicone	Magg Heise a Venezia
199	2049007			inefficiente: Rimane in riparazione a causa ruota
200	20145030			Disp. Gen.Sup. a Firenze
201	20224221		Perilli Luciano	a Disp. L. Di Martino
202	2058829			manca di una ruota che verrà messa domani

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	PERSONALE IMPIEGATO								
	Autisti	Motoristi	Meccanici	Carpentieri	Manovali	Elettricisti	Totale Personale	Genere di lavoro che esplicano	Locali
S. A. TUDINI & TALENTI	1	4	2	—	2	1	10	Riparazione truck e macchinario	Offici
	—	2	2	4	6	1	15	——	Farnes
S. A. S T E M	—	4	4	—	—	4	9	Rip. truck e riparazio. su truck.	Autop
	—	2	6	—	4	2	14	Montaggio e collaudo macchinario -	Farnes
GENIO CIVILE	34	—	—	—	—	—	34	Lavori vari	Autopa

Roma 28-5-45

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PERSONALE IMPIEGATO							Genere di lavoro che esplicano	Località	Sommario del lavoro eseguito
Autisti	Motoristi	Meccanici	Carpentieri	Manovali	Elettricisti	Totale Personale			
1	4	2	—	2	1	10	Riparazione truck e macchinario	Officina	Montaggio di escavatore riparazione di N.° 6 camion —
—	2	2	4	6	1	15	———	Farnesina	Riparazione e fusti Recupero Lamiere —
—	4	4	—	—	1	9	Revisione e riparazione truck.	Autoparco	Revisione truck
—	2	6	—	4	2	14	Montaggio e collaudo macchinario -	Farnesina	Montaggio e collaudo 24 Kettel Collaudo 20 Grader " 6 Rex Mikes
34	—	—	—	—	—	34	Lavori vari	Autoparco	Lavori vari

Roma 28-5-45

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A.C. PUBLIC WORKS
ASPHALT

TO : LIET. R.H. CAGNAZZO
FROM : M. RUBINO
SUBJECT : WEEK REPORT
DATE : 22 May 1945
(Attention: Mr.Griffith)

T R U C K :

Revising of motor-trucks has been almost suspended because there is no possibility to have quickly spare parts and many trucks have been desembled and are obstructing the yard.

I insist on the necessity to have the spare parts and to receive the authorisation to go to the cimitery of motor-trucks time by time in order to collect the parts required.

The situation is very critical because only few trucks are in good order as shown on the report attached here with.

TUDINI & TALENTI:

In the Work Shop of the above Firm , the repairs required to our motor trucks is pro ading slowly due to lack of S/P.

The above Firm will start the training of the men in a few days time.

At the FARNESINA YARD is proceeding the assembling of No.1 motor shovel.

No.3 Complete tractors.

Opening of the boxes containing the Kettles.
Recovery and storage of the packing casses, nails, etc.

S.T.E.M.

On the 21 th. inst. has started the assembling and testing of the Concrete Mixers stored in the Genio Civile Yard.

Assembling of the Kettles recently arrived and stored at Farnesina Yard.

Also is proceeding to the substitution of tyres from ten jeeps to the kettles and replacing them with new tyres.

:/:

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TRAINING:

The above Firm on the 21th inst. has started the training of mechanics for the following machinery :

Tractors	N°	3	Men
Concrete Mixers"		4	Men
Kettles	only training for the motor and		

pump but this is uncomplete because we have no bitumen necessary for the complete dimostration;

In consideration of the said difficulty I ask for the assignation of bitumen necessary for the period of training which I tink should last at least 15 days with a daily quantity of 50 kg. of betument which should serve for training of the men and for testing the engine.

List of the materials and fuel required for the above training and testing of the machinery is attached here with.

List of spare parts. I had no possibility to make this list for lack of a proper store room sufficiently capable in order to permit the assemblement of the various parts in an ordinate manner.

Tudini and Talenti has placed at my disposal at the Farnesina premises a store room in which I have stored the spare parts of the Tractors and Concrete Mixers.

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AC PUBLIC WORKS ASPHALT
Florence, Tel.1523-Ext.37.

To: Mr.F.O.GRIFFITH, Highway Equipment Officer.

Subject: Weekly report.

Ref.:WR.

Date: 27 May 1945.

GENERAL: The trailer no.34 has been delivered to the USVS by 7067 Eng'rs Bat. last Tuesday. The 150 cwt Ford no.18 has arrived from Venice and was delivered to the USVS. No spare parts of the crushing equipment have been delivered yet by the 854 Quarry Coy or Maj.Boucher.

EQUIPMENT ARRIVED: Three tractors trucks 90 HP arrived by rail from Livorno on Monday; they were unloaded from the cars the following day and are at present stored by the USVS. They are being checked and a list of what is missing will be prepared as soon as possible.

Ten cases, containing 10 Asphalt Kettles, arrived by rail from Livorno and have been stored by the USVS; the cases have not been opened yet.

Four boxes, containing 4 Finishers Crawlers, arrived from Livorno by trucks; they were unloaded, and not opened yet, at the 7067 Eng'rs' yard.

The same for one box, containing 1 Secondary Crusher.

Three boxes, containing 3 Distributors Trucks, were unloaded at the same yard; one was opened and the Distributor D6 1966, US Reg.No.4558276 on Truck No.968A 4005, Engine No. 1217756 is at present stored by the USVS. This Distributor had been requested by the 7067 Eng'rs to be used on the Bologna road, but it was not delivered, according to your instructions.

Five boxes, containing 3 Road Graders and 2 Leaning Wheel Road Graders, arrived yesterday from Livorno at the Campo di Marte Railhead. A crane is necessary to unload the cars and I am trying to get one thru the 345 Eng'rs.

MONTECATINI QUARRY: I could not get the list of the spares from Capt.Lemkin. The USVS have 3 mechanics ready to take over tis equipment, as soon as ordered; they are in Pistoia, with the contractor Lenzini. The contractor Dami will not be used.

2367

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MONTELUPO QUARRY: The quarry is still used by the 7067 Bat. (345 Eng'rs);they have the spare parts at Villa Aldobrandini near Montelupo. Capt.French will prepare a list of them. The USVS have 1 Mechanic and 2 Assistants ready to take over.

MURAGLIONE QUARRY: The USVS will send,thru the contractor Piani at Rufina,1 Mechanic and 2 Assistants to be instructed; they will report to Capt.Mc Quarrie,1216 Road Construction Coy. The machineries in this quarry have differents numbers from those of your letter AD/6/3 dated 1st May 45:

a. Primary:USA No.0831423,engine No.4900917.
b. Secondary: USA No.0831474,engine No.4904178.
c. Dollies: Nos 8546 and 8488.
d. Compressor LE ROI G.M.T. truck mounted: USA No.4709678, engine No.195362,compressor No.195363.

Respectfully submitted

E.A.MILANI,Capt.G.A.r.i.

c.c.

-Regional Engineer,Florence.
-File(2)

Declassified E.O. 12356 Section 3.3/NND No. 785019

AC PUBLIC WORKS ADMIN.
Florence, Tel.1523-Ext.37.

To: Mr.F.O.GRIFFITH, Highway Equipment Officer.

Subject: Weekly report.

Ref.:WR.

Date: 27 May 1943.

GENERAL: The trailer no.34 has been delivered to the USVS by 7067 Eng'rs Bat. last Tuesday. The 150 cwt Ford no.38 has arrived from Venice and was delivered to the USVS. No spare parts of the crushing equipment have been delivered yet by the 854 Quarry Coy or Maj.Boucher.

EQUIPMENT ARRIVED: Three tractors trucks 90 HP arrived by rail from Livorno on Monday; they were unloaded from the cars the following day and are at present stored by the USVS. They are being checked and a list of what is missing will be prepared as soon as possible.

Ten cases, containing 10 Asphalt Kettles, arrived by rail from Livorno and have been stored by the USVS; the cases have not been opened yet.

Four boxes, containing 4 Finishers Crawlers, arrived from Livorno by trucks; they were unloaded, and not opened yet, at the 7067 Eng'rs' yard.

The same for one box, containing 1 Secondary Crusher.

Three boxes, containing 3 Distributors Trucks, were unloaded at the same yard; one was opened and the Distributor D6 1966, US Reg.No.4556276 on Truck No.968A 4005, Engine No. 1217756 is at present stored by the USVS. This Distributor had been requested by the 7067 Eng'rs to be used on the Bologna road, but it was not delivered, according to your instructions.

Five boxes, containing 3 Road Graders and 2 Leaning Wheel Road Graders, arrived yesterday from Livorno at the Campo di Marte Railhead. A crane is necessary to unload the cars and I am trying to get one thru the 345 Eng'rs.

REINFORCEMENT QUARRY: I could not get the list of the spares from Capt.Lenkin. The USVS have 3 mechanics ready to take over the equipment, as soon as ordered; they are in Pistoia, with the contractor Lenzini. The contractor Dami will not be used.

2366

Declassified E.O. 12356 Section 3.3/NND No. 785019

MONTELUPO QUARRY: The quarry is still used by the 7967 Bat. (345 Eng'rs); they have the spare parts at Villa Aldobrandini near Montelupo. Capt.French will prepare a list of them. The USVS have 1 Mechanic and 2 Assistants ready to take over.

MIRACLICHI QUARRY: The USVS will send, thru the contractor Pignat at Rufina, 1 Mechanic and 2 Assistants to be instructed; they will report to Capt.Le Quarrie, 1216 Road Construction Coy. The machineries in this quarry have differents numbers from those of your letter AD/6/3 dated 1st May 45:

a. Primary: USA No.0831423, engine No.4906917.
b. Secondary: USA No.0831474, engine No.4904173.
c. Rollieu: Nos 8546 and 8486.
d. Compressor IR ROT G.M.C.T. truck mounted: USA No.4709678, engine No.195362, compressor No.195363.

Respectfully submitted

E.A.MIANI, Capt.C.A.r.i.

c.c.

-Regional Engineer, Florence.
-File(2)

Declassified E.O. 12356 Section 3.3/NND No. 785019

AC PUBLIC WORKS ASPHALT
Florence, Tel. 1523 - Ext. 37

22 May 45

SUBJECT : Weekly report.

TO : F.O. Griffith, Highway Equipment Officer.

Ref. W.R.

GENERAL

The 2 Jeeps and 3 3-Tons trucks have been delivered to the USVS: the trailer is still being used by the 15th Stores Depot, since Capt. Brownlee instructed the 7067 Eng'rs Bat. to issue it to them - if not used; to-morrow it ought to be given back -

Arrangements will be made with Florence Area Command to have the store-yard close to the USVS workshop, de-requisitioned and given to them to store their new equipment as soon as possible-

The ware-house for the spare parts is ready - No spares have been delivered yet by the 854 Coy of the REs.

The USVS has not yet been informed of the arrival of any railroad cars from Leghorn with the equipment.

COLLINA AND PORRETTA QUARRIES:

The 126th U.S. Eng'rs have taken over from 175th Eng'rs Collina and Porretta Quarries. Their Hqrs are near Pistoia (Capt. Dabney): Capt. Daniels is in charge at Collina and Capt. Johnson at Porretta. Both quarries should be operating next week.
At Collina Belting is missing; at Porretta one belt must be changed or at least repaired. The 666th Engrs will provide for it. The USVS have already engaged some mechanics for these quarries: one of their employees was left there to organise within 3 days that these recently engaged people be properly in structed and made capable to operate both quarries.

It seems that there are no spareparts at Porretta and very few tools at Collina: Capt. Dabney will find out what happened of them, if any.

MONTECATINI QUARRY

The 34th Engrs (Capt. Lemkin-Albergo Regina-Montecatini) 2354
have taken over recently this quarry from the 338th Engrs.

They are now operating the quarry and suppose to hand it to the USVS in 15 days. They have a certain amount of spare parts, a list of which will be ready for me in 2 days; those spares will be collected as soon as possible. Capt. Lemkin recommends that the

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contractor Engr Dino Dami of Monsummano who owns the quarry, be put in charge of its operation; he seems to me, too, a capable man and I told the USVS to write him an official letter, entrusting him with this job.

respectfully submitted

E.A. Milani, Capt. C.A.r.i.

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File 1

RECEIVED
P.W. & B.
24 MAY 1945 078

AC PUBLIC WORKS ASPHALT
Florence, Tel. 1523 - Ext. 37

20 May 45

SUBJECT : Weekly report.

TO : F.O. Griffith, Highway Equipment Officer.

Ref. W.R.

GENERAL

The 2 Jeeps and 3 3-Tons trucks have been delivered to the USVS: the trailer is still being used by the 15th Stores Depot, since Capt. Brownlee instructed the 7067 Eng'rs Bat. to issue it to them - if not used; to-morrow it ought to be given back -

Arrangements will be made with Florence Area Command to have the store-yard, close to the USVS workshop, de-requisitioned and given to them to store their new equipment as soon as possible-

The ware-house for the spare parts is ready - No spares have been delivered yet by the 854 Coy of the REs.

The USVS has not yet been informed of the arrival of any railroad cars from Leghorn with the equipment.

COLLINA AND PORRETTA QUARRIES:

The 226th U.S. Eng'rs have taken over from 175th Eng'rs Collina and Porretta Quarries. Their Hqrs are near Pistoia (Capt. Dabney): Capt. Daniels is in charge at Collina and Capt. Johnson at Porretta. Both quarries should be operating next week.
At Collina belting is missing; at Porretta one belt must be changed or at least repaired. The 226th Engrs will provide for it. The USVS have already engaged some mechanics for these quarries: one of their employees was left there to organise within 3 days that these recently engaged people be properly instructed and made capable to operate both quarries.

It seems that there are no spare parts at Porretta and very few tools at Collina: Capt. Dabney will find out what happened of them, if any.

MONTECATINI QUARRY

The 345th Engrs (Capt. Lemkin-Albergo Regina-Montecatini) have taken over recently this quarry from the 338th Engrs.

They are now operating the quarry and suppose to hand it to the USVS in 15 days. They have a certain amount of spare parts, a list of which will be ready for me in 2 days; these sparts will be collected as soon as possible. Capt. Lemkin recommends that the

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contractor Engr Dino Dami of Monsummano who owns the quarry, be put in charge of its operation; he seems to me, too, a capable man and I told the USVS to write him an official letter, entrusting him with this job.

respectfully submitted

E.A. Milani, Capt. G.A.r.i.

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18 - 5 -45 - 7 -

MEMO FOR Mr. GRIFFITH

1. SPARE PARTS - Col. Thompson wants to see you before signing the list made by Rubino.

2. TRUCKS 6 x 4 - No vews yet = Please hurry because our organization is definitely useless if we rely on our old trucks only.

3. TRUCK DAMAGED WHEN WE LEFT NAPLES - We have lost any hope to repair it. So the truck will be used for picking up parts out of it, and others in good shape.

4. Jeep FOR COL. THOMPSON - Col. Thompson wants a jeep at his disposal, to be ever ready here in our car park.

5. JEEPS DISTRIBUTION - I think that Col. Thompson has in mind to assign 21 more jeeps. Please make clear that at least three jeeps should stay at the disposal of our office; one for you who are always on the road - one for me and Pozzo - one for Rubino who is always flying from a place to another to look after the works that are being done.
More over think about the necessity of reserving a few jeeps for your staff in the various liaison offices (Naples, Ancona, eventually Milan) as you did for Florence. It would be wise to fix everything about these liaison offices and assign them the cars before having new disposals or new ideas.

2355

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7600
21
2600
5200
5 x 6.00

7600
546
3146.00

3050.00
1236.00
1814.00

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18 - 5 - 45

MEMO FOR MR. GRIFFITH/

INFORMATIONS ABOUT QUARRIES.

According to several sourcers, the best quality of stones to be used in road repairs or resurfacing, are available.

1. IN NORTHERN ITALY.
   a) Balzano Area
   b) Vicinities Lake of Como
   c) Liguria.

2. IN MIDDLE ITALY,
   a) Between Florence and Bologna
   b) Near Florence.

3. SOUTHERN ITALY,
   a) Near Ancona
   b) Near Rome.

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18 - 5 - 45

MEMO FOR MR. GRIFFITH.

PERSONNEL TO BE USED IN A QUARRY.

Mr. DI MAJO, belonging to the firm S.T.E.M. offers his services for conducting a quarry He has a small crew of a machanics acquainted with constructional machinery, (crushers, concrete mixers, a.s.o.--) and thinks he could do a good work as soon as be will have a little training in a quarry already operated by military or by Genio Civile.

He is a very capable man, and I think it is worthwhile using him.

I suggest to send him for two ⊕ three weeks to Capt. Milani, as his assistant, even without pay, and then give him a job, either in a new quarry near Florence, or in a new organization in Lombardy, or even in a new quarry that I suppose should be opened in the Lazio region.

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18 - 5 - 45

MEMO FOR MR. GRIFFITH

OPPORTUNITY OF ORGANIZING A CENTRAL PLANT NEAR ROME.

It is likely that the needs of material for road repairs will be greater in the Rome area and Lazio than any elsewhere, for the following reasons.

a) Rome in the biggest Italian town

b) In Rome connerge nine highways.

It is usggested to organize in the Lazio Area, a quarry and an asphalt mixing plant, to be operated as central plants covering to needs of the above mentioned nine highways for 80/100 miles.
The acailability of very good basaltic stones indicated for asphalt roads makes more valuable the program, as well as the consideration of the possibility of maintaing there for stone crusher and mixing plants operators.

More over the contral work-shop for the equipment being in Rome, the maintenance of the machinery will be lasier.

2352

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-O-

18 - 5 - 45

MEMO FOR Mr. GRIFFITH

MECHANICAL ORGANIZATION

Eng. RUBINO - CENTRAL WORKSHOP -

He is proceding fairly well in his organization. He is satisfied of the wotk done by the two contractors, and is beginning now the training of Skilled mechanics for repairing, maintaining and operating the various types of equipment we have.

The idea is:

a) To set acentral workshop in Rome with all shat needed for any repair that has to be made on each pjece of equipment.
In it a chief mechanic belonging to the Ministero Lavori Pubblici will work under supervision of Eng. Rubino, employing trained and will know thoroughly all the machinery and how to handle it.
The Workshop will have three good trucks and two cars to be used in any moment, not only to bring back or deliver a piece of equipment either new or repaired one but also to send a couple of mechanics with the spares wanted to repair some piece of plant wherever some trouble pccurs.

b) To send periodically the mechanics to check that all our plants are properly maintained.

c) To train specialized operatpgs;

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One for each tractor.
Two for each shovel.
Two for each Crane.
One for each compressor.
Six for the kettles.
Six for the crushers.
One for each grader.
Six for the concrete miwers.

This kind of school will require a few weeks to be completed, but will give the result of having really reached our target, and give to the Italian organization a good set up, appropriated to its function, and proportionated to the big valve of the equipment, which is going to be their property in the next future.

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Rome, 20 May 1945

Alla Sign.ra MARINI GINA

COMPILAZIONE DEI MEMORANDUM RECEIPTS.

1 originale alla persona che riceve la merce.
1 copia alla HQ. A.C. P. W. & U.
1 copia al Ital. Min. P.W.
1 copia File.
1 copia Extra file.

CORRISPONDENCE.

Nella distribuzione delle copie (nota segnata in basso a sinistra) battere sempre; UNA COPIA IN PIU' SU CARTA VELINA VERDE che é una extra file da porre in cartella: EXTRA FILES, sul tavolo di Mr. Griffith.

Distr.:
1 - Eng. Pozzo
1 - Clara
1 - Mara

L'UFFICIO

2350

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18 - 5 - 45

MEMO FOR MR. GRIFFITH

Eng. POZZO - is very auxions to reach Milan and see his family there =
If the idea of organizing a liaison office in Milan is likely to be OK, it would be easy to send him up on orders as soon as coll Thompson will be back.
If there is anything doubtful about this program please note that we might arrange some temporary duty to send him there even for a week, for instance to collect datas on the quarries bringing back samples of the stones proveining from various sources in Lombardy.

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18 - 5 - 45

MEMO FOR MR. GRIFFITH.

MR. H.H. TOWNSEND=

1. Mr. Townsend did not give me back the tyres of the kettles, but sold me that he will give that at the first opportunity.

2. He would like to have two trucks, even not in very good shape, he willhave them repaired in Naples.

3. As for equipment he would appreciate very much your offer to sand him anuthing you can spare; For instance:

   Two graders=
   Two crusher= to set up
   One compressor a quarry
   Two concrete mixers=

4. I did not see Lt. Snyder about the scrapers but, I think that if Mr. Townsend is supposed to have some equipment, ad mentioned above, he should see Lt. Snyder, send us here the scrapers and bring back his stuff with the same occasion .=

2348

0455