

233.11/TN.2-Locomotive Depots

Depots

10000/148/815

from: Jan '45
to: Mar 1945

233.11/Tn.2 - Locomotives Depots

Livorno Centrale -

Requested :
Authorized: 10-3-45 - Letter 15/Tn.2
Priority : third
Started :
Approx. Date of Completion: 30-8-45
Estimated Cost: 10,640,000

Rome (Smistamento) -

Requested :
Authorized: 10-3-45 - Letter 15/Tn.2
Priority : Third
Started :
Approx. Date of Completion: 30-6-45
Estimated Cost: 1,500,000

801

Ext. 515

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

PPR/ea

Ref. 15/Ts.2

10 March 1945

SUBJECT: Estimate on expenditure on Rehabilitation of
Italian State Railways.

TO : Finance Sub-Commission.

1. Authority is hereby granted for the repair and reconstruction of the locomotive depots at:

- (a) Livorno Central Station and adjoining sidings leading to the sheds.
(b) Rome running and repair sheds.

2. This approved work is of no military priority but a vital railway necessity. Work of rehabilitation has already commenced.

(a) Leghorn Centrale

Estimated Cost in Lire

10,640,000

(b) Rome

1,500,000

This item constitutes a debit against the Special Appropriation. Financial Year 1944 - 45; Capitolo N° 48.

*M. Thomas Col*MERRITT H. TAYLOR
Director,

Transportation Sub-Commission

DISTRIBUTION:

1. Transportation Sub-Commission
acknowledges your AG/TM/24/1/C.2. 19 February 1945
(Attn. Lt. Col. D.H. Lindberg)
2. D.M.R.S.
(Attn. Lt. Col. L.O. Parnell)
3. Ministero dei Trasporti
(Attn. Capo Ragioneria Ferrovie Dello Stato)

886

Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

16
FRT/en

Ref. 15/Tn.2

10 March 1945

TO : H.E. Cerabona
Minister of Communications
Rome

SUBJECT: Reconstruction of Railways.

Dear Mr Minister,

Authorisation is granted for repair and
reconstruction of the undermentioned Locomotive Depots.

16 Livorno Centrale
9 Rome

Lira
10,540,000
1,500,000

This expenditure should be charged against
Capitolo 48 "Spese per riparare danni di Guerra dipen-
denti da azioni belliche" in the budget of the ministero
delle Comunicazioni (Ferrovie dello Stato) for financial
year 1944 - 45.

Yours very truly

M. H. Taylor Colonel

MERRITT H. TAYLOR
Director,
Transportation Sub-Commission

Copy to:

Lt. Col. O.H. Lindberg

Maj. A.H. Street

Gen. di Raimondo, Director General
Ferrovie dello Stato. Rome

This acknowledges your L5/17/1026-00
of the 20 January 1945.

translation

MINISTERO DEI TRASPORTI
WORKS AND CONSTRUCTION
SERVICE.

10.1.45

To the Allied Sub-Commission
and to the M.R.S.

SUBJECT: Livorno C.
Rehabilitation Locomotive
Depot.

The Florence Compartimento in agreement with the
Material and Traction Section point out as follows:

In connection with the rehabilitation of the Grosseto-Livorno
and Livorno-Pisa S. Rossore-Lucca lines, it is essential to
rehabilitate the Engine Depot at Livorno Centrale.

For above lines only the temporary depot at Livorno
S. Marco which is not sufficient is at present usable, the
depots at Civitavecchia and Pisa are destroyed.

The depot at Livorno Centrale was one of the most
modern, and has suffered little damage.

The workshop of the Depot is very important for
carrying out repairs to the locomotives, this work is
urgent, as there are at present many locomotives which are
not in working order.

The necessary reconstruction work is:

- a) the rehabilitation and repair to the two sheds for the
steam and electric traction.
 - b) The laying of three sidings leading to the sheds.
 - c) The repair to the building where the Chief of the shed
and the workmen live, as well as oil and sand stores.
 - d) The reconstruction of the pump house, and the construc-
tion of a 200 cubic metres watering station and 3 water
columns.
 - e) the partial repair to the workshop and to the slewing
crane.
 - f) The repair to the 21 mt turn table.
- It is also essential to repair the siding between the
Bivio Ugione and the depot, in order to enable access to the
depot, as well as the reconstruction of the culverts over
the underbridge of the "Stefet" Railway.

and Livorno-Pisa S. Rossore-Mucca lines, it is necessary to rehabilitate the Engine Depot at Livorno Centrale.

b) For above lines only the temporary depot at Livorno S. Marco which is not sufficient is at present usable, the depots at Civitavecchia and Pisa are destroyed.

c) The depot at Livorno Centrale was one of the most modern, and has suffered little damage.

d) The workshop of the Depot is very important for carrying out repairs to the locomotives, this work is urgent, as there are at present many locomotives which are not in working order.

2. The necessary reconstruction work is:

a) The rehabilitation and repair to the two sheds for the steam and electric traction.

b) The laying of three sidings leading to the sheds.

c) The repair to the building where the Chief of the shed and the workmen live, as well as oil and sand stores.

d) The reconstruction of the pump house, and the construction of a 200 cubic metres watering station and 3 water columns.

e) The partial repair to the workshop and to the slewing crane.

f) The repair to the 21 mt turn table.

3. It is also essential to repair the siding between the Sivio Ugone and the depot, in order to enable access to the depot, as well as the reconstruction of the culverts over the Cigna, Ugone and the underbridge of the "Stefet" Railway.

4. The cost of said work is 10.640.000 and the following materials are necessary:

a) cement agglomerate	430 tons
b) hydraulic cement	310 tons
c) Petrol	25 hl
d) oil	0.5hl
e) bricks	45.000
f) Ventilated bricks	25.000
g) round bar iron for reinforcement concrete	6 tons
h) Marseille tiles	50.000
i) glass	1400 sq.m

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5. The Engineering office at Pisa has already asked contractors to tender for the work, and as soon as the Sub-Commission approve the works, they can be started.

THE GENERAL DIRECTOR

s/s Di Raimondab

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Copia

MINISTERO
~~DEI TRASPORTI~~
DEI TRASPORTI
FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO LAVORI E COSTRUZIONI

OGGETTO

Livorno Centrale
Ripristino del Deposito
Locomotive

ALLEGATI N.

Roma, *20-1-945* 194 A. *11*

N. L.5/17/1026 -Co

Al N. del

ALLA COMMISSIONE ALLEATA
Sottocommissione Trasporti
ed alla

DIREZIONE GENERALE DEL M.R.S.

- 1) Il nostro Compartimento di Firenze, d'accordo col nostro Servizio Materiale e Trazione, ha fatto presente che:
 - a) in dipendenza della riattivazione delle linee Grosseto-Livorno e Livorno-Pisa S.Rossore-Lucca ed, in futuro, per l'esercizio della linea Roma-Genova, occorre ripristinare il Deposito Locomotive di Livorno Centrale;
 - b) non si ha invero a disposizione per tali linee che il deposito provvisorio di Livorno S.Marco, affatto insufficiente: quelli di Civitavecchia e di Pisa sono pressochè distrutti;
 - c) il deposito di Livorno Centrale era uno dei più moderni della rete e non ha subito danni irreparabili;
 - d) l'officina ad esso annessa accrescerebbe notevolmente la potenzialità dei nostri impianti per quanto riguarda la riparazione delle locomotive, fatto questo molto importante se si tien conto del gran numero di locomotive oggi fuori esercizio.
- 2) I lavori necessari per tale ripristino comprendono:
 - a) la sistemazione e la riparazione delle due rimesse per la trazione a vapore e per la trazione elettrica;
 - b) la costruzione di tre binari di accesso per ciascuna delle rimesse;

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- c) la riparazione dei fabbricati per i Capb deposito, per i manovali, per deposito sabbia e deposito olii, per alloggio e refettorio;
- d) la ricostruzione del fabbricato pompatura, la sistemazione dell'impianto relativo e la costruzione di un rifornitore da 200 mc. e di tre colonne idrauliche;
- e) la riparazione di parte delle officine e della gru scorrevole delle officine stesse;
- f) la riparazione della piattaforma girevole da ml. 21.

3) Occorre altresì riattivare il raccordo ferroviario fra il Bivio Ugione ed il Deposito in questione per permettere l'accesso al Deposito stesso, il che comporta la ricostruzione dei ponticelli sul torrente Cigna, sul torrente Ugione e del sottovia della Ferrovia "Stefet".

4) Per tutti questi lavori si ritiene necessaria la spesa di Lire 10.640.000 ed i sottoelencati materiali contingentati:

a) agglomerante cementizio	tonn.	430
b) cemento idraulico normale	"	510
c) benzina	hl.	26
d) olio	"	0,5
e) mattoni	migl.ia	45
f) tavelle forate	"	26
g) ferro tondo per cemento armato	tonn.	6
h) tegole marsigliesi	migl.ia	50
i) vetri	m.quadr.	1400

5) Il Gruppo Lavori di Pisa ha già effettuato le gare per appaltare i diversi lavori e pertanto qualora codesta Commissione conceda il suo benestare, i lavori stessi potranno essere subito iniziati.

IL DIRETTORE GENERALE

Fto. Luigi Di Raimondo

