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AC 108/22/TN, 4

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ANSAZDO

Repair of rolling stock.

Under repair:

6 coaches

7 baggage vans

32 wagons.

They can repair 60/80 cars per month or 4/5 coaches. The use of the opinion that they ought not to be given coaches for repairs, except when necessary as they have neither the necessary equipment nor the suitable staff.

Ansaldo & Co. S.p.A.

REPAIR OF STEAM AND ELECTRIC LOCOMOTIVES

The old contract stipulated that Ansaldo and Verona Hq of ISR covered the repair of a maximum of 40 steam locomotives and 20 electric locomotives to be sent to the Shops within Dec. 31st 1944.

Whilst the number of the steam locomotives was completely covered, only 7 electric locomotives (one cl. 625 and 6 cl. 428) were sent in. Although the maximum of 40 steam locomotives had been reached before Dec. 31st 1944, the German Authorities in charge with the Repair-Shops kept sending in new engines, and engines should have been covered by a new contract, negotiations for which had already been commenced by Ansaldo and Verona Hq ISR.

Whilst all advance payments provided for in the old contract have been effected both for the 40 steam locomotives and for the 7 electric locomotives, and for many of them also the balance payment has been made, it has not been possible, yet, to effect any advance payment in respect of the 54 steam locomotives sent in for repair in addition to those covered by the old contract.

Something must be done urgently to settle this situation, as Ansaldo needs money to carry on the works.

The situation of the Stabilimento Meccanico ed Elettromeccanico can be thus summarized.

a) Stabilimento Meccanico

Steam locomotives under repair:

7 locomotives for heavy repairs, whereof one belonging to the old contract.

14 " " medium

12 " " light overhaul

1 " " special repairs on account of accident.

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It is anticipated that following locomotives will be turned out during the first fortnight of May, two locomotives ex heavy repairs, one locomotive ex medium repairs, one locomotive ex light overhaul.

Two locomotives (749.001 and 851.138) have been recovered at Ansaldo Shops, by order of the German Authorities, because of lack of spare parts. Only the boiler of the 749.001 has been repaired and it is

New File 108/22/1

Repair Shops ANSALDO

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b) Stabilimento Elettromeccanico

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Direct current El. locos under repair	
1 loco for heavy repairs, covered by the old contract	
Steam locos under repair	
One loco for heavy repairs	
two " " medium	
3 " " light overhaul.	

Loco 880.157 belonging to Asti Dept. was recovered there by order of the Germans; the loco is badly damaged (water tanks taken away, longitudinal beams twisted) and no instructions have been issued, yet, for its repair.

are being made study in need of all materials required for above repairs; as copper, insulating material, alcohol, petrol, tapes, etc. Three Diesel automobiles, belonging to a German armored train, were sent in for repair; during the last days of the German occupation, said cars were withdrawn; they had been damaged on account of collision and one had the crank-ones damaged. As above cars are in fair condition, we suggest to salvage them and to repair them for our own needs.

6 steam locom, whorvol; one heavy, two medium and 5 light railcars.

they are in a position to repair both diesel current and tri-phase locomotors, but they are meeting with great difficulties for the purchase of the materials. They still have some stores, which have been dispersed in several localities and now it would be necessary to arrange for their return.

For the time being they could repair also some steam locos, but only for medium and light repairs; average output, two per month. For your general information only, under the old contract the average price for a heavy repair ranged from 1,600,000 to 2,200,000 lire, while the price for a light overhaul varied betw. 250,000 and 350,000 lire. It must be anticipated that above figures are likely to strongly increase owing to the recent adjustments in the labor-power cost. We suggest to liquidate the already repaired locos and those under repair according to the conditions of the old contract or under similar conditions, while for the locos waiting for repair we suggest to apply the already existing technical tariffs which would also grant ~~the~~ IOR Administration a better economy.

We must point out that it is essential to supply Nivivolo Warehouse with copper, injectors, tube plates, etc. as said Warehouse is completely deprived of any supplies, having all stores been transferred to other localities.

[illegible]

5. The following information is being furnished to you for your information:

DATE	DESCRIPTION	AMOUNT	BALANCE
11/1	...	...	...
11/2	...	...	...
11/3	...	...	...
11/4	...	...	...
11/5	...	...	...
11/6	...	...	...
11/7	...	...	...
11/8	...	...	...
11/9	...	...	...
11/10	...	...	...
11/11	...	...	...
11/12	...	...	...
11/13	...	...	...
11/14	...	...	...
11/15	...	...	...
11/16	...	...	...
11/17	...	...	...
11/18	...	...	...
11/19	...	...	...
11/20	...	...	...
11/21	...	...	...
11/22	...	...	...
11/23	...	...	...
11/24	...	...	...
11/25	...	...	...
11/26	...	...	...
11/27	...	...	...
11/28	...	...	...
11/29	...	...	...
11/30	...	...	...
12/1	...	...	...
12/2	...	...	...
12/3	...	...	...
12/4	...	...	...
12/5	...	...	...
12/6	...	...	...
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12/26	...	...	...
12/27	...	...	...
12/28	...	...	...
12/29	...	...	...
12/30	...	...	...
12/31	...	...	...

1
2
3
4

said cars were withdrawn; they had been damaged on account of collision and one had the crank-axle damaged. As above cars are in fair condition, we suggest to salvage them and to repair them for our own needs.

Ansaldo shops have the following monthly outputs:

Stabilimento Elettrotecnico:

8 steam locos, thereof; one heavy, two medium and 5 light repairs.

Stabilimento Elettrotecnico:

They are in a position to repair both direct current and tri-phase locomotors, but they are meeting with great difficulties for the purchase of the materials. They still have some stores, which have been dispersed in several localities and now it would be necessary to arrange for their return.

For the time being they could repair also some steam locos, but only for medium and light repairs; average output, two per month. For year general information only, under the old contract the average price for a heavy repair ranged from 1,000,000 to 2,000,000 lire, while the price for a light overhaul varied btw. 250,000 and 350,000 lire. It must be anticipated that above figures are likely to strongly increase owing to the recent adjustments in the man-power cost. We suggest to liquidate the already repaired locos and those under repair according to the conditions of the old contract or under similar conditions, while for the locos waiting for repair we suggest to apply the already existing technical tariffs which would also grant ICR Administration a better economy.

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Repair of 16 phase

Following locos are being repaired at Stabilimento Elettrotecnico:

5	stators for driving motors, loco class 550	3612
11	" " " " " "	551
3	" " " " " "	554
2	" " " " " "	431
4	" " " " " "	432

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6	motors for driving motors, loco class 550	550
3	" " " " " "	551
3	" " " " " "	554
3	" " " " " "	431
3	" " " " " "	432

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The progress of above works is very slow on account of the lack of essential materials. Also for above driving motors negotiations were on hand btw. Ansaldo

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and ISR HQ in order to stipulate a contract.

CONSTRUCTION OF 50 CARS TYPE Fc (BOX)

Negotiations had been initiated btw. Ansaldo and Verona HQ ISR in respect of construction of 50 wagons type Fc. Traction Dept. had already authorized this Office to test the materials required, pending the regular order to be issued by Stores Dept. The works for above wagons have hardly commenced.

CONSTRUCTION OF 5 BOILERS FOR LOCO CLASS 740.

Negotiations had been initiated btw. Ansaldo and Verona HQ ISR for the construction of 5 spare boilers for loco class 740, fitted with steel firebox Traction Dept. had already authorized this Office to test the materials required, pending the regular order to be issued by Stores Dept. The works for above boilers have hardly commenced.

REPAIR OF WAGONS AND COACHES.

The Director of Stabilimento Meccanico, strongly supported by the Representatives of Local National Liberation Committee, has repeatedly pressed this Office in order that Wagons be urgently sent in for repair, in order to provide with work their staff that otherwise should have remained unemployed. To be borne in mind that apart from the Department dealing with loco-repairs, all remaining Departments were more or less engaged with war supplies on behalf of various German units and all works have been presently stopped.

Having applied to Capo Compartimento for instruction, he replied that he was not empowered to grant his approval. This question must be investigated immediately as the Firm is actually in need of work for its staff. Also for this work we suggest to maintain existing tariffs. To maintain said tariffs is indeed necessary to avoid disparity with the other Firms engaged in the repair of rolling stock as they always worked and are still working under a/m tariffs. As some 10 wagons had been sent in for repair in the meantime, the National Liberation Committee c/o Ansaldo has insisted that repair works be commenced at once, and this Office has not been able to refuse owing to the urgent and actual needs of the Firm. It has been agreed that no more wagons shall be sent in for repair; whilst for above few cars the repairs will be accounted for in accordance with the contracts already on hand with other

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Firms carrying out the same work. Stabilimento Meccanico did not suffer any damage on account of war actions, part of the machinery was carried away beyond the Po, but this does not affect the repair of rolling stock, as the machinery taken away belongs to other branches of the Workshops.

to make any forecast as to the monthly output

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Stabilimento Meccanico did not suffer any damage on account of war actions, part of the machinery was carried away beyond the Po, but this does not affect the repair of rolling stock, as the machinery taken away belongs to other branches of the Workshops.

We are not in a position to make any forecast as to the monthly output of repaired vehicles, because they have not yet completed the readjustment of the machinery and equipment of the departments that are going to carry out said works.

CONSTRUCTION OF ELECTRIC RAILCARS ALE 79, ORDER 1939.

The last car belonging to above contract is nearly finished but for some parts to be supplied by other firms.

CONSTRUCTION OF LOCOMOTORS E 424; ORDER 1942.

The works have been hardly commenced, as nearly all materials are missing.

140 box-cars class Fc - order 16 Dec. 1942

List of material required by Bagura Shops to complete the first 30 cars.

Material	Supplier	10 cars No	10 cars No	10 cars No	TOTAL
Axle with wheels	F.S.	-	20	20	40
8" brake cylinders, taps and fittings for Westinghouse	Comp. Lt. Westingh.	10	10	10	30
Lubricating pads	Ind. Passen- man	40	40	40	120
Frames for do	Tasca	40	40	40	120
Buffers (cast steel) S.I.A.O. ILVA		-	38	40	78
Volute springs	ILVA W	-	20	20	40
Disc springs	" "	-	160	160	320
Recoil springs	" "	10	10	10	30
Spiral springs	De Vecchi	10	10	10	30
" "	" "	10	10	10	30
" "	" "	20	20	20	60
Draw hooks R.O. with nut	ILVA	-	1	20	21
draw bars with eye	ILVA Preventi	160	160	160	480
external flanges	S.I.A.O.	40	40	40	120
Adjusting apparatus	Galente	10	10	10	30
Bolts		weight 400 weight 400 weight 400	weight 400 weight 400 weight 400	weight 400 weight 400 weight 400	1200

General remarks.

1. All coaches are being numerically repaired for lack of window panes, internal fittings, material for electric lighting and for heating.
2. We must know what numbers must be assigned to the repaired German vehicles and how to handle the cars belonging to other railways.

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8" brake cylinders taps and fittings for Westinghouse	10	10	10	30
Lubricating pads	Ind. Pass- manif	40	40	120
Frames for dc	Teasa	40	40	120
Buffers (cast steel)	D.I.A.O. ILVA	-	38	78
Volute springs	ILVA W	-	20	40
Disc springs	" "	-	160	320
Recoil springs	" "	10	10	30
Spiral springs	De Vochi	10	10	30
" "	" "	10	10	30
" "	" "	20	20	60
Draw hooks R.O. with nut	ILVA	-	1	21
Draw bars with eye	ILVA	20	20	60
external flanges	Provoati	160	160	480
Adjusting apparatus	A.I.S.A.	40	40	120
Bolts	Galente	10	10	30
		weight 400 weight 400 weight 400		1200

General remarks.

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1. All coaches are being summarily repaired for lack of window panes, internal fittings, material for electric lighting and for heating.
2. We must know what numbers must be assigned to the repaired German vehicles and how to handle the cars belonging to other railways (France, Yugoslavia, Hungary, etc.)
3. Generally speaking, great difficulties are being met with for lack of spare parts.
4. Considering the output of Ansaldo Socanico, the monthly requirement of cars for repair will be betw. 120 and 150 in order to keep fully engaged all firms doing repair of rolling stock in this district.

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