

233.9/TIV.2 - Lines 96 - Bridge Boston to River

Bridge Bosenta River

10000/148/813

from May '43
To: JUL '45

233.9/Tn.2

Line 295 (6) - Metaponto Reggio Calabria (New Bridge)
Requested :
Authorized: 30-7-45 - Letter 233/35/Tn.2
Priority :
Started :
Approx. Date of Completion:
Estimated Cost: 25,000,000

850

Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 384
TRANSPORTATION SUB-COMMISSION

YPR/er

Ref. 233/35/Tn.2

30 July 1945

SUBJECT: Reconstruction of the Italian State Railways.

TO : Dottore Ugo La Malfa
Minister of Transport,
Ministry of Communications Building,
Piazza della Croce Rossa,
Rome.

29

Dear Dottore La Malfa,

Authorization is granted for repairs and reconstruction of the undermentioned works on the Italian State Railways system.

<u>Line</u>	<u>Section</u>	<u>Estimated Cost (in Lire)</u>
89	Rialto Tunnel	54,450,000
96	Bridge over Esento River 45 Klm S. of Metaponto	25,000,000

This expenditure should be charged against Capitolo No 48 (Spese per riparare danni di guerra dipendenti da azioni belliche) in the budget of the Ministero delle Comunicazioni (Ferrovie dello Stato).

Yours very truly

0-11

f M.B. THOMAS, Colonel
Deputy Director.

Piazza della Croce Rossa,
Rome.

Dear Dottore La Malfa,

Authorization is granted for repairs and reconstruction of the undermentioned works on the Italian State Railways system.

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0-2.1

f M.B. THOMAS, Colonel
Deputy Director.

Copies to:

Rail Division (Tn.4).

Rail Division (Tn.4)

(Attn. Lt. Col. A. H. Street D.S.O.).

General di Raimondo

Director General, FF. SS. Rome

acknowledges your LC/10/29380/CIII undated
" L.C. 6/14/36611 of 2 July 1945.

T R A N S L A T I O N

BG/gs

MINISTRY OF TRANSPORTS
STATE RAILWAYS
THE GENERAL DIRECTOR

Rome 2nd July 1945

N° L.C. 6/14/36611

818

TO : ALLIED COMMISSION
Transportation Sub-Commission
ROME

SUBJECT : Metaponto - Reggio Cal. rail line New bridge
on the Basento river at Km. 45+101

1. Reference is made to the letter N° 233/1/Tn.2. dated June 23rd 1945 concerning the reoperation of the works for the construction of a new bridge on the Basento river at Km. 45+101 of the Meponto Reggio Calabria rail line.
2. The substitution of the old bridge with a new bridge, has been deemed indispensable not only for traffic reasons, but especially for hydraulic reasons and for the bad conditions of the foundations of the supports, one of which has the base at the same level of the channel and is protected against impediments by jабions.
3. Unfortunately war events have interrupted the accomplishment of a measure, justified by the necessity of ensuring the operation of the line.
4. This office has requested the Sub-Commission to continue and to accomplish all the masonry works (the greatest part of which have been already accomplished), because it has deemed convenient to prevent damages to the already built works and to gain time, so that with the liberation of Northern Italy it would have been possible to complete the metallic frames for the construction of the new beams.

5. As we have been informed by the ROSSI COMPANY, a contractor of metallic works, it results that at the Milan workshop there is a remnant of 350 tons of frames, besides those which have been attached to Metaponto and which were taken in consideration

Transportation Sub-Commission
ROME

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on the Basento river at Km. 45+101

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5. As we have been informed by the ROSSI COMPANY, a contractor of metallic works, it results that at the Milan workshop there is a remnant of 350 tons of frames, besides those which have been despatched to Metaponto and which were taken in consignment by the Allied Command.

6. Owing to the mentioned reasons and in order to complete the work to ensure the operation of the service, plan re-examine the proposal of this office and authorize accomplishment of the work.

THE GENERAL DIRECTOR

(sgd G. di Raimondo)

616
MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO

- Il Direttore Generale -

Roma, li 22 LUG 1945

Nº-L.C.6/14/36611-

817

= OGGETTO =

Linea Metaponto-Reggio Cal.
Nuovo ponte sul fiume Basento
al km-45+101.-
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ALLA COMMISSIONE ALLEATA

-Sottocommissione Trasporti -

S E D E

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1° - Si fa riferimento alla lettera nº-233/1/Tn.2 del
23 Giugno 1945 relativa alla ripresa dei lavori per
la costruzione di un nuovo ponte sul fiume Basento
al km-45+101 della linea Metaponto-Reggio Cal.

2° - La sostituzione del vecchio ponte con uno nuovo, è
stata riconosciuta necessaria non soltanto per ra-
gioni di traffico, ma, soprattutto, ed in particolar
modo, per ragioni idrauliche e per le condizioni as-
solutamente precarie delle fondazioni dei sostegni
esistenti di cui uno ha la base alla stessa quota
dell'alveo ed è difesa contro eventuali scalzamen-
ti soltanto mediante gettate di gabbioni.

3° - Purtroppo gli eventi bellici hanno interrotto la
esecuzione di un provvedimento giustificato neces-
sità di garantire la sicurezza e la continuità del-
l'esercizio.

4° - Questa Sede ~~non~~ nel sottoporre a codesta Sottocom-
missione la ripresa ed il completamento delle opere
murarie, già in buona parte eseguite, lo ha fatto
non soltanto allo scopo di evitare che potessero su-
bire danni le opere già eseguite, ma, essenzialmente,
allo scopo di guadagnare tempo allorché con la
liberazione dell'Italia Settentrionale sarebbe sta-
to possibile completare le strutture metalliche per
la costruzione delle nuove travate.

5° - Come da comunicazioni ricevute dalla Ditta BOSSI
assuntrice delle opere metalliche, risulta che pres-
so le Officine di Milano sono disponibili tutte le
rimanenti strutture circa ton.350, oltre quelle che
erano state già spedite a Metaponto e che furono
prese in consegna dal Comando Alleato.

di caratteri allo stato delle

al km-45+101.-

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S E D E

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1° - Si fa riferimento alla lettera n°-233/1/Tn.2 del 23 Giugno 1945 relativa alla ripresa dei lavori per la costruzione di un nuovo ponte sul fiume Basento al km-45+101 della linea Metaponto-Reggio Cal.

2° - La sostituzione del vecchio ponte con uno nuovo, è stata riconosciuta necessario non soltanto per ragioni di traffico, ma, soprattutto, ed in particolare modo, per ragioni idrauliche e per le condizioni assolutamente precarie delle fondazioni dei sostegni esistenti di cui uno ha la base alla stessa quota dell'alveo ed è difesa contro eventuali scalzamenti soltanto mediante gettate di gabbioni.

3° - Purtroppo gli eventi bellici hanno interrotto l'esecuzione di un provvedimento giustificato e necessario di garantire la sicurezza e la continuità dell'esercizio.

4° - Questa Sede nel sottoporre a codesta Sottocommissione la ripresa ed il completamento delle opere murarie, già in buona parte eseguite, lo ha fatto non soltanto allo scopo di evitare che potessero subire danni le opere già eseguite, ma, essenzialmente, allo scopo di guadagnare tempo allorché con la liberazione dell'Italia Settentrionale sarebbe stato possibile completare le strutture metalliche per la costruzione delle nuove travate.

5° - Come da comunicazioni ricevute dalla Ditta BOSSI assuntrice delle opere metalliche, risulta che presso le Officine di Milano sono disponibili tutte le rimanenti strutture circa ton.350, oltre quelle che erano state già spedite a Metaponto e che furono prese in consegna dal Comando Alleato.

6° - Per i motivi suesposti e potendosi allo stato delle cose completare un'opera, integra, come si è detto, a garantire la sicurezza dell'esercizio, si prega di voler riesaminare la proposta di questa Sede e compiacersi di autorizzare la ripresa dei lavori.

IL DIRETTORE GENERALE

Luigi Einaudi

107

489081
ext:513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

FPR/1a

Ref: 233/11/50/Tn.2

19 June 1945

To : H.E. Gen. di Raimondo,
Director General of the Italian State Railways,
Ministry of Transport,
Piazza della Croce Rossa,
Rome.

Subject : Line 95. Metaponto - Reggio Calabria,
New Bridge, Km. 45,101.

1. I am to inform you that it is not considered necessary for the reconstruction of a new bridge spanning the Basento River on the Metaponto-Reggio Calabria line, as requested in your letter, reference L.C. 6/14/23812 of the 26th May 1945.

2. The present bridge is adequate to take the present day traffic and it is felt that this work can be carried out in Phase 4 of the rehabilitation programme.

3. It must be appreciated that all stores and materials at present available must be placed at the disposal of work at present in hand linking up the South with the North.

For the Director:



F.P. RICHARDSON, Major,
Planning Staff,
Transportation Sub Commission.

Copy to: Rail Division (Tn.4) (attn. Maj. A.H. Street, D.S.O.)
acknowledge your AC/TN/36/24 C.E. of 9 June 1945.

Jill

MINISTRY OF TRANSPORTS
ISR GENERAL DIRECTION
OFFICE OF THE DIRECTOR GENERAL

Rome, 26 May 1945

L.C. 6/14/23912

To: The S/Commissioner A.C.,
(Rail Division)

SUBJECT: Metaponto-Reggio line;
New Bridge over the Basento river
Km. 45,101.

1. Reference is made to our letter 6/14/23577 dated 27 Nov. 1944 seeking for authority to carry on the masonry works for a new steel lattice bridge spanning the Basento river, whose completion had to be deferred on account of the war, and to your reply 11 Dec. 1944 file AC/WR/100/.
2. As shown by attached project, to complete above works it is necessary to complete the pile toward Reggio, to lay down foundations of the abutment toward Reggio, to erect the masonry for all piles and abutments as well as the wing walls, the abutment walls, the completion of the embankment and the extension of the small bridge Km. 45,171.

3. The estimated expenditure would be abt. 25 millions.

4. Following materials would be required:

reinforcing iron for concrete	170 quintals	
timber in plans & round beams	20 cu.mt.	
Cement	12,000 quintals	3.15
Gravel	3,360 cu.mt.	
diesel oil for locomotors	800 lt.	
do. for compressors (should it not be possible to obtain electric power)	30,000 lt.	

No difficulties are anticipated for the purchase of timber and gravel; while for the supply of cement, iron and diesel oil we rely on your intervention.

5. The time required for completion of a/m works would be abt. 6 months.

6. In so far as the metallic structures are concerned, negotiations have already been made in order to obtain release of the materials that had already been sent on site by Officine Metallurgiche Bossi - Milano but were requisitioned by Allied Authorities, attached correspondence on the subject refers.

7. With further reference to your letter Icca/1862/9 dated 27 Dec. 1944 we shall endeavour to get in touch with a/m Firm in order to know what materials are still to be delivered for completing the bridge.

8. In the meantime, and considering the reasons pointed out in our a/m letter 27 Nov. 44, we ask you to kindly investigate the possibility to

on account of the war, and to your reply 11 Dec. 1944 file 46/tm/100/.

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3. The estimated expenditure would be abt. 25 millions.

4. Following materials would be required:

reinforcing iron for concrete	170 quintals	
timber in planks & round beams	20 cu.mt.	
Cement	12,000 quintals	3.5
Gravel	3,360 cu.mt.	
diesel oil for locomotors	800 lt.	
do. for compressors (should it not be possible to obtain electric power)	30,000 lt.	

No difficulties are anticipated for the purchase of timber and gravel; while for the supply of cement, iron and diesel oil we rely on your intervention.

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7. With further reference to your letter Icona/1868/9 dated 27 Dec. 1944 we shall endeavour to get in touch with a/m Firm in order to know what materials are still to be delivered for completing the bridge.

8. In the meantime, and considering the reasons pointed out in our a/m letter 27 Nov. ult., we ask you to kindly investigate the possibility to authorize the completion of above masonry works, for which a contract was let with the Firm of Cionfrini.

The Director General
G. Di Raimondo

0596