

ACC

AC/TN/46/C.E.

10000/148/1519  
(VOL.1)

10000/148/1519  
(VOL. 1)

MILAN  
APR. - OCT. 1945

REPORTO SETTIMANALE SULL'AVANZAMENTO DEI LAVORI DI RIPRISTINO FONDI  
 MILANO File 46

N°	L I N E A	Erogazione ativa dell'opera	Corso di acqua ed traversate to o v to	Fercez tuale di vori 9 22-9-45 al... 29-9-45	Descrizione sommaria del lavoro voro eseguito nelle settimane dal... 22-9-45
1	MILANO-VENEZIA (doppio binario)	42+144	Fiume Serio (presso Romano)	100%	Ripristino provvisorio ultimo- to il 15-5-1945
2	MILANO-VENEZIA (doppio binario)	97+900	Fiume Chiese presso P. S. Marco	100%	Ripristino provvisorio ultimato il 10-6-45 (a semplice binario) Il ripristino definitivo verrà eseguito dalla Sezione Lavori di Verona
3	MILANO-VENEZIA (doppio binario)	98+199	Riviera Calcinato	100%	Ripristino provvisorio a sen- plice binario ultimato il 10-6-45. Il ripristino definiti- tivo verrà eseguito dalla Sezione Lavori di Verona
4	MILANO-VENEZIA (doppio binario)	106+520	Valle (presso Desan- zano)	50%	I lavori sono passati sotto la Giurisdizione della Sezione Lavo- ri di Verona
5	MILANO-VENEZIA (doppio binario)	123+31	Fiume Mincio (presso Peschiera)	---	I lavori sono passati sotto la Giurisdizione della Sezione Lavori di Verona
6	MILANO-GENOVA (doppio binario)	23+923	Fiume Ticino (presso Pavia)	100%	Ripristino provvisorio a semplice binario ultimato il 25-9-45.
7	MILANO-GENOVA (doppio binario)	13+988	Fiume Po (presso Mantova corti)	50%	Proseguono i lavori di demoli- zione delle travate danneggiate. Continuano i lavori in Officina per riparazione travate. Continua infissione pali per stilate in legno.
8	MILANO-PIACENZA (doppio binario)	147+918	Fiume Po (presso Piacenza)	87%	Continuano i lavori di ripere- zione delle vecchie travate riutilizzabili. Continua solle- vamento delle travate 5° e 6°



7	MILANO-GENOVA (doppio binario)	14+988	Fiume Po (presso Mazzana corti)	50%	Proseguono i lavori di demolizione delle travate danneggiate. Continuano i lavori in Officina per riparazione travate. Continua infissione pali per stilate in legno. Continuano i lavori di riparazione delle vecchie travate riutilizzabili. Continua sollevamento delle travate 5" e 6" sulla pila 5". Continuano i lavori di demolizione delle travate danneggiate ed i lavori in Officina per la riparazione delle travate riutilizzabili, ed i mezzi speciali per i vari. Continuano i getti per le verificazioni delle stilate in solex sinistra in muratura della spalla sinistra della 2° pila. Continua l'allestimento cantiere ed approvvigionamento materiale e la demolizione delle travate ed i lavori di sgombero
8	MILANO-PLACENZA (doppio binario)	147+918	Fiume Po (presso Piacenza)	87%	Continuano i lavori di demolizione delle travate danneggiate ed i lavori in Officina per la riparazione delle travate riutilizzabili, ed i mezzi speciali per i vari. Continuano i getti per le verificazioni delle stilate in solex sinistra in muratura della spalla sinistra della 2° pila. Continua l'allestimento cantiere ed approvvigionamento materiale e la demolizione delle travate ed i lavori di sgombero
9	CREMONA-LEGNANO (semplice bin.)	3+026	Fiume Po (presso Cremona)	50%	Continuano i lavori di demolizione delle travate danneggiate ed i lavori in Officina per la riparazione delle travate riutilizzabili, ed i mezzi speciali per i vari. Continuano i getti per le verificazioni delle stilate in solex sinistra in muratura della spalla sinistra della 2° pila. Continua l'allestimento cantiere ed approvvigionamento materiale e la demolizione delle travate ed i lavori di sgombero
10	PARMA-BRESCIA (semplice bin.)	21+4	Fiume Po (presso Casalmaggiore)	20%	Continuano i lavori di demolizione delle travate danneggiate ed i lavori in Officina per la riparazione delle travate riutilizzabili, ed i mezzi speciali per i vari. Continuano i getti per le verificazioni delle stilate in solex sinistra in muratura della spalla sinistra della 2° pila. Continua l'allestimento cantiere ed approvvigionamento materiale e la demolizione delle travate ed i lavori di sgombero
11	PARMA-BRESCIA (semplice bin.)	4+305	Fiume Coglio (presso Casalmaggiore)	30%	Continuano i lavori di sgombero e di ripristino delle pile. Continua infissione palificazione in pe stilate provvisorie.
12	PAVIA CASALPUSTERLENGO (semplice bin.)	17+170	Fiume Olona (presso Corte Olona)	100%	Ripristino definitivo ultimato il 14-7-45
13	PAVIA CASALPUSTERLENGO (semplice bin.)	31+436	Fiume Dambro (presso Lubbrina)	98%	Proseguono lavori di smontaggio delle travi sulle stilate e i lavori per la posa dell'armamento sulle travate stesse.
14	CODOGNO-CREMONA MANTOVA (binario unico)	7+969	Fiume Adige (presso Pizzighetone)	35%	Continua ripristino spalla lato Cremona e delle pile. Proseguono i lavori di sgombero. Continua infissione pali per stilate provvisorie.
15	CODOGNO-CREMONA MANTOVA (binario unico)	67+270	Fiume Coglio (presso Mantova)	100%	Ultimato ripristino provvisorio il 22-9-45



13	PAVIA CASALINVESTRELLAGO (semplice bin.)	11+436	Fiume Lambro (presso Lambrinia)	98%	delle travi sulle stive e i lavori per la posa dell'armamento sulle travate stesse.
14	CODOGNO-CREMONA MANTOVA (binario unico)	7+969	Fiume Ad da (presso Pizzighetone)	35%	Continua ripristino spalle lato Cremona e delle pile. Proseguono i lavori di sgombero. Continua infissione pali per stilate provvisorie.
15	CODOGNO-CREMONA MANTOVA (binario unico)	67+270	Fiume Oglio (presso Marcaria)	100%	Ultimato ripristino provvisorio il 22-9-45
16	BRESCIA-CREMONA (binario unico)	6+241	Fiume Oglio (presso Robecco Portofico)	35%	Proseguono i lavori di ripristino pile ed infissione palificazioni di costipamento delle pile stesse.
17	GALLARATE-ARONA OLEGNATE-PINO (binario unico)	42+884 17+740	Fiume Ticino (presso Sesto Calende)	30%	Continuano a getti della fondazioni delle pile in legno e la costruzione dei pali trivella in cemento per stilate in acqua. Continua la demolizione delle vecchie travate e i lavori di infissione in caviglietti in ferro per sostegno travate
18	NOVARA-FERRARO (binario unico)	43+049	Fiume Oglio (presso Palazolo)	26%	Prosegue costruzione ponteggi per montaggio centine. Proseguono le demolizioni delle murature delle pile dissestate e i rifacimenti delle pile stesse.
19	ABESSANDELLA-PIACENZA	90+389 50+332	Torrente Trabbia (presso S. V. cold)	40%	Il montaggio delle centine per la ricostruzione dei volti è stato sospeso per permettere la posa in opera di travi in ferro provvisorie da parte degli Alliesi.
20	PIACENZA-PALMA	90+086	Torrente Taro (presso Parma)	45%	Quasi ultimata la ricostruzione dei volti limitatamente a mezza larghezza della canna per permettere la posa in opera di travi in ferro provvisorie da parte degli Alliesi sull'altra mezza larghezza in via di ultimazione.

Milano 22-9-1945  
IL CAPO DELLA SEZIONE LAVORI  
*Manzoni*



**BEST COPY POSSIBLE**

ELENCO DEI DISEGNI DI PONTI DA RIPRISTINARE

*File 400*

Compartimento di Milano

	disegno No	44538
sul Po presso Mezzana Corte	"	No 43841b
e sul Po presso Piacenza	"	No 1251/1
onte sul Po presso Cremona	"	No 43528
onte sul Po presso Casalmaggiore	"	No 44302
Ponte sul Ticino presso Pavia	"	No 539/1
Ponte sul Ticino presso Sesto Calende	"	No 32339
Ponte sull' Oglio presso Marcaria	"	No
Ponte sull' Oglio presso Robecco	"	No
Ponte sull' Oglio presso Palazzolo	"	No 15998
Ponte sull' Oglio presso Canneto	"	No
Ponte sull' Adda presso Pizzighettone	"	No 201
Ponte sul Lambro presso Lambrinia	"	No 523
Ponte sul Trebbia presso San Nicolò	"	No
Ponte sul Taro presso Ponte Taro	"	No

Milano 17 / 9 / 45



SPE/cm

*File 46*

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

*14<sup>th</sup> November 45*

~~13<sup>th</sup> October 45~~

tel : 843239  
Ref : AC/TN/75/7 C.S.

SUBJECT : Contractors plant for reconstruction I.S.R.

*Milano Files*

TO : H.Q. No 3 District.  
Attn. Major R.W.E. LEWIS. R.E.

With reference to the attached list. It does not appear that these items of Plant are in use, it would be much appreciated if you would give orders that they be released to the firm of Badoni of Lucca.

The bridge which this firm is reconstructing in on line 69 which is an important route, to the North, please.

*SB*

S.P. BUCKLEY, Major R.E.  
for A.H. SURETT, Lt. Col.

Copy to : Col. Street.  
1212 R.G.E. *X*  
Major Mole, R.E. - Bologna  
Milano  
Contractor  
File.

RAILWAY RECONSTRUCTION CONTRACT WORK UNDER CONTROL OF ALLIED COMMISSION

Winterization

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MILAN COMPARTMENT

LINE N° 61 MILAN-GENOA

STATE OF W

Job N°	Agency	Location	Description	Size	Progress	Est. date of completion per manent work
AC/61 1001	Ditta Damian " S'Alce	from Milan to Pavia	Reconstruction Track	11,500	100%	30 Sept./45
AC/61 1002	Ing. Lucca Milan masonry work S. A. A. Badoni Lecco Steel work	over River Po near Mezzana	Bridge Steel <u>10 Spans</u> Pier Removing spans <u>Recondition spans</u> first pier destroyed Pavia side with relative spans ruined Other 4 spans fallen in the river	mt. 760 8x10x4	Temporary work 60% 100% 30%	Uncertain no steel G D L
AC/61 1003	Ing. Lucca Milan masonry work S. A. A. Badoni Lecco Steel Work	over river Ticino near Pavia Km. 23x923	Bridge in masonry <u>5 arches</u> Foundation Piers 4 All arches destroyed and Piers heavily damaged	mt. 150 4x12x6 8x10x4	Temporary work 100% 100%	New Bridge to be built on new alignment September/46
AC/61 1004	Ditta Gari- bagna Giulio	Pavia Station	Reconstruction roof Station and floor of Loco depot		100%	31st. August/

RAILWAY RECONSTRUCTION CONTRACT WORK UNDER CONTROL OF ALLIED COMMISSION

Winterization

MILAN COMPARTMENT

STATE OF WORK - 27 OCTOBER 1945

*These for Milan Office  
Marty Kepner files.*

Location	Description	Size	Progress	Est. date of completion permanent work	Remarks
Milan Favia	Reconstruction Track	11,500	100%	30 Sept./45	Single line
River Messana	Bridge Steel <u>10 Spans</u> Pier Removing spans <u>Recondition spans</u> first pier destroyed Favia side with relative spans ruined <u>Other 4 spans fallen</u> in the river	mt. 760 8x10x4	Temporary work 60% 100% 30%	Uncertain no steel 60 30 20	Single line with temporary steel work to be completed 31 Oct. 45 then it will be safe for winter. now 95% complete.
River Favia 21x23	Bridge in masonry <u>5 arches</u> Foundation Piers 4 All arches destroyed and Piers heavily damaged	mt. 120 4x12x6 8x10x4	Temporary work 100% 100%	New Bridge to be built on new alignment September/46	Temporary bridge in steel work with single line. Safe for many line traffic completed 24 September /45
La Station	Reconstruction roof station and floor of Loco depot		100%	31st. August/45	Completed



MILAN COMPONENTLINE N°53 MILAN-VENICE

Job N°.	Agency	Location	Description	Size	Progress	Est; date of completion permanent work
AG/53 1005	Impresa Cappelletti	Over river Serio near Romano Km. 42+144	Bridge in masonry 7 arches Foundation Piers 6 Abutments 2 Recondition span Completely destroyed	mt. 112  3x12x4 6x10x3 6x10x5	Temporary work 100% 100% 100% 100%	September/4 20 20 20 20
AG/53 1006	Pavan Glindo	Over river Chiese near Ponte S. Marco Km. 97+900	Arche in masonry Recondition span Abutment Arch & Abutment Milan side destroyed	mt. 30  6x10x5	Temporary 400% 100%	September /4
AG/53 1007	Pavan Glindo	Roggia Calcinato Km. 98+199	Arches in masonry Foundation Piers 2 arches Recondition span 1 Pler and 2 arches destroyed	4x10x3  3x12x4	Temporary work 100% 100% 40% 100%	September/40

WILKINSON COMPARTMENT

Location	Description	Size	Progress	Est. date of completion permanent work	Remarks.
River Rio Romano 12+144	Bridge in masonry 7 arches Foundation Piers 6 Abutments 2 <u>Recondition span</u> Completely destroyed	mt. 112 3x12x4 6x10x3 6x10x5	Temporary work 100% 100% 100% 100%	September/46 ∞ ∞ ∞ 15	Single line with temporary steel work completed <u>15/5/45</u> Safe for winter In hand for permanent repair.
River Monte 1900	<u>Arche in masonry</u> <u>Recondition span</u> <u>Abutment</u> Arch & Abutment Milan side destroyed	mt. 30 6x10x5	Temporary 400% 100%	September /46	Single line with tempo- rary steel work comple- ted <u>10/6/45.</u> <u>Safe for winter</u> Permanent work transfer- red to Verona Compartment
Calci- 199	<u>arches in masonry</u> Foundation Piers 2 arches <u>Recondition span</u> 1 Pier and 2 arches destroyed	4x10x3 3x12x4	Temporary work 100% 100% 40% 100%	September/46	Single line with tempo- rary steel work comple- ted <u>10/6/45</u> <u>Safe for winter.</u> Permanent work transfer- red to Verona Compartment.

MILAN COMPARTMENTLINE N°33 MILAN-VENICE

Job N°	Agency	Location	Description	Size	Progress	Date of completion permanent work
AC/53 1008	Ing. Bruno Chiesa Milano	Over Valle near Desenzano Km. 108+520	<u>Viaduct in masonry</u> Arches 4 Foundation <u>Piers 2</u> 4 Arches destroyed 2 Piers destroyed	mt. 296,65  4x12x10 25x10x8	0% 100% 10%	Uncertain
AC/53 1009	Impresa Astaldi Milano	Over river Mincio near Peschiera Km. 2+937	<u>7 Arches in masonry</u> Arches 7 Foundation Piers 4 <u>Abutment 2</u> All arches destroyed. 3 Piers heavily damaged 1 Pier cracked 4 Abutment heavily damaged	mt. 118,55  3x12x5 12x10x4 12x10x5	0% 100% 10% 15%	31st. May/46
AC/53 1010	I.S.S.	Over river Adda near Cassano Km. 27+649	<u>Bridge masonry</u> <u>5 Arches</u> Foundation Piers 4 <u>Abutment</u> 2 Arches 1 Pier 1 Abutment destroyed	mt. 125  4x12x5 5x10x3,5 5x10x4,5	Temporary work 100% 100% 100%	September



VERONA COMPARTMENT

Location	Description	Size	Progress	Date of completion permanent work	Remarks
Valle Desenzano 28+520	Viaduct in masonry Arches 4 Foundation Piers 2 4 Arches destroyed 2 Piers destroyed	mt. 296,65 4x12x10 25x10x8	0% 100% 10%	Uncertain	Contractor held up three months awaiting return of design from I&E&E Rome Temporary diversion safe for winter Transferred to Verona Compartment.
river Gio Peschiera 24931	7 Arches in masonry Arches 7 Foundation Piers 4 Abutment 2 All arches destroyed. 3 Piers heavily damaged 1 Pier cracked 4 Abutments heavily damaged	mt. 118,95 3x12x5 12x10x4 12x10x5	0% 100% 10% 15%	31st. May/46	Temporary diversion Single line not considered safe for winter Transferred to Verona Compartment. Permanent work continues.
river Cassano 27+649	Bridge masonry 5 Arches Foundation Piers 4 Abutment 2 Arches 1 Pier 1 Abutment destroyed	mt. 125 4x12x5 5x10x3,5 5x10x4,5	Temporary work 100% 100% 100%	September/46	Single line temporary repair in steel work completed 25th. April/45 In hand for permanent repair Safe for winter

MILAN COMPARTMENT

LINE 53 MILAN-VENICE

Job No	Agency	Location	Description	Size	Progress	Est cost per
AG/53 1011	I.S.R. & Capietti	Milano Smaistamento Station	Reconstruction track for loco Depot	Km. 0800	60% 20	31
AG/53 1012	Ditta Curti Rovato	Rovato Station	Reconstruction Station		30%	20
AG/53 1013	Ditta Fedrini Germano	Brescia station	Reconstruction 2 Culverts Movement Office & Station roof	mt. 2	75%	15

MILAN COMPARTMENT

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Location	Description	Size	Progress	Est. date of completion permanent work	Remarks
Milano Salsomano Station	Reconstruction track for Loco Depot	Km. 0800	60% 92026 25	31st. March/46	
Rovato Station	Reconstruction Station		30%	20th. June/46	
Brescia Station	Reconstruction 2 Culverts Movement Office & Station roof	mt. 2	75%	15th. October/45	



## LINE N°54 MILANO-BONODUSSOLA

## MILAN COMPARTMENT

Job N°	Agency	Location	Description	Size	Progress	Est.date completion permanent work
AC/54 1014	Impresa Bonfiglio	Over River Ticino near Sesto Calende Km.42+884	Steel Bridge Continuous span Recondition Span Remouving Span Pier Abutment All continous span heavily damaged. North Span in the river. 1 Pier & Aboutment Bonodossola side damaged.	mt.281  5x15x4 5x15x7	temporary work 10% 80% 40% 70%	Uncertain no steel 10 02 03 10
AC/54 1015	Impresa Ciroia	Km.28+128	Aqueduct masonry	mt.2	50%	30th.November
AC/54 1016	ditto	Km.30+586	Underpass masonry	mt.3	35%	15th.December
AC/54 1017	ditto	Km.32+379	Under pass masonry	mt.3	50%	30th.November
AC/54 1018	ditto	Km.32+938	Under pass in steel	mt.7	54%	30th.November
AC/54 1019	ditto	Km.34+861	Bridge in masonry 2 arches	mt.20	45%	15th.December
AC/54 1020	ditto	Km.35+339	Bridge in masonry 3 arches	mt.30	48%	5th.December
AC/54 1021	ditto	Km.36+016	Under pass in steel	mt.8.50	60%	30th.December

MILAN COMPARTMENT

Location	Description	Size	Progress	Est. date completion permanent work	Remarks
River vicino r Sesto alende 42+884	Steel Bridge Continuous span Recondition Span Removing Span Pier Abutment All continuous span heavily damaged. North span in the river. 1 Pier & abutment Domodossola side damaged.	mt. 281  5x15x4 5x15x7	temporary work 10% 80% 40% 70%	Uncertain no steel  150 60 100	Train up from the interruption. Temporary Bridge in steel. Work to be completed 15th. November/45 Now 80% complete safe for winter.
28+128	Aqueduct masonry	mt. 2	50%	30th. November/45	Permanent repair
30+586	Underpass masonry	mt. 3	35%	15th. December/45	" "
32+379	Under pass masonry	mt. 3	50%	30th. November/45	" "
32+938	Under pass in steel	mt. 7	54%	30th. November/45	" "
34+861	Bridge in masonry 2 Arches	mt. 20	45%	15th. December/45	" "
35+339	Bridge in masonry 3 Arches	mt. 30	48%	5th. December/45	" "
36+016	Under pass in steel	mt. 8.50	60%	30th. December/45	" "

LINE N° 54 MILANO-BONOBONOLA

MILANO COMPARTMENT

5024

Job N°.	Agency	Location	Description	Size	Progress	Est. date of completion permanent work
AC/54 1022	Circola	Km. 4+142	Vinduct in masonry 3 arches Foundation Piers Abutment Arch Recondition span 1 arch destroyed 1 pier damaged	mt. 96 10x4x12 16x2,5x10 16x2,5x12 mt. 12	Temporary work 100% 85% 100% 0% 50%	31st. March/4
AC/54 1023	ditto	Km. 6+945	Under pass masonry	mt. 8,65	55%	5th. Decemb
AC/54 1024	I.S.R.	Between Vergozzo & Cuzago	Reconstruction track	Km. 0,500		Uncertain
AC/54 1025	I.S.R.	Lesn & Belgirate Station	Reconstruction N°6 Turnouts			Uncertain



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WILSON COMPANY

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Item	Description	Size	Progress	Est. date of completion permanent work	Remarks.
342	Viaduct in masonry 5 arches Foundation Piers Abutment Arch Recondition span 1 Arch destroyed 1 Pier damaged	mt. 96  10x4x12 15x2,50x10 15x2,5x12 mt. 12	Temporary work 100% 85% 100% 0% 50%	31st. March/46	Temporary repair to be complete 31st. October/45
345	Under pass masonry	mt. 5, 65	55%	5th. December/45	
346	Reconstruction track	Rs. 0, 500		Uncertain	Awaiting sleepers
347	Reconstruction H*6 Turnouts			Uncertain	Awaiting turnouts

5023

## LINE N° 151 PAVIA-SONDRIO-BAKTOVA

## MILAN DEPARTMENT

Job N°	Agency	Location	Description	Size	Progress	Est. date of completion Permanent work
AC/153 1026	Off. Mancal- vi & C. Pavia Steel work	Over river Elona Between Bel- gioso and Corte Elona Km. 17-170	Continuous span in <u>steel</u> Recondition span <u>Abutment</u> Continuous span & Abutment Pavla side damaged	mt. 21  3x5x3	100% 100%	15th. July/4 Complete
AC/153 1027	Impresa I.C.C.S.	Over river Lembro near Imbrinia Km. 31-436	Bridge in masonry <u>3 arches</u> Foundation 2 Piers 2 Abutment 2 Recondition all <u>Span</u> Temporary bridge completely destroyed	mt. 42,30  3x15x5 10x12x5 10x12x4	Temporary work 100% 100% 100% 100%	30th. Sept/4
AC/153 028	SIAS Zarbinati Milano	Over River Adda near Pizzighet- tone. Km. 7+969	Bridge in steel <u>3 spans</u> Foundation Piers 2 Abutment 2 Removing span Recondition span Bridge completely destroyed.	mt. 154,50  3x12x4,5 6,5x10x3 6,5x10x4	Temporary work 100% 35% 75% 100% 15%	Uncertain no steel

## MILAN COMPARTMENT

6005

SOMO-SANTOVA

Location	Description	Size	Progress	Est. date of completion permanent work	Remarks
er river Alona between Bel- cioso and Arte Alona n. 17-170	Continuous span in steel Recondition span Abutment Continuous span & Abutment Pavie side damaged	mt. 21 5x5x3	100% 100%	15th. July/45 Completa	Permanent repair Single Line
er river Lambro r Lambrina n. 31-435	Bridge in masonry 3 arches Foundation 2 Piers 2 Abutment 2 Recondition all Span Temporary bridge completely destroyed	mt. 42,90 3x15x5 10x12x5 10x12x4	Temporary work 100% 100% 100% 100%	30th. Sept/46	Temporary repair in steel work on the permanent abutment & temporary piers com- pleted 30 Sept/45 Single Line-Safe for winter
River Adda Pizzighet- n. 7-969	Bridge in steel 3 spans Foundation Piers 2 Abutment 2 Removing span Recondition span Bridge completely destroyed.	mt. 154,50 3x12x4,5 6,5x10x3 6,5x10x4	Temporary work 100% 35% 75% 100% 15%	Uncertain no steel	Temporary repair in single line to be completa 10 Nov./46 Now 55% completa



MILAN DEPARTMENTLINE N°163 PAVIA-COBORGNO-MANTOVA

5022

Job N°	Agency	Location	Description	Size	Progress	Est. date of completion permanent work
AG/163 1029	S.A. Zerbinati Milano	River Oglio near Sacaria Ka. 67+270	Bridge in steel 3 spans Foundation Piers 2 abutment 2 Removing span Recondition spans Bridge completely destroyed	mt. 126,40  3x12x3,50 5x9x2,50 5x9x4	Temporary work 100% 100% 100% 100% 100%	Uncertain no steel
AG/163 1030	I.S.R.	Cremona Station	Reconstruction Track	mt. 2	90%	10th. Nov/45
AG/163 1031	Melaggi Maschie	Cremona Gazzo Pieve S. Giacomo Terre Picenar- di. Ka. 33+387 Ka. 36+805	Reconstruction Station and Plate layers House		100%	30th. Sept/45
AG/163 1032	Carminati Guido	Cremona Station	Reconstruction Loco Depot		45%	15th. Aug/46
AG/163 1033	Melaggi Luciano	Viadana Station	Reconstruction Station		35%	31st. Oct/45
AG/163 1034	Dalmiglio Luciano	Sacaria Station	Reconstruction Station		95%	11st. Oct/45

MILAN COMPARTMENT

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8/11

Location	Description	Size	Progress	Est. date of completion permanent work	Remarks
Gallio Lucaria 270	Bridge in steel 3 spans Foundation Piers 2 Abutment 2 Removing span Recondition spans Bridge completely destroyed	mt. 128,40 3x12x3,50 5x9x2,50 5x9x4	Temporary work 100% 100% 100% 100% 100%	Uncertain no steel	Temporary repair single line - safe for winter Completed 22th. Sept./45
Gallio	Reconstruction Track	mt. 2	90%	10th. Nov/45	
Gallio Picener-	Reconstruction Station and Plate layers House		100%	30th. Sept/45	
Gallio	Reconstruction loco Depot		55%	15th. Aug/46	
Gallio	Reconstruction Station		55%	31st. Oct/45	
Gallio	Reconstruction Station		95%	11st. Oct/45	

LINEN° 146 MILANO-SONDRIO

MILAN COMPARTMENT

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5021

Job N.	Agency	Location	Description	Size	Progress	Est. date of completion permanent work
AG/146 1035	F.lli. Todeschini	Between Lecco & Abbadia Km. 2+550	Arch in masonry Arch Arch damaged	st. 5	100%	15th. Sept/45
AG/146 1036	A. Badoni Lecco	Over River Adda near Calolzio Km. 28+629	Bridge in steel Reconstruction principal & transvers girders	st. 100	100%	10th. Sept/45
AG/146 1037	F.lli. Todeschini	Lecco	Reconstruction Station		100%	20th. Oct/45
AG/146 1038	Corti Elvezio	Colico	Reconstruction Station		100%	30th. Sept/45
AG/146 1039	F.lli. MORONI	Sondrio	Reconstruction Station		100%	30th. Sept/45



5021

PLAN COMPLET

5021

Location	Description	Size	Progress	Est. date of completion permanent work	Remarks
Between Lecco & Abbadia Km. 2+950	Arch in masonry arch arch damaged	at. 5	100%	15th. Sept/45	Permanent repair
Over River Adda near Calolzio Km. 28+629	Bridge in steel Reconstruction principal & transvers girders	at. 100	100%	10th. Sept/45	Permanent repair
Lecco	Reconstruction Station		100%	20th. Oct/45	
Colico	Reconstruction Station		100%	30th. Sept/45	
Sondrio	Reconstruction Station		100%	30th. Sept/45	

MILK COMPARTMENTLINE N.66 ALESSANDRIA-PIACENZA

0205

Job #:	Agency	Location	Description	Size	Progress	Est.date of completion permanent work
10/66 1040	Ing.Ranza Milano	Over River Trebbia near S.Niccolò Km.93-300	Bridge in assembly 23 Arches Foundations Piers 7 Abutment 2 Arches 14 11 arches destroyed 3 arches heavily damaged 7 Piers destroyed Abutment Alessan- dria side heavily damaged	mt.386,40  3x3,5x4 5x5x3 5x5x4 14x16,80	  100% 80% 100% 20%	30th.Nov/45

ALBA COMPARTMENT

10/

0205

-PIAVENZA

Location	Description	Size	Progress	Est.date of completion permanent work	Remarks
Ar River Cebbia r S.Niccolò n.93-300	Bridge in masonry 23 arches Foundations Piers 7 Abutment 2 Arches 14 17 arches destroyed 3 arches heavily damaged 7 Piers destroyed Abutment Alessandria side heavily damaged	at.386,40 3x3,5x4 5x5x3 3x5x4 14x16,80	100% 80% 100% 20%	30th.Nov/45	Train run over diversion not safe for winter W;S; placing temporary spans. arches will be built underneath <u>single line.</u> xxEarth fill between some of the Piers will be left in. Gena Compartment now transferred to Milan compartment.

xx May be necessary to set stone pitch. also held up for cement all local production used on Line 65  
Milan-Bologna.



6105

LINE NO. 155 FORM - S. ENO

MILAN DEPARTMENT

Job #;	Agency	Location	Description	Size	Progress	Est. date of completion permanent work
AC/155 1041	Ritta Rossi Milan	Over river Galic near Canneto Km. 43+305	Steel Bridge <u>3 Spans</u> Piers 2 Remouving spans Recondition spans 2 spans damaged 1 span in the river	mt. 175,90  7x10x4	Temporary work 45% 90% 10%	Uncertain no steel
AC/155 1042	A. Badoni Lecce	Over river PO near Casal Maggiore Km. 21+4	Steel Bridge <u>17 Spans</u> Foundation 3 Piers 3 Abutment 1 Remouving Spans Recondition spans 9 Spans in the river 3 Piers destroyed 2 Piers heavily damaged Abutment North side destroyed 1 Span damaged	mt. 1070,50  4x7x4,50 3x5x3 3x5x6	Temporary work 100% 25% 20% 85% 15%	Uncertain no steel

WILM. COMPARTMENT

5019

11/

Location	Description	Size	Progress	Est. date of completion permanent work	Remarks
River Rio Cannato 3+305	Steel Bridge 3 Spans Piers 2 Removing spans Recondition spans 2 spans damaged 1 span in the river	mt. 175,90 7x10x4	Temporary work 45% 50% 10%	Uncertain no steel	Temporary repair in steel work to be completed the <u>15th Nov/45</u> Now <u>42%</u> completed Single Line.
River Casal giore 1+4	Steel Bridge 17 Spans Foundation 3 Piers 5 Abutment 1 Removing spans Recondition spans 9 spans in the river 3 Piers destroyed 2 Piers heavily damaged Abutment North side destroyed 1 Span damaged	mt. 1070,80 4x7x4,50 8x5x3 8x5x6	Temporary work 100% 25% 20% 25% 15%	Uncertain no steel	Temporary repair in steel work to be complete <u>1st December/45</u> Now <u>32%</u> completed Single Line.

LINE NO. 65 MILANO-BELMONTE

MILAN COMPARTMENT

5018

Job #.	Agency	Location	Description	Size	Progress	Est. date of completion permanent work
10/63 1043	S. I. Badoni Iseco	Over river PO near Piacenza Km. 148+918	Bridge in steel 11 spans Foundation Piers Remove spans Recondition spans 3 spans damaged 3 spans in the river	mt. 725 3x17x5 3x16x4	Temporary work 100% 100% 100% 100%	Uncertain no steel
10/65 1044	S. I. C. C. P. Milan	Over river Taro near Parma Km. 98+088	Bridge in masonry 20 arches Foundation Abutment Piers 4 13 arches 4 Piers & foundation destroyed 13 arches & abutment destroyed	mt. 480 3x15x13 5x10x5 5x10x5	100% 60% 100% 85%	30th. November 1945
10/45 1045	Impresa Galeazzi Giusti	Between Km. 53+708 & Km. 203+288	Reconstruction track	Km. 40,926	25%	September 1945
10/65 1046	Spazzi Angelo	Casalpuoter- lengo.	Reconstruction station		100%	15th. Oct/45



MILAN COMPONENTS

SING

12/

Location	Description	Size	Progress	Est. date of completion permanent work	Remarks
River Po Casenza +918	Bridge in steel 17 spans Foundation Piers Remove spans recondition spans 8 spans damaged 3 spans in the river	at. 725 3x17x5 1x16x4	Temporary work 100% 100% 100% 100%	Uncertain no steel	Steel spans-temporary repair completed 12th. October/45  Safe for winter
River Orma +888	Bridge in masonry 23 arches Foundation Abutment Piers 4 13 arches 4 Piers & foundation destroyed 13 arches & abutment destroyed	at. 420 3x15x10 5x10x5 5x10x5	100% 60% 100% 25%	30th. November 1945	M.R.S. placing temporary steel spans - Single line completed 5th. October/45 Masonry work to be continued on the second track to be completed 30th. November/45 Now 75% completed
Loc 2 +880	Reconstruction track	km. 40, 925	25%	September 1945	Double Line
Water-	Reconstruction station		100%	15th. Oct/45	

~~File 567~~

MINISTERO DEL TRASPORTI  
FERROVIE DELLO STATO  
COMPARTIMENTO DI MILANO  
SEZIONE LAVORI

-----000-----

D I S T I N T A del fabbisogno dei materiali da  
costruzione per il semestre settembre 1945 feb=  
braio 1946.-  
(Vedi distinta a parte dell'Ufficio Ricostruzione  
ponti).-

-----000-----

5017

Milano, li 30 agosto 1945

IL CAPO DELLA SEZIONE LAVORI

alla Sezione Lavori FF.SS. di Milano (Vedi distinta a parte presentata dall'Ufficio Ricostruzione)

Materiali richiesti	Unità di misura	Settembre 1945	Ottobre 1945	Novembre 1945	Dicembre 1945	Gennaio 1946
Mattoni pieni	migliaia	230	310	200	100	1
Mattoni forati	"	60	50	26	20	
Tegole piane	"	200	120	80	40	
Tegole curve	"	80	40	30	15	
Cemento	Tonn.	800	600	400	300	2
Calce idraulica	"	300	250	200	130	
Legname in tondi	mc.	150	50	50	50	
" squadrato	"	160	160	160	90	
" in tavole	"	280	200	200	200	
Acciaio semiduro in tondini	Tonn.	75	65	45	30	
" " in profilati	"	45	40	25	13	
" " in lamiera	"	10	15	15	-	
Lamiera zincata	Q.li	50	25	15	13	
Tubi di lamiera zincata	"	15	60	5	5	
Eternit	mq.	1000	800	700	600	
Faesite	"	400	400	350	150	
Vetri lucidi	"	2500	2500	1500	700	
" stampati	"	1200	600	250	250	
" retinati	"	2500	2500	2200	2200	
Piombo	Kg.	300	700	100	100	
Olio di lino	"	350	550	250	150	
Bianco di zinco	"	175	275	175	100	
Carbone	Tonn.	110	120	100	100	
Piastrelle di grès	mq.	200	200	100	100	



lavori FF.SS. di Milano (Vedi distinta a parte presentata dall'Ufficio Ricostruzione ponti).

Richiesti	Unità di misura	Settembre 1945	Ottobre 1945	Novembre 1945	Dicembre 1945	Gennaio 1946	Febbraio 1946
	migliaia	230	310	200	100	100	100
	"	60	50	26	20	12	12
	"	200	120	80	40	25	25
	"	80	40	30	15	15	20
	Tonn.	800	600	400	300	200	300
	"	300	250	200	130	70	60
	mc.	150	50	50	50	50	50
	"	160	160	160	90	90	130
	"	280	200	200	200	130	230
	Tonn.	75	65	45	30	25	25
	"	45	40	25	13	13	15
	"	10	15	15	-	-	-
	Q.li	50	25	15	13	8	8
	"	15	60	5	5	5	5
	mq.	1000	800	700	600	300	300
	"	400	400	350	150	100	100
	"	2500	2500	1500	700	700	500
	"	1200	600	250	250	200	200
	"	2500	2500	2200	2200	1100	1100
	Kg.	300	700	100	100	-	-
	"	350	550	250	150	100	100
	"	175	275	175	100	75	50
	Tonn.	110	120	100	100	90	50
	mq.	200	200	100	100	100	50

To Major S.P. Buckley R.E.  
Transportatio Sub-Commission  
Rail Division  
HQ.AC.C.M.F.

Subject: Material List.

31st. August 1945

Herewith the list of necessary materials from  
September 1945 to February 1946. sent from the  
Work Section-Milan.



SEZIONE LAVORI DI MILANO

Fabbisogno materiali per il Semestre Settembre-1945-Febbraio-1946  
di ripristino ponti ferroviari

Opera da ricostruire	Cemento Qli.	Mattoni N.	Legname in mc.			Ferro omogeneo angolari Qli.	Ferro tondo per c.a. Qli.	Asfalto Qli.	
			Travi	Tavole	Tondoni				
Ponte sul Ticino presso Pavia	125.000	200.000	500	1000	500	—	11.000	1.000	I ma esse no d tati ogni Sett 1946
Ponte sul Po di Mezzanacorti	500	250.000	700	1500	600	66,270	50	—	
Ponte sul Po di Piacenza	2.000	100.000	1000	2000	1000	31,470	—	—	
Ponte sul Po di Cremona	4.000	200.000	800	1800	800	16,460	—	—	
Ponte sul Po di Casalmaggiore	8.000	400.000	1200	2000	1200	24,620	—	—	
Ponte sull'Oglio di Canneto	600	10.000	300	700	200	6,050	—	—	
Ponte sul Lambro di Lambrinia	3.000	750.000	100	300	50	—	100	400	
Ponte sull'Adda di Pizzighettone	800	20.000	100	500	100	5,220	—	—	
Ponte sull'Oglio di Marcaria	600	15.000	80	300	80	6,400	—	—	
Ponte sull'Oglio di Robecco	500	20.000	50	100	30	—	—	200	
Ponte sul Ticino di Sesto/Calende	3.000	20.000	400	600	300	28.000	—	—	
Ponte sull'Oglio di Palazzolo	20.000	100.000	160	50	10	—	800	1400	
Ponte sul Trebbia di S.Nicold	15.000	2.000.000	100	—	—	—	—	1000	
Ponte sul Taro di Parma	10.000	1.500.000	—	30	—	—	—	800	
Ponte sull'Adda di Cassano	6.000	15.000	30	60	50	—	100	400	
Ponte sul Serio fra Morengo e Romano	10.000	40.000	50	100	70	—	150	800	
Ponte sull'Oglio presso Calcio	15.000	40.000	30	50	80	—	200	600	
Ponte sul Serio presso Crema	15.000	50.000	50	100	80	—	100	500	

Milano 31-8-1945

IL CAPO DELLA SEZIONE LAVORI





DI MILANO

Fabbisogno materiali per il Semestre Settembre-1945-Febrero-1946 per i lavori di ripristino ponti ferroviari

Comune	Cemento Qli.	Mattoni N.	Legname in mc.			Ferro omogeneo angolari Qli.	Ferro tondo per c.a. Qli.	Asfalto Qli.	NOTE
			Travi	Tavole	Tondoni				
Castello Pavia	125.000	200.000	500	1000	500	—	11.000	1.000	I materiali dovranno essere forniti in ragione di un sesto dei anti-tativi indicati, per ognuno dei sei mesi dal Settembre-45 al febbraio 1946 compreso
Manacorti	500	250.000	700	1500	600	66,270	50	—	
Manza	2.000	100.000	1000	2000	1000	31,470	—	—	
Manna	4.000	200.000	800	1800	800	16,460	—	—	
Maggiore	8.000	400.000	1200	2000	1200	24,620	—	—	
Maneto	600	10.000	300	700	200	6,050	—	—	
Manbrinia	3.000	750.000	100	300	50	—	100	400	
Manzighettone	800	20.000	100	500	100	5,220	—	—	
Marcaria	600	15.000	80	300	80	6,400	—	—	
Robecco	500	20.000	50	100	30	—	—	200	
Besto/Calendo	3.000	20.000	400	600	300	28.000	—	—	
Palazzolo	20.000	100.000	160	50	10	—	800	1400	
S.Nicola	15.000	2.000.000	100	—	—	—	—	1000	
Arma	10.000	1.500.000	—	30	—	—	—	800	
Cassano	6.000	15.000	30	60	50	—	100	400	
Morengo e Romano	10.000	40.000	50	100	70	—	150	800	
Basso Calcio	15.000	40.000	30	150	80	—	200	600	
Basso Crema	15.000	50.000	50	100	80	—	100	500	

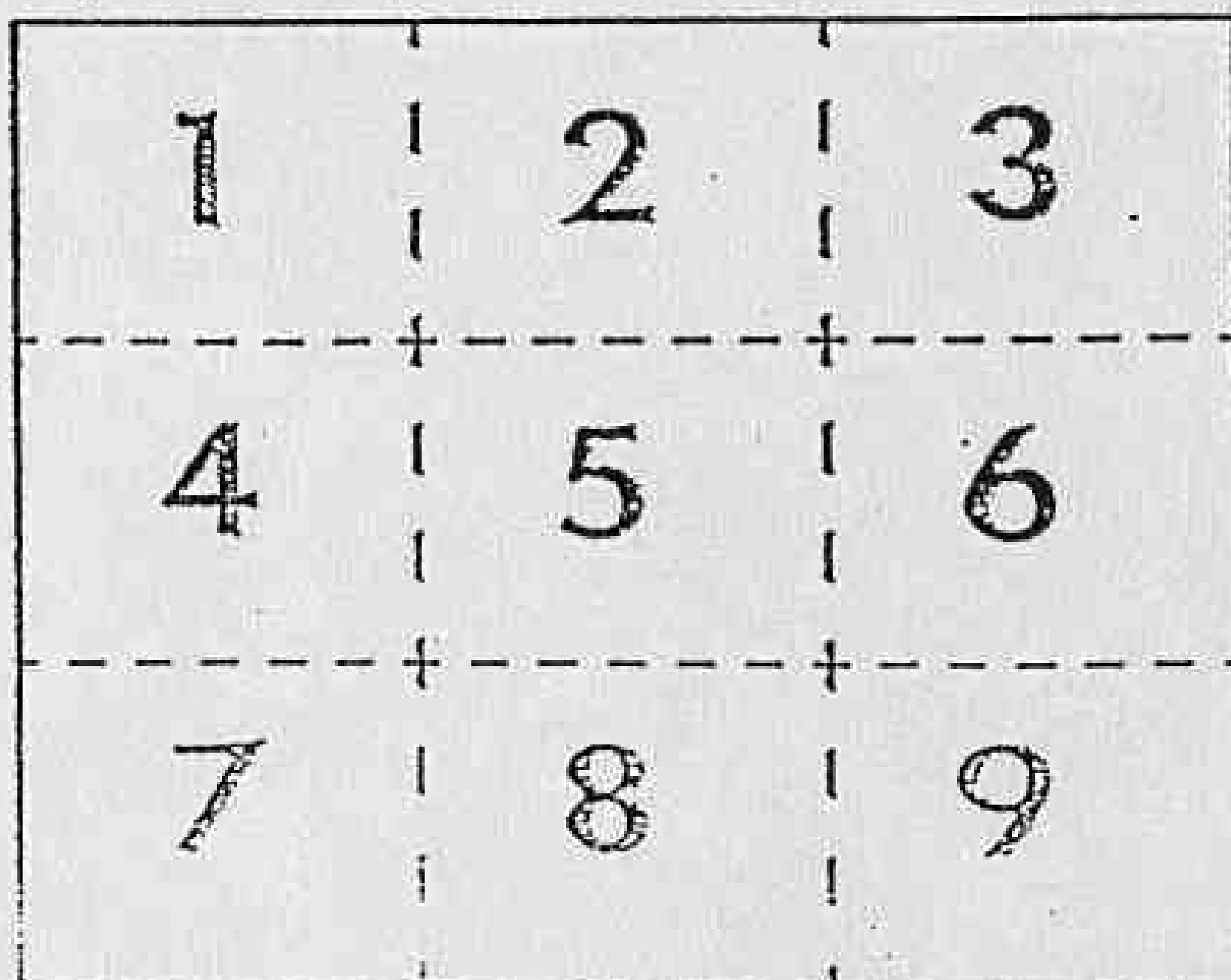
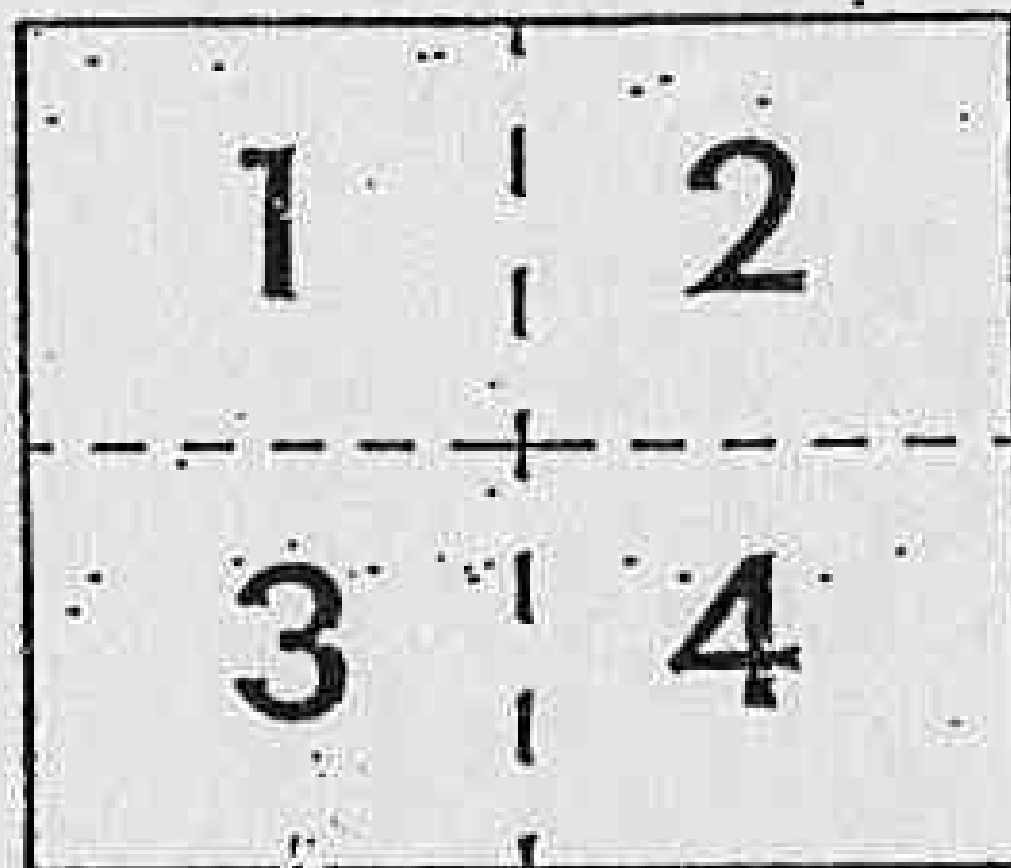
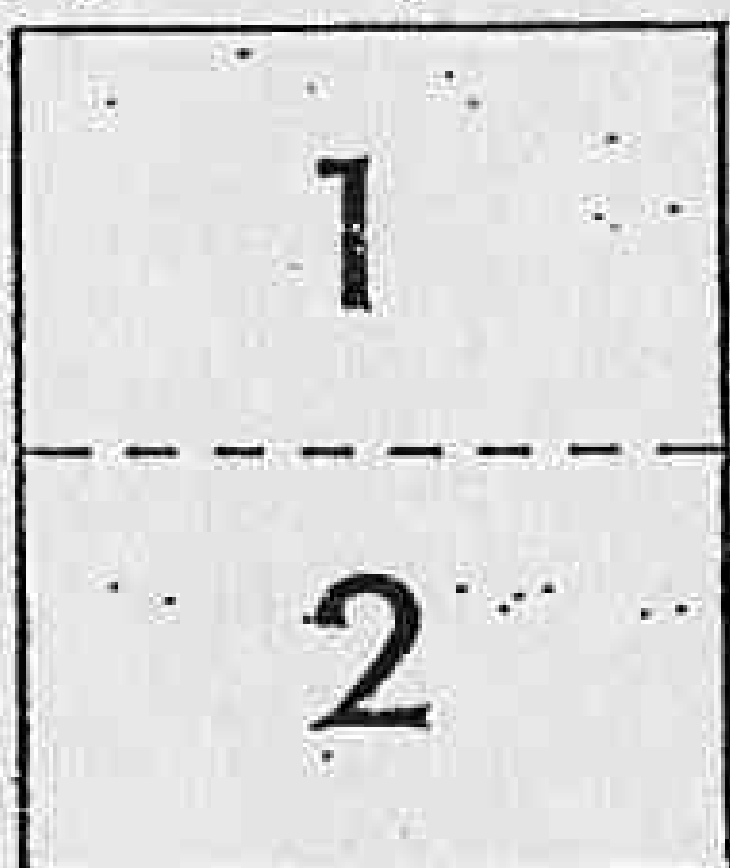


Milano 31-8-1945

M. CAPO DELLA SEZIONE LAVORI  
*Chier*

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

SEE DIAGRAMS BELOW.





N. di opera	L I N E A  192	Progressive dell'opera pila	Corso di acqua e traversa to o valle	Caratteristiche principali dell'opera	Descrizione sommaria dei danni	Impresa esecutrice del lavoro e persona tec. assist.
1	MILANO-VENEZIA (doppio binario)  160/53	42+144	Fiume S. Rho (presso Romano)	Ponte in muratura a 7 archi di luce m. 36	Completamente distrutto	Cappellotti
2	MILANO-VENEZIA (doppio binario)  160/53	57+500	Fiume Chiese (presso P. S. Marco)	Arco in muratura luce m. 30	Distrutto l'arco e la spalla lato Milano	Pavan Oleido.
3	MILANO-VENEZIA (doppio binario)  160/53	98+199	Roggia Colonnato	Tre archi in muratura: contr. m. 6 laterali m. 4,50	Distrutta una pila e gli archi relativi	Pavan Oleido
4	MILANO-VENEZIA (doppio binario)  160/53	108+520	Valle (presso S.onzano)	Viadotto in muratura in 17 archi di luce m. 17,45 ciascuno	Distrutti 4 archi - 3 e 4 pila (contando da Venezia) distrutta fino al piano di campagna. La 5ª pila non danneggiata	Ing. Bruno Chiesa Tel. 33092 Assist. Sabbatini
5	MILANO-VENEZIA (doppio binario)  160/53	122-931	Fiume Mincio (presso Peschiera)	Sette archi in muratura, 5 cent. di m. 22,25 e 2 laterali di m. 3,55	Tutti i 7 archi distrutti spalla lato Venezia quasi distrutta. Le 3 pile lato Venezia molto gravemente danneggiate. La 4ª pila inclinata e spalla lato Milano non molto dannata.	Impresa Astaldi tel. 54-70 Assist. Guarisei
6	MILANO-GENOVA (doppio binario)  64	23+923	Fiume Ticino (presso Pavia)	Muratura: 3 archi di luce m. 36 cad.	Distrutti gli archi e gravemente danneggiate le pile	Ing. Lucio (autore opera) Tel. 37327 A. Badoric (Travate des. Canini)
7	MILANO-GENOVA (doppio binario)  64	14-900	Fiume PO (presso Mozzana- corio)	2 travate in ferro con in ferro. 5 campate ciascuna luce di ogni campata m. 70	Distrutta la prima pila lato Pavia con rovine del le relative campate. Altre 4 campate cadute sul greto in gran parte in acqua	Ing. Silvio (autore opera) A. Badoric (Travate des. Canini)
8	MILANO-PT. GENOVA (doppio binario)  65	147-918	Fiume P. (presso Pesc-92)	Undici travate in ferro. luce m. 58,60 la prima e le 4 lato Milano, le altre 6 di luce m. 72,10	Undici travate in opera, delle quali 3 non sono danneggiate, le altre 8 appoggiano totalmente o in parte, sul letto del fiume e sono gravemente danneggiate.	A. Badoric Assist. P. Lisiani
9	MILANO-VENEZIA		Fiume PO	Tre travate in ferro	Distrutte le pile e gli archi	Impresa



Approx.

Permanent reconstruction

Categorie	Impresa esecutrice del lavoro e personale tec. assist.	Data del 1° prima visita di ricon- struzione	Data di com- pimento dei la- vori	Tempo per visite per la fine della esecuzione	Costo approssi- mativo <u>Estimated Cost</u>	Stato di avanzamento dei lavori al ...
Assieme	Cappalotti	2-5-45	2-5-45	giorni 15	500.000	Ripristino provvisorio ultimato il 15-5-
Pila	Pavan Olexido.	18-5-45	21-5-45	giorni 3	1.500.000	Ripristino provvisorio a semplice biacca
Pila e fivi	Pavan Olexido	15-5-45	21-5-45	giorni 20	400.000	Ripristino provvisorio a semplice biacca
Pila-3 e 4 a Venezia al piano di pila non	Ing. Bruno Chiesa Tel. 98382 Assist. Sabbatini	19-5-45	1-6-45	giorni 15	30.000.000	Rimosso la locomotiva e i carri edati e sgombero delle macerie. Comincia ad affil- are parti di legno e cemento. Ing. Bruno Chiesa -
Pila quasi pila lato travemente 4° pila lato o danno.	Impresa Astaldi Tel. 54-70 Assist. Giarretto	19-5-45	1-6-45	Data la data di lavoro e stata regolata che dalla lavoro sono infer- e il	40.000.000	Metà via deviazione provvisoria e il procede lentamente l'opera di sgombero di - Tra le molte travi in ferro di m. 2 edati nel fiume una locomotiva a vapore Impresa Astaldi -
Pila magliata	Ing. Lucio (autore) Tel. 573277 A. Badoni (Travate) Ass. Varini	6-5-45	15-5-45	giorni 9 giorni 11	15.000.000 20.000.000	Iniziate i lavori di calcestruzzo per la avanzata costruzione le travate metalliche
Pila rovina del pila. Altre sul greto acqua	Imp. di Travate. A. Badoni Assist. F. Badoni	6-5-45	15-5-45	giorni 22	45.000.000	Per la difficoltà del trasporto e la me- nibilità (solo di notte) non si è po- tuto del cantiere. Iniziate la demolizione lavori di sollevamento della 1° campata
In opera, in corso lavoro il rimonte e travemente	A. Badoni Assist. Palizzaro	8-5-45	15-5-45	giorni 111	60.000.000	Iniziate il montaggio delle parti già ed iniziata pure la lavorazione di altri vate stesse. Iniziate il lavoro di infis- travate provvisorie e l'approntamento e travemente delle due travate da rialza- e adibite.

5017

*Permanent reconstruction. contractor name in Ital.*

	Stato di avanzamento dei lavori al ... 30. Giugno 1945	NOTE
<i>Estimato nel Cost.</i>	Ripristino provvisorio ultimato il 15-5-45	In corso studio di via provvisoria per consentire la ricostruzione della definitiva.
0, 800.	Ripristino provvisorio a semplice binario ultimato il 10-6-45	In corso studio della provvisoria per consentire la ricostruzione della definitiva.
0, 000	Ripristino provvisorio a semplice binario ultimato il 10-6-45	Ripristino provvisorio semplice binario
0, 000	Rimozione la locomotiva e i carri caduti in valle. - Si è buon punto lo sgombero delle macerie. comincia ad affluire qualche carro ferroviario con pali di legno e cemento. - <b>Ing. Bruno Chiesa - Milano</b>	La parte di strada costruita in modo definitivo. Già in essere via della provvisoria a semplice binario.
0, 000	Ripristino provvisorio ultimato il 10-6-45 In corso lentamente l'opera di sgombero con disponendosi di mezzi adeguati. - Fra le molte travi in ferro di m.25 di lung. e m.1 di alt. sono caduti nel fiume una locomotiva a vapore ed un locomotore 428. - <b>Impresa Astaldi - Milano</b>	La tratta Astaldi è caricata di macerie parte in muratura e parte della linea ricostruita in modo definitivo.
0, 000	Iniziate le opere di costruzione per la ricostruzione delle pile. In avanzata costruzione le travi metalliche. -	Ripristino provvisorio semplice binario
000, 000	Per la difficoltà dei trasporti e la mancanza dei materiali (non ancora approvvistato salvo il cemento) non si è finora potuto dar corso all'approntamento del cantiere. Iniziate la demolizione delle travi cadute e i lavori di sgombero della 1° campata (spazio sinistra).	idem.
000, 000	Iniziate il montaggio delle parti già pronte delle travi da riparare ed iniziata pure la demolizione di altre parti da scambiare delle travi stesse. Iniziate il lavoro di infissione pali per appoggio delle travi provvisorie e l'approntamento dei mezzi per sollevamento e varo trasversale delle due travi da rimpiazzare cadute da all'appoggio 5 e adiacente.	idem.



## Permanent reconstruction. contractor name in Ital.

	NOTE
avanzamento dei lavori al 30 giugno 1945	
provvisto ultimato il 15-5-45	In corso studio deviazione provvisoria per consentire la ricostruzione dell'opera definitiva
provvisto a semplice binario ultimato il 18-6-45	In corso studio deviazione provvisoria per consentire la ricostruzione dell'opera definitiva
provvisto a semplice binario ultimato il 18-6-45	Ripristino provvisorio a semplice binario
la locomotiva e i carri caduti in valle. - 5' a base punto lo delle macerie. comincia ad affluire qualche carro ferroviario di legno e cemento. - Ing. Bruno Chiesa - Milano	La parte di strada viene ricostruita in modo definitivo. Già in corso via deviazione provvisoria a semplice binario.
la deviazione provvisoria al 18-6-45 Iniziativa l'opera di sgombero con dispendio di mezzi adeguato. Le molte travi in ferro di n. 25 di lungh. e n. 1 di alt. sono nel fiume una locomotiva a vapore ed un locomotore 426. - Impresa Astaldi - Milano	La Ditta Astaldi è stata incaricata di ricostruire il ponte in muratura sul tracciato della linea preesistente in modo definitivo.
i parti di costruzione per la ricostruzione delle pile. In costruzione le travi metalliche. -	Ripristino provvisorio a semplice binario
difficoltà dei trasporti e la mancanza dei materiali (non ancora arrivati al cantiere) non si è finora potuto dar corso all'apprendimento del cantiere. Iniziate la demolizione delle travi cadute e il sollevamento della 1ª campata (spandè sinistra).	idem.
del montaggio delle parti già pronte delle travi da riparare. Inizia pure la demolizione di altre parti da ricambiare delle travi. Iniziate il lavoro di infissi nei pali per appoggio delle provvisorie e l'approntamento dei mezzi per sollevamento e varo delle due travi da utilizzare cadute da sull'appoggio 5 tratto.	idem.



	(doppio binario) <i>65</i>	147-916	(presso Acqua)	Carro luce n. 56, 60 la prima e le 4 lato Milano, le altre 6 di luce n. 72, 10	delle quali 5 non sono danneggiate, le altre 11 appoggiano totalmente in parte sul letto del fiume e sono gravemente danneggiate.	A. Bedoni Assist. Pellegrini
9	CREMONA-FIDENZA (semplice binario) <i>158</i>	3-026	Fiume PO (presso Cremona)	Tre travate conti- nue in ferro, N°12 campate. La prima lato Cremona di m. 66, 55 e le al- tre di m. 89.	Distrutta spalla lato Cre- mona e una pile. Altre 2 pile danneggiate. Quattro campate cadute in acqua. Altre due danneggiate.	Vottura Zerbinati tel. 1.87-620 Assist. t. Bertoli
10	PARMA-BRESCIA (semplice binario) <i>155</i>	21+4	Fiume PO (presso Casalmaggiore)	Travate continue in 17 campate con flessivamente; lu- ce m. 53, 50 le estreme e m. 64, 20 la intermedia.	Otto campate lato Nord e 7/8 della 9° campata cadu- te. Spalle Nord e 3 pile distrutte. Altre due molto danneggiate. Delle altre 9 campate una danneggiata da una bomba ed un'altra mancante di parte del tra- liccio tolta dai tedeschi	A. Bedoni Assist. t. Radi
11	PARMA-BRESCIA (semplice binario) <i>155</i>	43+305	Fiume Oglio (presso Canneto sull'Oglio)	Trave continua a tre luci, centra- le m. 68, 50, latera- li m. 53, 70	campata sponda sinistra e tutta campata centrale in parte danneggiate. Tratto danneggiato a spello sui due lati della pile destra appoggiata sul letto del fiume, con estrema forza una pile è danneggiata l'altra estrema, rimanes- te tratto campata destra poggiante sul letto del fiume.	Officina Bossi tel. 30-27 Assist. Pellegrini
12	PAVIA- CASALPOSTERIEGO (semplice binario) <i>163</i>	17+170	Fiume Olona (presso Castellana)	Travata metallica a luce m. 21	Danneggiata testata lato Pavia della travata e spalla relativa.	Officina Mondalvi 779-Pavia Sev. Ev. Aguzzi
13	PAVIA- CASALPOSTERIEGO (semplice binario) <i>163</i>	31+436	Fiume Lambro (presso Lambro)	Tre archi in ma- statura di luce m. 14, 30	Completamente distrutto.	Impresa 1003 tel. 36-955 Assist. Borella
14	CODOGNO-CREMONA MANTOVA (binario unico) <i>163</i>	7+969	Fiume Adda (presso Pizzighetta)	Tre travate in ferro indipenden- ti; luce m. 45, 50 la centrale e m. 54, 50 le estreme	completamente distrutto	Zerbinati tel. 97-155 Assist. Caldera
15	CODOGNO-CREMONA MANTOVA (binario unico) <i>163</i>	67+270	Fiume Oglio (presso Macerate)	Tre travate inde- pendenti in ferro a luce m. 39, 70 le estreme e m. 49 la centrale.	Completamente distrutto	Zerbinati Assistenti Petrucci
16	BRESCIA-CREMONA (binario unico) <i>156</i>	6+241	Fiume Oglio (presso Robbione Post-Vie)	Tre archi in ma- statura di luce m. 22	caduti gli archi. Rimasti due tronconi di pile e dan- ni alla spalla lato Cre- mona.	SAMICHI di Cremona
	GALLARATE-ARONA CIEGGIO-PINO (binario unico) <i>54/55</i>	42+884 17+740	Fiume Inchioda (presso Grate ca- londe)	Travate continue a 3 campate, di luce m. 99 la cen- trale e m. 63 le laterali	Tutta la travata continua è danneggiata gravemente. Estremità sponda destra in acqua	Bosfigli tel. 69-20 691-95 Assist. Tricatti

11	A. Badoni Assist. F. Ligano	8-5-45	15-5-45	giorni 114	50,000,000	Iniziato il movimento delle parti già pronte ed iniziata pure la demolizione di altre parti verso stesso. Iniziato il lavoro di infissione travate provvisorie e l'appontamento del sovrastante delle due travate da rutilizzare e ripristinate.
2	Nottura & Bacchi tel. 37-620 Assist. G. Bertoli	9-5-45	21-5-45	Giorni 100	50,000,000	Per le difficoltà dei trasporti e la mancanza sbloccati salvo il cemento) non si è finora completato del cantiere.-
	A. Badoni Assist. G. Radi	17-5-45	1-6-45	giorni 150	70,000,000	Per le difficoltà dei trasporti e la mancanza sbloccati salvo il cemento) non si è finora completato del cantiere.-
	Officine Bosai tel. 33-27 Assist. G. R. M.	2-5-45	1-6-45	giorni 120	20,000,000	Per le difficoltà dei trasporti e la mancanza sbloccati salvo il cemento) non si è finora completato del cantiere.-
	Officina Moncalvi 779-Pavia Serv. av. Aguzzi	13-5-45	15-5-45	giorni 10	1,000,000	In corso la riparazione e la pulizia delle parti. Il lavoro è ritardato per le difficoltà di movimento materiali.- <b>Officina Moncalvi - Pavia</b>
	Impresa 1003 tel. 33-995 Assist. Borella	11-5-45	1-6-45	giorni 45	2,000,000	Per le difficoltà dei trasporti e la mancanza sbloccati salvo il cemento) non si è finora completato del cantiere.-
	Zerbinati tel. 37-195 Assist. C. R. M.	4-5-45	1-6-45	giorni 90	15,000,000	Per le difficoltà dei trasporti e la mancanza sbloccati salvo il cemento) non si è finora completato del cantiere.-
	Zerbinati Assistenti Fotini	4-5-45	1-6-45	giorni 60	1,000,000	Esiguita opera destra ed eseguita gran parte travate cadenti. Il lavoro si svolge in loco senza più altri della difficoltà del t
	HAMICER di Crona	18-5-45 (Capp Gruppo)	1-6-45	giorni 60	2,000,000	In corso la sgomberazione delle macerie dall'alve
	Bonfiglio tel. 691-220 691-991 Assist. Tracatti	14-5-45	1-6-45	giorni 120	8,000,000	Completato progetto di deviazione provvisoria cantiere e provviste materiali speciali per



000	<p>Inviato il montaggio e delle parti già pronte delle travate da riparare ed iniziato pure la demolizione di altre parti da ricambiare delle travate stesse. Iniziate il lavoro di infissare pali per appoggio delle travate provvisoria e l'approvimento dei mezzi per sollevamento e varo traversale delle due travate da riutilizzare cadute da all'appoggio 5 secondarie.</p>	idem.
000	<p>Per le difficoltà dei trasporti e la mancanza dei materiali (non ancora sbloccati salvo il cemento) non si è finora potuto dar corso all'approntamento del cantiere.</p>	Ripristino provvisorio
000	<p>Per le difficoltà dei trasporti e la mancanza dei materiali (non ancora sbloccati salvo il cemento) non si è finora potuto dar corso all'approntamento del cantiere.</p>	idem.
000	<p>Per le difficoltà dei trasporti e la mancanza dei materiali (non ancora sbloccati salvo il cemento) non si è finora potuto dar corso all'approntamento del cantiere.</p>	idem.
000	<p>In corso la riparazione in officina della parte di travata danneggiata il lavoro è retardato per le difficoltà di trasporto e di approvvigionamento materiali.</p> <p style="text-align: center;"><b>Officina Moncalvi - Pavia</b></p>	Riparazione definitiva
000	<p>Per le difficoltà dei trasporti e la mancanza dei materiali (non ancora sbloccati salvo il cemento) non si è finora potuto dar corso all'approntamento del cantiere.</p>	Ripristino provvisorio
000	<p>Per le difficoltà dei trasporti e la mancanza dei materiali (non ancora sbloccati salvo il cemento) non si è finora potuto dar corso all'approntamento del cantiere.</p>	idem.
000	<p>Seguita spalla destra ed eseguita gran parte della demolizione delle travate cadute. Il lavoro si svolge in località isolata e lontana e sente più degli altri della difficoltà dei trasporti.</p>	idem.
000	<p>In corso lo sgombero delle macerie dall'alveo del fiume</p>	idem.
000	<p>Completato progetto di deviazione provvisoria. In corso apprestamento cantiere e provvista materiali speciali per fondazioni in acqua.</p>	Per il ripristino della continuità del ponte occorre fare ponte provvisorio a monte.



<p>La riparazione delle parti già provate delle travate da riparare sta per la demolizione di altre parti da ricambiare delle travi ecc. Iniziare il lavoro di infissione pali per appoggio delle provvisorie e l'appontamento dei mezzi per sollevamento e varo Le delle due travate da riutilizzare cadute da all'appoggio 5 otto.</p>	idem.
<p>Difficoltà dei trasporti e la mancanza dei materiali (non ancora salvo il cemento) non si è finora potuto dar corso all'opera del cantiere.-</p>	Ripristino provvisorio
<p>Difficoltà dei trasporti e la mancanza dei materiali (non ancora salvo il cemento) non si è finora potuto dar corso all'opera del cantiere.-</p>	idem.
<p>Difficoltà dei trasporti e la mancanza dei materiali (non ancora salvo il cemento) non si è finora potuto dar corso all'opera del cantiere.-</p>	idem.
<p>La riparazione definitiva delle parti di travata danneggiata è ritardata per le difficoltà di trasporto e di approvvigionamento materiali.- <b>Officina Moncalvi - Pavia</b></p>	Riparazione definitiva
<p>Difficoltà dei trasporti e la mancanza dei materiali (non ancora salvo il cemento) non si è finora potuto dar corso all'opera del cantiere.-</p>	Ripristino provvisorio
<p>Difficoltà dei trasporti e la mancanza dei materiali (non ancora salvo il cemento) non si è finora potuto dar corso all'opera del cantiere.-</p>	idem.
<p>La spalla destra ed eseguita gran parte della demolizione delle travi. Il lavoro si svolge in località isolata e lontana e per gli altri della difficoltà dei trasporti.-</p>	idem.
<p>La spazzatura delle macerie dell'alveo del fiume</p>	idem.
<p>È stato progettato di deviazione provvisoria, in corso di restauro provvisoria materiali speciali per fondazioni in acqua.-</p>	Per il ripristino sollecito della continuità del binario occorre fare ponte provvisorio rio a monte.

	163			49 la centrale.		
16	BRESOLA-CREMONA (binario unico) 156	6+241	Fiume Oglio (presso Robecco Porto Vecchio)	Tre archi in ma- ratura di luce m.22	Caduti gli archi. Rimasti due monconi di pile e dan- ni alle spalle lato cines- mata.	SANICOM di Cremona
17	GALLARATE-ARONA ALESSANDRIA-PIED (binario unico) 54/57	42+884 17+742	Fiume Ticino (presso Sesto Cal- ende)	Travata continua a 3 campate, di luce m.99 la cen- trale e m.83 le laterali	Tutta la travata continua è danneggiata gravemente. Estremità sponda destra in acqua	Bonfiglioli 1.59-22 691-59 Assiat. Tresatti
18	NOVATO-BERGAMO (binario unico) 153	43+049	Fiume Oglio (presso Palazzo)	Viadotto in mura- tura di 9 archi di m.20 di luce	Sui archi distrutti e val- relative molto danneggiate. Altro arco molto danneggiato in fronte a monte sono in chiave	Romagnoli del.78-519 Serv. Nav. Bergamo
19	ALESSANDRIA- PIACENZA 66	90+300	Torrente Trobbe (presso S. Pietro)	Ponte in muratura a 23 arcate di m.16,80 ciascuna	Undici archi completamen- te distrutti-tre danneggiati si da costruire interamente tre sette pile distrutte da graffare dalla risega. Spalla lato Alessandria da rifare	Ing. Pensa del.72-82 Sog. Inc. Rovato
20	PIACENZA-PARMA 65	92+080	Torrente Taro (presso Parma)	Ponte in muratura a 21 archi di lu- ce m.21 ciascuno	Dipoi archi e la spalla lato Bologna completa- te distrutti. Tre danneg- giate ricostruire parzial- mente. Quattro pile di- strutte interamente tipo alle fondazioni	SACOP del.82-80 82-506 Assiat. Parma

N.B.) Si sono trascorsi i periodi di tempo e le scadenze che si erano fissate in base alla possibilità di iniziare subito a prendere in breve l'avvio normale necessario. Per la grave mancanza sblocco dei materiali (legnami in travi, tavole in ferro componibili, mezzi d'opera dei vari depositi del Campo Militare, organizzazione Todt ecc.), i lavori non si sono ancora avviati e la loro ultimazione non potrà garantirsi che quando si potranno avere i materiali e mezzi d'opera necessari.

I lavori ultimati e quelli in qualche modo avviati hanno beneficiato di speciali provvedimenti già approvati dal posto dei tedeschi; possibilità di eseguire dei lavori in via eccezionale con automezzi privati o degli alleati.



mi	caduti gli archi. Rimasti due tronconi di pile e fan di alle spalle lato Olcese neta.	SANICRE di Droma	18-5-45 (Cape Traspo)	1-5-45	Generali 00	2,300,000	In corso lo sgombero
na	Tutta la travata continua e danneggiata gravemente. Estremita sponda destra in acqua	Bonfiglio tel. 59-220 691-991 Assist. Trasetti	14-5-45	-5-45	Generali 10	5,000,000	Completato progetto cartone e provista
ra	Sai archi distrutti e pil relative molto danneggiate. Altro arco molto danneggiato fronte a monte zona in chiave	Romagnoli tel. 76-519 Serv. Lav. Bagnati	17-5-45	1-6-45	Generali 30	3,500,000	In corso sgombero in quello settore in opera con mezzi ferro
ura	Dieci archi completamente distrutti-tre danneggiati da costruire interamente. Sette pile distrutte da rifare dalla risega. Spalla lato Alessandria da rifare	Ing. Roman tel. 72-827 306.100 Trasetti	23-5-45	4-6-45	Generali 10 Assist. Trasetti Monte S. Angelo tel. 6-61 rilevato).	2,000,000	In corso rifare tre archi dei masevoli. Completati una volta
ura	Dieci archi e la spalla lato Bolzano completamente distrutti. Tre danneggiati. Completare parzialmente. Quattro pile distrutte interamente fino alle fondazioni	SAOP tel. 82-500 82-508 Assist. Turis	25-5-45	1-6-45	Generali 100	50,000,000	In corso sgombero ancora in opera. In corso con mezzi ferroviari

X Estimate cost based on taken from C compared with

che si erano fissate in base alla presunzione che i lavori si potessero svolgere normalmente. Per la grave deficienza dei mezzi di trasporto ed il mancato impiego di tavole in ferro compatibili, fusti metallici, carichi Vico del corso, organizzazione Toti ecc., i lavori di cui ai N° 4-5-7-9-10-11-13-14-15 e 16 non poterai quantificarsi che quando si potra' disporre dei mezzi di trasporto necessari.  
Lavori hanno beneficiato di speciali favorevoli condizioni come: materiali a basso costo; possibilità di eseguire dei trasporti senza ferrovie; tras. per mare e via a. degli alleati.



160	2,000,000	In corso la agenzia dell'impresa dall'alveo del fiume	Per il r della co Occorre rio a no
170	5,000,000	Conceduto progetto di deviazione provvisoria, in corso apprestamento cantiere e provvista materiali speciali per fondazioni in acqua.-	Elettiva
180	30,000,000	In corso agenzia speciale e delle travate provvisorie cadute nonché di quelle ancora in opera. In corso allestimento del cantiere ed approvvigionamento con mezzi ferroviari dei materiali a disposizione.- <b>Romagnoli - Milano</b>	Verrà ri no temp il trat rato, su stessa del tra
190	40,000,000	In corso agenzia speciale e allestimento cantiere nonché approvvigionamento dei materiali a disposizione con mezzi ferroviari ed automezzi forniti una volta tanto dagli allenti.	Di pret
200	50,000,000	In corso agenzia speciale e travate provvisorie cadute, nonché di quelle ancora in opera. In corso allestimento del cantiere ed approvvigionamento con mezzi ferroviari dei materiali a disposizione.- <b>S.A.C.O.P. Milano</b>	The o nam Loc & lo M
<p>X <i>Estimola Cost. based on current expenditure taken from Contractors books and compared with the amount of work done to that date, etc</i></p>			

si potessero  
trasferire al il  
parte, con il  
V. C. C. C. C. C.  
-11-13-14-15 + 16  
di trasporto  
per: materiali  
& trasportati

<p>sgomberare dalle macerie dall'alveo del fiume</p>	<p>idem.</p>
<p>progetto di deviazioni provvisoria. In caso apprestamento provvisoria materiali speciali per fondazioni in acqua.-</p>	<p>Per il ripristino collaudo della continuità del binario occorre fare ponte provvisorio a monte.</p>
<p>controllare l'andamento delle travate provvisorie cadute nonché di quelle in opera. In corso allestimento del cantiere ed approvvigionamento mezzi ferroviari dei materiali a disposizione.- <b>Romagnoli - Milano</b></p>	<p>Ricostruzione opera definitiva</p>
<p>rimozione macerie e allestimento cantiere nonché approvvigionamento materiali a disposizione con mezzi ferroviari ed automotrici una volta tanto dagli alleati. <b>Ing. Ranza - Milano</b></p>	<p>Verrà ripristinato in un primo tempo in modo provvisorio, il tratto di ponte non intollerato, successivamente verrà eseguito il ripristino definitivo del tratto intollerato.</p>
<p>sgomberare macerie e travate provvisorie cadute, nonché di quelle in opera. In corso allestimento del cantiere ed approvvigionamento mezzi ferroviari dei materiali a disposizione.- <b>S.A.C.O.P. Milano</b></p>	<p>Ripristino definitivo</p>
<p><i>Based on current expenditure from Contractors books and compared with the amount of work done to that date, etc</i></p>	<p><i>The other contractors names and for Loco sheds, Stations- etc I will have from the Monthly Report</i> <i>RR</i></p>



LINE N° 65 MILAN-BOLOGNARECONSTRUCTION

Job N°	Agency	Location	Description	Size	Progress	Est. date of completion permanent
40/65 1047	Spazzi Angelo	Codogno	Reconstruction Station		60%	30th. Nov/45
40/65 1048	Spazzi Angelo	Km. 148+735 Km. 175-559 Km. 176-375	Reconstruction Plata layers Houses		100%	10 Sept/45

2013



MILAN DEPARTMENT

ALOGNA

Location	Description	Size	Progress	Est. date of completion permanent work	Remarks;
Indegno	Reconstruction Station		60%	30th. Nov/45	
n. 148+795 l. 175-559 l. 176+375	Reconstruction Plate Layers Houses		100%	10 Sept/45	

3105

MILAN COMPLETMENT

LINE N° 155 CASONIA-FERRARA

Job#	Agency	Location	Description	Size	Progress	Est. date of completion permanent work
AC/155 1049	Ing. Vottura & Lacchi Milano	Over river PO near Cremona Km. 3+015	Steel Bridge 12 Continuous Spans Foundation Piers 3 Abutment 1 Removing span Reconciliation span Abutment Cremona side 1 Pier destroyed 2 Piers damaged 4 Spans in the river	mt. 1049,65  4x2x6 17x17x4,5 7x17x6	Temporary work  65% 40% 70% 30% 25%	Uncertain no steel

1049

LINE N° 156 BRESCIA-CREMONA

AC/156 1050	SAMICEN CREMA	Over River Oglio near Robac- co. Km. 6+241	3 Arches in masonry Foundation Piers 2 Abutment Arches destroyed Piers heavily damaged Abutment Olmetta side damaged	mt. 66 3x15x6 5x15x6 5x12x6	Temporary work 100% 70% 40%	September /4
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14/

PIER COMPARTMENT

Location	Description	Size	Progress	Est. date of completion permanent work	Remarks
River Crenona 025	Steel Bridge 12 Continuous Spans	mt. 1045, 65	Temporary work	Uncertain no Steel  21 11 0 13	Temporary repair in steel work to be completed 15th. December 1945? Now 60% complete  Single Line
	Foundation	4x2x6	85%		
	Piers 3	7x17x4, 9	40%		
	Abutment 1	7x17x6	70%		
	Removing span		30%		
	Reconciliation span		25%		
	Abutment Crenona side				
1 Pier destroyed					
2 Piers Damaged					
4 Spans in the River					
River to Abac- 41	3 Arches in masonry Foundation	mt. 66 2x15x6	Temporary work	September /46	Temporary repair in steel spans on the per- manent piers to be completed 30 Nov/45 Now 55% complete  Single Line.
	Piers 2	5x15x6	70%		
	Abutment	5x12x6	40%		
	Arches destroyed Piers heavily damaged Abutment Olmaneta side damaged				



LINE N° 151 ROVATI-CALZOLIO-CORTE

LINE DEPARTMENT

Job N°	Agency	Location	Description	Size	Progress	Est. date of completion permanent work
AC/151 1051	Magagnoli Milano	Over river Oglio near Palazzolo Km. 43+049	Viaduct in masonry 2 arches Piers 6 arches 7 destroyed 6 arches 1 arch heavily damaged 6 Piers heavily damaged	mt./180 18x5x5 5x20	45% 5%	31st. March/45  15011
AC/153 1052 111	F.lli. Ravasio	Ponte S. Pietro	Reconstruction Station		100%	10th. Oct/45
LINE N° 150 COLICO-CHIARENZA						
AC/150 1053	Ing. Chiesa Milano	Over River Adda between Colico & Dubino Km. 2+370	Bridge in masonry 2 arches Arch 1 Pier 1 1 arch damaged 1 Pier damaged	mt. 90 18x5 4x5x3	15% 30%	31st. March/45

OBLETS-CORTS

STATE RECONSTRUCTION

Location	Description	Size	Progress	Est. date of completion permanent work	Remarks
River to Salazolo B-042	Viaduct in masonry <u>9 arches</u> Piers 4 <u>Arches 7</u> Destroyed 6 arches 1 arch heavily damaged 6 Piers heavily damaged	mt./180 18x5x5 5x20	45% 5%	31st. March/46	Permanent repair Now <u>33%</u> complete Single Line
Pietro	Reconstruction Station		100%	10th. Oct/45	
River Colico	Bridge in masonry <u>5 arches</u> Arch 1 Pier 1 1 arch damaged 1 Pier damaged	mt. 90 18x5 4x5x3	15% 30%	31st. March/46	Permanent repair Now <u>28%</u> complete Single Line.

5011

## LOCAL WORK

## MILAN DEPARTMENT

Job No	Agency	Location	Description	Size	Progress	Est. date of Completion
AG/1054	Ing. Lucca Mario Milano	Milano	Reconstruction Milano-Salimbeno Station		80%	15th. Nov/45
AG/1055	Pietro Bernè Milano	Milano	Reconstruction for crane, Milano-Salim- beno-Station		50% 5010	15th. Nov/45
AG/1056	Pietro Bernè Milano		Reconstruction loco Depot, Milano-Salim- beno-Station		100%	15th. Oct/45
AG/1057	Scorini Mario	Milano	Reconstruction roof Milano, Salimbeno Station, Picotello Stn.		15%	5th. Nov/45
AG/1058	S.A. Officine Della Carli- na. Milano	Milano	Repair shed Central Station		50%	30th. Nov/45
AG/1059	F.lli. dielli Milano	Milano	Repair Milan Porta Genova Station		30%	31st. Dec/45
AG/1060	PERARDI Milano	Milano	Repair Milano Porta Vittoria Station		45%	15th Dec/45
AG/1061	Zambelli Milano	Milano	Repair Milano S. Cristoforo Station		25%	10th. Nov/45



MILAN CONSTRUCTION

Location	Description	Size	Progress	Est. date of completion permanent work	Remarks
	Reconstruction Milano-Saiaamento Station		60%	15th. Nov/45	
	Reconstruction for crane, Milano-Saiaamento-Station		60%	15th. Nov/45	
	Reconstruction loco Depot, Milano-Saiaamento-Station		100%	15th. Oct/45	
	Reconstruction roof Milano, Saiaamento Station, Moltello side.		85%	5th. Nov/45	
	Repair shed Central Station		50%	30th. Nov/45	
	Repair Milan Porta Genova Station		30%	31st. Dec/45	
	Repair Milan Porta Vittoria Station		45%	15th Dec/45	
	Repair Milan S. Cristoforo Station		55%	30th. Nov/45	

5010

*Steel Lead*

ITALIAN ARMY ARSENAL - PIACENZA

Via del Castello 30 - Tel.: 21-34-24-41.

- Piacenza 17 Oct. 1945 \*

Ref.: Tecnico Call N°8470.

n°1 Enclosure.

SUBJECT: Request of railroad transit.

TO: Lt. Col. MILSE.

Copy to: 745 Service Station. Piacenza.

In view of the necessity to rehabilitate the railway line linking our Arsenal with its warehouse at "Piazza d'Armi" and the relative movement of materials, the need of freely using the rail section within the "Scuola Artificieri" area has arisen.

Request was submitted to 745 Service Station which is now occupying that area, but they replied that authority from your Command was required.

All you therefore kindly give your consent so that the 745 Service Station may allow us the use of the a/m rail line which, if required, might be closed on both sides and on all its length with a police provided with a mobile gap for the passage of personnel of the occupying Unit.

Please find herewith attached a planimetric drawing showing the concerned area.

Thanking you in advance.

5009

The Director  
Lt. Col. M. Fannelli.

Ref.: Tecnico Gali N°8470.

n°1 Inclosure.

SUBJECT: Request of railroad transit.

TO : A.M.G. Milan.

Copy to: 745 Service Station. Piacenza.

In view of the necessity to rehabilitate the railway line linking our Arsenal with its warehouse at "Piazza d'Armi" and the relative movement of materials, the need of freely using the rail section within the "Scuola Artificieri" area has arisen.

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Please find herewith attached a planimetric drawing showing the concerned area.

Thanking you in advance.

5009

The Director  
Lt. Col. M. Francelli.

FR/al/3/11/45.



*Transp*  
17 OT. 1945  
*17 OT. 1945*

RECEIVED  
23 OCT 1945

Bs/  
ARSENALE R. ESERCITO - PIACENZA  
Via del Castello N. 30 - Telefoni 21 - 34 - 22 - 41  
Piacenza, li

Ufficio Tecnico Coll.  
N. *2070* di Protoc. Allegati N. *1*  
Posiz. di archivio Varie da citare nella risposta

Risposta  
Oggetto: Richiesta transito ferroviario -

AL A. M. G.  
e, per conoscenza:  
AL 745 SERVICE STATION  
MILANO  
PIACENZA

Questo Arsenale, dovendo riattivare la linea ferroviaria che l'unisce ai Magazzini di Piazza d'Armi per lo spostamento dei materiali, *glè* occorrerebbe il libero transito sul tronco ferroviario che corre entro l'area della Scuola Artificieri, ora occupata dal 745 Service Station. Questi, interrogato in merito, ha riferito di non poter disporre se non autorizzato da codesto Comando.

Si prega pertanto voler esaminare la possibilità affinché il 745 Service Station consenti allo scrivente l'uso della linea ferroviaria suddetta che, se ritenuto, potrebbe essere chiusa da ambo le parti con staccionata per tutta la sua lunghezza, salvo apertura mobile per il passaggio del personale che presidia l'area.

Allo scopo si allega una pianta planimetrica del luogo.  
Si ringrazia -

5008  
IL DIRETTORE  
(Ten. Col. M. Farinelli)



Tritare per ogni lettera un solo argomento e indicare nella risposta il N. di protocollo e l'ufficio cui si risponde  
Indirizzo Telegrafico - ARREMILES - C. P. 4499

COPY  
SIGNAL

WI/I2/1945 <sup>of</sup> file 46

O.C. PUBLIC WORKS & UTILITIES A.C.  
MILAN

0321 UNCLASSIFIED(.) REF SPUR NORD RLY FOR SAND GRAVEL MILAN  
CITY(.) YOUR LETTER 3RD NOV I.S.R. CAN SUPPLY 26 KILLO RAIL(.)  
IF THIS SUITABLE(.) CONTACT CAPO SEZIONE LAVORI CENTRAL STATION(.)  
ADVISE RESULT.

5007

WA BR V INRU NR 20/99 IMPORTANT  
FROM MAJOR MOLE 20.1200  
TO TN(ER) FOR A Q IN SUB COM  
BT

53

File 46  


20/20/1 RESTRICTED . FOR STREET . REFERENCE YOUR 018 OF 19 NOV  
RECEIVED THIS MORNING . TAYLER LEFT 1000 HRS FOR ROME . VALVES  
AT ANCONA NOT POSSIBLE TO SEND . DIFFICULTIES WITH HIS PREVIOUS  
ARRANGEMENTS . MAY BE EASIER OBTAIN ANOTHER VEHICLE AT MILAN THROUGH  
DIANCHI . WILL INVESTIGATE ALL CHANNELS AND REPORT  
BT

SENT 1233 CE AB TKU K

FD SRL 99

20-1235A

GW AR

5006



SPB/af

INTER OFFICE MEMO

59

27th October 1945

Tel : 843239  
 Ref : AC/Tn/46/59/C.E.

TO : Sig.ra Grech

I thank you for your notes no doubt Major Mole will soon arrive, you did the correct thing to send the tyre not to Badoni. Would you send me a copy of the letters about the Bridge over the Ticino, 12 km East of Novara. These are one or two copies from Col. Birchets, Regional Engineer (Torino).

Would you telephone to S/Sergt. PEUGH and tell him that I think I forgot to pay for the last NAAFI? I gave Major Mole a letter containing the money Lire 410.- for him and that Major Mole will give it to him. Should S/Sergt. PEUGH move (before Major Mole arrives) tell him to let you know where I can find him, and I will see that he receives the money.

La ringrazio del suo biglietto, il Magg.Mole arriverà tra breve, ha fatto bene a non consegnare il copertone a Badoni. La prego di mandarmi una copia delle lettere concernenti il ponte sul Ticino, 12 km ad ovest di Novara. Sono una o due copie dal Col. Biarcho Ing. Regional, (Torino).

La prego di telefonare al S/Sergt. PEUGH e dire che credo di aver dimenticato a pagare l'ultimo NAAFI? Ho consegnato una lettera al Maggiore Mole con Lire 410.- e il Maggiore Mole lo consegnerà a lui. Se il S/Sergt. PEUGH dovesse partire (prima che arrivasse il Maggiore Mole) dica che lasci il suo indirizzo, cosicchè io posso trovarlo e dare il denaro.

*SPB*  
 S. P. BUCKLEY, Major *RE*

5005

TO Major S.P. BUCKLEY R.E.  
Transportation Sub-Comm.  
(Rail Division)  
HQ. A.C. C.M.F.

*Milan* File 46  
58

Dear Sir,

Since your departure nobody is came here.  
I received only a letter from A.C. Office Of Representative of Chief  
Commissioner, Montecatini Building, a copy of which I sent to S.A.  
Badoni, Lecco, as I suppose they want urgently tires and Tubes.  
This morning is arrived also a letter from FIAT which I send you.  
This is all. Not much indeed!

With my best regards I remain

yours sincerely

*Stadjech*

5004

TRANSPORTATION SUB-COMMISSION  
(RAIL DIVISION)  
o/o TRANSPORTATION INCREMENT  
M.R.S.

*Milano 49  
file*

TO Major WRIGHT  
SUBJECT : Timber for Bridges

URGENT  
7th. July '45

As per Appendix A.  
And entered in RED on Summary of Timber Requests.-MRS Stores letter  
S/GEN/3 of 1st. July '45 handed to you 20th. July.  
Have you indented for these items for MINCIO Bridge, TREBBIA Bdge  
TARO Bdge, OGLIO Bdge, Bdge PO (Cremona), ADDA Bdge, TICINO Bdge,  
Viaduct at DESENZANO.- All Winterization Jobs  
Contractor waiting

*Reply was that as BPS  
were slow - Stores MRS HQ*

*we are endeavouring to obtain through T.M. Stores*

*JB* 5003  
P.S. BUCKLEY 5001  
Major R.E.



*file 46 57*

Subject : Brownhoist Crane - Military Railway Service,  
Ancona. G.M.F.  
 Tel; Firebox 9391  
 Outside Line 843476  
 Ref; Tn.A.4/68.

To : Tn. Sub-Commission A.C. 23 October 1945.

Copy to : Tn.3 (Mech).

Confirming conversation Buckley - Seaston today.

The a/m crane is required for priority work at Pescara on October 27th and later at Foggia.

Will you therefore please arrange for it to be released to 192 Rly. Op. Coy. on October 26th for movement to Pescara from it's present site North of Ancona.

It is expected that the crane can be returned to you in rather less than one week.

*Signal sent to Mole  
22 Oct 45*

*P. P. Seaston*

(P.P. Seaston) Major R.E.  
for Brigadier.  
Director, Military Railway Service.

5092



395

451

*Handwritten signature and scribbles*

MABA V MAAZ NR 190090/91

QVR 1-2

FROM TN/AC SUB-COMM RAILS MILAN 191730B

TO TN INC MAIN ROME -- FOR MAJOR STREET

INFO MRS/TN/~~INC~~/MAIN ROME

1212 R C E PARMA

QQX GR 75 BT

O 112 . RESTD . REF YOUR SIGNAL 181515B PIACENZA/BDGE OVER

PO INSPECTED 17TH PROGRESS SLOWDUE LACK OF PLANT . CONTRACTORS

STATE COMPLETE NOVEMBER VERY DOUBTFUL . INTERVIEWED I S R

BDGE ENGINEER AND CONTRACTORS STATED DUE LACK OF TRANSPORT

ARRANGED I S R VEHICLES . ALSO AWAITING RELEASE BRICK

FROM R D B PICENZA THESE ASKED FOR 14 JULY FROM RCE 1212 .

CONTRACTORS STATE 14 WEEKS TO COMPLETE DOUBTFUL . MAJOR WRIGHT

WORKING ON THIS . PASS ON MESSAGE BUCKLEY

BT

SENT NR 090/91 - 09/2043B C P M -- AR

RD SRL 90/91 19-2045 GWW BBB IMP

5000

Copy sent to Major Bunting

444

MESSAGE OUT

FROM: IN MAIN ROOMS 201237B  
TO : R.C.S. 1212  
INFO: MAJOR BRIGIT M.R.S MILAN

363 IN.44 (.) RESTRICTED (.) REFERENCE T.H. BUCKLEY TO A.C. HOME OF 19TH NO. 0212 (.) THIS INFORMATION ENTIRELY AT VARIANCE WITH YOUR VERBAL REPORT GIVEN YESTERDAY AT THIS OFFICE (.) IT IS IMPERATIVE THAT I RECEIVE A RELIABLE STATEMENT OF THE POSITION AT PLACENTA BRIDGE AS EARLY AS POSSIBLE (.) UNDERSTAND PATTERSON VISITING BLANCHI ON 21ST (.) SUGGEST THAT HE TAKES BLANCHI AND WRIGHT TO SITE OF BRIDGE GOES INTO MOLE PROGRAMS THROUGHOUT WITH PARTICULAR REFERENCE TO ANY SHORTAGES IN PLANT TRANSPORT OR MATERIALS (.) HAS ANY PROVISION ACTION BEEN TAKEN REGARDING THE SUPPLY OF KIMM PILE DRIVING EQUIPMENT CAMELS. PUMP OR V TRUSTING AS DISCUSSED SEVERAL WEEKS AGO AT BLANCHI'S OFFICE ON OCCASION OF VISIT OF D.E.R.S WITH CANTRELL PRESENT (.) IMMEDIATE REPORT WILL BE SENT TO THIS OFFICE AND WE WILL TAKE IMMEDIATE ACTION TO SUPPLY DEFICIENCIES EITHER FROM IN RESOURCES OR FROM PROGRAM ARMY STORES IF NECESSARY (.) BLANCHI SHOULD BE TOLD THAT NIGHT WORK ON THE JOB SHOULD BE PUT IN HAND AT ONCE IF NOT ALREADY THE CASE (.) THE JOB MUST BE PREPARED BY EVLME MEANS IN YOUR POWER AND IF NECESSARY TROOPS WILL BE TAKEN FROM OTHER WORKS AND PUT IN TO TAKE OVER PART OF IT (.) GIVE THIS MATTER PRIORITY OVER ALL OTHER WORK YOU HAVE IN HAND (.) PATTERSON SHOULD CONTACT BUCKLEY AT MILAN AND INCLUDE HIM IN THE VISIT TO THE BRIDGE IF NECESSARY (.) THIS WORK IS NOW MILITARY PRIORITY.

6667

Originator's instructions  
Degree of priority

This message may be sent as written  
by any means (except) wireless.

.....  
Colonel, D.D. IN (Const)

MESSAGE OUT



363 TH.A.A.4 (.) REITERATED (.) REFERENCE TO A.C. EDGE OF 1954  
 MD. 6112 (.) THIS INFORMATION ENTIRELY AT VARIANCE WITH YOUR VERBAL REPORT GIVEN  
 YESTERDAY AT THIS OFFICE (.) IT IS INTERESTIVE THAT I RECEIVED A RELIABLE STATEMENT  
 OF THE POSITION AT PLAZA BRIDGE AS EARLY AS POSSIBLE (.) UNDERSTAND PATTERSON  
 VISITING BLANCHI ON 21ST (.) SUGGEST THAT HE TAKES BLANCHI AND BRINGS TO SITE OF  
 BRIDGE COME INTO WHOLE PROGRAMME THOROUGHLY WITH PARTICULAR REFERENCE TO ANY  
 SHORTAGES IN PLANT TRANSPORT OR MATERIALS (.) HAS ANY PROVISION ACTION BEEN TAKEN  
 REGARDING THE SUPPLY OF KEELER PILE DRIVING EQUIPMENT CABLES EMBET OR V TRASTING  
 AS DISCUSSED SEVERAL WEEKS AGO AT BLANCHI'S OFFICE ON OCCASION OF VISIT OF D.A.R.S  
 WITH CANTRELL. PARSONS (.) IMMEDIATE REPORT WILL BE SENT TO THIS OFFICE AND WE WILL  
 TAKE IMMEDIATE ACTION TO SUPPLY DEFICIENCIES EITHER FROM THE RESOURCES OR FROM  
 FROZEN ARMY STORES IF NECESSARY (.) BLANCHI SHOULD BE TOLD THAT NIGHT WORK ON THE  
 JOB SHOULD BE PUT IN HAND AT ONCE IF NOT ALREADY THE CASE (.) THE JOB MUST BE  
 PRESSED BY EVERY MEANS IN YOUR POWER AND IN NECESSARY TROOPS WILL BE TAKEN FROM  
 OTHER WORKS AND PUT IN TO TAKE OVER PART OF IT (.) GIVE THIS MATTER PRIORITY OVER  
 ALL OTHER WORK YOU HAVE IN HAND (.) PATTERSON SHOULD CONTACT BUCKLEY AT MILAN AND  
 INCLUDE HIM IN THE VISIT TO THE DRIVING IF NECESSARY (.) THIS WORK IS NOW MILITARY

4999

PRIORITY.

Originators instructions  
Degree of priority

EMERGENCY OPS

This message may be sent as written  
by any means (except) wireless.

*Patterson*  
 .....  
 Colonel, D.D.Tu(Cont)

Copy to Major Street, A.G. ✓

MAAZ V MABA SRL 160  
FROM TN MAIN ROME 181515B  
TO MAJOR BUCKLEY E L S HQ 59 AREA

ET 57 RESTRICTED. UNDERSTAND WORK ON PIACENZA BRIDGE DELAYED  
ME TO SHORTAGE OF MATERIALS. SIGNAL WHAT IS REQUIRED.

ET 181515B

SENT SRL 160 GWN B K.

This was evidently sent to me direct  
by TM Rome. & my reply has for the  
cat among the pidgeons.

So far Patterson has not arrived - 21 July 16,30,  
1958

MAZ V MABA NR 101 EMERGENCY  
FROM TN MAIN ROME 201235B  
TO R C E 1212  
INFO MAJOR BUCKLEY M.R.S. MILAN  
BT.

*Major Street. for Information*

*QVR2 message 18.1515B  
was direct from TN main  
to me. I replied to you  
information Mrs.*

3030TN.A. RESTD. REFERENCE T.P. BUCKLEY TO A.C. ROME 19th. *Man*  
NO. 0112. THIS INFORMATION ENTIRELY AT VARIANCE WITH YOUR VERBAL REPORT  
GIVEN YESTERDAY AT THIS OFFICE. IT IS IMPERATIVE THAT I RECEIVE A RELIABLE STA-  
TEMENT OF THE POSITION AT PIACENZA BRIDGE AS EARLY AS POSSIBLE. UNDERSTAND  
PATTERSON VISITING BIANCHI ON 21ST. SUGGEST THAT HE TAKES BIANCHI AND  
WRIGHT TO SITE OF BRIDGE GOES INTO WHOE PROGRAMME THOROUGHLY WITH PARTICULAR  
REFERENCE TO ANY SHORTAGES IN PLANT TRANSPORT OR MATERIALS. HAS ANY PRO-  
VISION ACTION BEEN TAKEN REGERDING THE SUPPLY OF PILE DRIVING EQUIPMENT  
CAMELS OR 'V' TRESTLING AS DISCUSSED SEVERAL WEEKS AGO AT BIANCHI'S OFFICE  
ON OCCASION OF VISITING OF D.M.R.S. WITH CANTRELL PRESENT. IMMEDIATE  
REPORT WILL BE SENT TO THIS OFFICE AND WE WILL TAKE IMMEDIATE ACTION TO  
SUPPLY DEFICIENCIES EITHER FROM TN RESOURCES OR FROM FROZEN ARMY STORES IF  
NECESSARY. BIANCHI SHOULD BE TOLD THAT NIGHT WORK ON THIS JOB SHOULD BE PUT  
IN HAND AT ONCE IF NOT ALREADY THA CASE. THE JOB MUST BE PRESSED BY EVERY  
MEANS IN YOUR POWER AND IF NECESSARY TROOPS WILL BE TAKEN FROM OTHER WORKS  
AND PUT IN TO TAKE OVER PART OF IT. GIVE THIS MATTER PRIORITY OVER ALL  
OTHER WORK YOU HAVE IN HAND. PATTERSON SHOULD CONTACT BUCKLEY AT MILANO  
AND INCLUDE HIM IN THE VISIT TO THE BRIDGE IF NECESSARY. THIS WORK IS  
NOW MILITARY PRIORITY.

BT 1300  
SENT 1402B AGR BBBB K  
RECD 1402 WH B2 90) (OPL)

*& 1212 RCE  
Hence this*

EMERGENCY OPERATIONS



MESSAGE FORM

44  
Circular stamp with illegible text and numbers

FROM : TN. INC A.G. SUB-COMMISSION)

TO : COL. ZWANPOEL, TN INC. M.R.S. MIAN.

FORMATION : TN INC M.R.S. ITALIAN STATE RAILWAYS FLORENCE  
FOR MAJOR BLAIR

0.6 14.30 HRS.

0.44 (.) RESTRICTED (.) REF. MESSAGE N° 0.30 OF 26 JUNE AND 0.36  
OF 30 JUNE FIFTY LOCOMOTIVES AT BOLOGNA FOR I.S.R. MILAN STILL ON  
RAIL CARS (.) PLEASE INSTRUCT I.S.R. SEND DRIVERS BOLOGNA (.)  
ACTION BLAIR, INSTRUCT CAPO FLORENCE, REQUEST CAPO BOLOGNA OFFLOAD  
BY HAND (.) P.O.L. STILL TRYING OBTAIN ALLOTMENT FOR ALL THESE  
VEHICLES (.)

*dis 308 6996*

SIGNED

SIGNED

IMMEDIATE

SPE/em

TRANSPORTATION SUB-COMMISSION, A.C.,  
(RAIL DIVISION)

c/o. Transportation Increment,  
C.M.F.

5 JUN 1945  
5095R

28th May 1945

Tel : 843239

Our ref : Tn/AC/44 C.E.

TO : The Director  
Tn. Sub-Commission A.C.

SUBJECT : Release of tyres for I.S.R.

1. The I.S.R. in the "orth Italy area are unable to obtain Receses of damage and make surveys in order to commence the repair of those lines that should quickly be put in operation as being essential for food supply, rehabilitation of Industry etc.
2. It is also the case that when contracts are let and the contractors commence work, that their lorries soon are unable to keep up the supply of materials, it being so long since they had any tyres.
3. In the case of contractors it is suggested that, as tyres outlast the contract, that the following list be released to I.S.R., who would issue tyres to their various contractors for the duration of the contract, charging hire against the contractors account.
4. It is requested that Commerce Subcommission be asked to promptly release to I.S.R. on payment the following.  
For Florence Compartimento I.S.R. (these could no doubt be released from Milano ).

N° 9	tyres and tubes	11,25x24	or	11x24
N° 12	tyres and tubes	11,25x24	or	11x24
N° 9	tyres and tubes	11 x 20	or	10,50x20
N° 20	tyres and tubes	6,00x16		
N° 10	tyres and tubes	25 x 5,00	or	17x4,25
N° 9	tyres and tubes	12 x 20		
N° 9	tyres and tubes	9 x 16		

5. For North Italy I.S.R. H.Q. Milano  
from Michelin and Pirelli works:

N° 5	- 5,50 x 15 covers and tubes.
N° 10	Tipo Piloto
N° 15	- 400 x 14

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- N° 5 - 5,50 x 15 covers and tubes.
- N° 10 Tipo Piloto
- N° 15 - 400 x 14

*A.H. Street*  
A.H. STREET, Major.

N.B. Since writing the above Commerce Division have agreed to release the items in parra 5 (letter Col Evans - Major Wood).

*Evans*  
*Wood*



37

TH IHC (In Sub-Commission) 000 10.00

M.R.S. MILANO FOR COL. SWANFORD  
M.R.S. FLORENCE FOR MAJOR BUCKLEY  
Capt: Conway E.L.O. 151 SUBAREA (Turin)  
Capt: Conway E.L.O. 37 Area (Genoa)

O.38 (.) RESTRICTED (.)  
REFER TO OUR SIGNAL O.30 OF 26 JUNE (.)  
50 TRUCKS LEAVING TO NIGHT FOR BOLOGNA. (.) PLEASE SEND  
DRIVERS TO BOLOGNA (.)

4995

IMMEDIATELY



DEI TRASPORTI  
**MINISTERO DELLE COMUNICAZIONI**  
FERROVIE DELLO STATO - D I ZIONE GENERALE  
(1) SERVIZIO LAVORI E COSTRUZIONI

Roma, 26 Giugno 1945 - A  
N. 4/34523/8  
Al N. .... del .....

OGGETTO, AUTOMEZZI

SOTTOCOMMISSIONE TRASPORTI  
DIVISIONE FERROVIE  
SIG. MAGGIORE STREET

Alle Sezioni Lavori di Milano e Firenze sono stati assegnati complessivamente 80 automezzi.

Detti automezzi saranno caricati in questi giorni su carro ferroviario a Roma S. Lorenzo e saranno scaricati 30 a Firenze per quelli destinati alla Sezione Lavori di Firenze e 50 a Bologna per essere inoltrati su Milano per quelli destinati a detta Sezione.

Prego telegrafare Comando Alleato Militare perché provveda tempestivamente autisti per la prosecuzione, per via ordinaria, da Bologna a Milano dei detti 50 automezzi.

Gli automezzi dovranno essere riforniti di carburante nella stazione di Bologna.

IL CAPO DEL SERVIZIO

*Polignone*  
1945

Stab. Tip. Puc 1 - Anso 14 - Ord. 37 - 30-6-12-XX - 1.701.927 1/1

(1) Servizio.

AHS/em

*36*

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

Tel : 843239  
Ref : AC/Tn/44/78 C.E.

25th June 1945

SUBJECT : Lorries.

TO : Major Buckley (3).  
Capt. Conway (3).  
Major Richard (3).

1. It has been arranged with the Italian State Railways that lorries as below will be sent for use of the work sections at Turin, Milan, Genoa, Florence.

2. These lorries are being supplied so that they can be hired to contractors.

3. These lorries will be under the sole control of the I.S.R. but supervision must be exercised to ensure that they are used for priority works.

4. The upkeep of these lorries is the responsibility of the I.S.R.

5. Where needed the M.R.S. have promised to assist with the petrol supply if other arrangement cannot be made.

6.	Turin and Genoa	50
	Milan	50
	Florence	30

*J.P. Buckley Major*  
*A.H. STREET, Major.* 4993

Copy to : D.M.R.S.  
Eng; Lo Cigno. ✓



Signal

35

MILANO  
Got To M.R.S. ~~Milano~~  
for Col ZWANDEL

15.30 . 26.

Information.

Capt CONWAY R

M.R.S. FLORENCE  
for MAJOR BLAIR.

M.15

0.30. RESTO ~~THE~~ LORRIES REF MY SIGNAL of 12 MAY  
AND YOURS FOR HUNDRED LORRIES SO RAILED  
TO PISA FOR TURIN GENOVA SO BEING  
DESPATCHED RAIL TO BOLOGNA FOR MILAN  
AREA ADVISE I.S.R TO PREPARE THIS NUMBER  
OF DRIVERS READY TO COLLECT AT RAILHEAD ~~TOX~~  
M.R.S. ARRANGI ALSO 30 BEING RAILED TO  
FLORENCE FOR WINTERISING PRATO - BOLOGNA  
LINE & OTHER MAIN LINES THAT AREA. ~~+~~  
M.R.S. ARRANGING P.O.L THRU ~~THE~~ SUB  
AREAS. DETAILS OF THIS LATER. ~~BUCKLEY~~ ~~+~~ ~~+~~ ~~+~~

ADVANCE NOTICE OF DESPATCH WILL BE SIGNALLED

4992

~~+~~ ALL I.S.R RESPONSIBILITY  
(LORRIES)

~~+~~ ADDRESS. ~~+~~ NO INCOMING ROMIS FOR BUCKLEY

S-4203

# INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

*Tn Increment*

Originator's Reference: M15  
Date/Time of Origin: JUN 25 1140B

Message Centre No: E/6660  
Date Time Rec'd: JUN 25 1545B  
Precedence: IMMEDIATE

FROM: MRS MILANO  
TO : TN INC ALLIED COMMISSION RAILS ROME

**RESTRICTED**

RESTRICTED.

From SWANEPOEL for Major BUCKLEY.

Understand from Captain CONWAY that there are 250 motor vehicles available in ROME for ISR use. CONWAY has already obtained 50 for COMPARTIMENTI GENOVA and TORINO. He suggests you see Engineer LOCIGNO in this connection. What are possibilities obtaining up to 50 motor vehicles for MILANO COMPARTIMENTO. Matter of utmost importance.

4991

25 JUN 1945  
A.I.C.

DIST

ACTION: Tn Increment  
INFO: Chief Commissioner  
Econ Sec  
Tn S/C 2  
File 2  
Float

**ACTION**  
**RESTRICTED**

33

To I.S.R.  
for attention  
Sig. Gaslini  
Central Station

To I.S.R.  
per conoscenza al  
Sig. Gaslini  
Stazione Centrale

20/6/45

Subject. Supply of Tyres  
Ref. TN/AC/44 CE.

Oggetto. Rifornamento Gomme  
Ref. TN/AC/44 CE.

Herewith please find  
Release order N.219 from  
S.A.Pirelli.

Accludo rilascio diell'ordine  
N.219 per la S.A. Pirelli

Tires N. 10 165 x 400  
" " 15 400 x 15  
Tube " 5 5,50-15

Copertoni N.10 165 x 400  
" " 15 400 x 15  
Camere " 5 5,50 x15  
come pure un rilascio per la  
Ditta Michelin

Also a release from Michelin for

N. 5 Covers 5,00x15  
" 10 Tubes 165x 400  
" 15 " 400 x 15

N.5 Copertoni 5,00 x 15  
" 10 Camere 165 x 400  
" 15 " 400 x 15

This complete your request of 12th May/45

Con cio'la Vostra richie-  
sta del 12 maggio scorso viene  
completata.

P.S. Buckley  
Major R.E.

4990



HEAD QUARTERS  
A.M.G. LOMBARDIA REGION  
COMMERCE DIVISION

*Copia*  
*HG Rome*

RELEASE ORDER N. 219 DATE 19 June 1945

To: I.S.R. (Ferrovie dello Stato)  
Palazzo Litte. Mofigliani, Corso Magento, Milano

REFERENCE: \_\_\_\_\_

1. The following items have been released to you by Commerce Division  
\_\_\_\_\_ for a period of \_\_\_\_\_

ITEM	MATERIAL	QUANTITY
a.	<u>Tubes 5.50 x 15</u>	<u>5</u>
b.	<u>Tires 165 x 400</u>	<u>10</u>
c.	<u>Tires 4.00-15</u>	<u>15</u>
d.	_____	_____

4989

2. The above items will be collected by you from stocks located at: S.A. Pirelli - Piazza Belgioioso 2, Milano.
3. Collection should be made by 25 June 1945, failing which this Release Order ceases to be valid. This Release Order may not be used as a requisition. Proper military requisition forms must be furnished or cash payment made at the time of delivery.
4. Remarks Request approved by Director, Commerce Sub-Commission

A.S. AUSTIN, Major S.R.  
COMMERCE DIVISION  
A.M.G., LOMBARDIA REGION

Sig. Dott. Ing. BIANCHI

Would you be good enough to have your Motor Transport Dept order on Bianchi Motors, the spare parts as on the attached list.

We have an S 9 in Rome I.S.R./ AC%.

That is in urgrnt need of these.  
They are not blocked.

Major Buckley  
R.E.

TN/AC/RAIS

15/6/45

Sig. Dott. Ing. Bianchi

Volete avere la gentilezza di ordinare al Vostro Dep. Trasporti Motori, i pezzi di ricambio dei Motori Bianchi come dall-acclusa lista. Abbiamo a Roma un S 9, I.S. AC.

Ne abbiamo urgente necessit  
Non sono bloccati.

Major Buckley  
R.E.

Tn/AC/RAIS

15/6/45

4988

PEZZI DI RICAMBIO PER MACCHINA BIANCHI S.9  
 =====

1. guarnitura per testata
2. blocchetto puntine platinato
3. giunto elastica per la sterzo
4. serie completa guarnitura freno idraulico
5. serie completa guide di valvole
6. serie completa molle per le valvole
7. 8 valvole di scarico & 4 di aspirazione.
8. mollette fuori centro dello spinte Rogeno
9. 4 candele Champion passo N.18.
10. Cinghia per ventilatore

Le parti potrebbero pure essere usate, dato che i mezzi di trasporto sono assai scarsi.

SPARE PARTS FOR CAR BIANCHI S.9  
 =====

1. Cylinder block gasket.
- 1a. Cylinder head gasket.
2. Make break points.
3. Carden shaft universal joint next differential.
4. Hydraulic break cup (for piston)
5. Valve guide Bushes I set N.8
6. 1 set exhaust I set Inlet Valve springs
7. I set exhaust 1 set Inlet valves.
8. Retard springs for automatic Ignition Advance.
9. 4 N. Spark plgs 18 m/m
10. Fan belt.

Even if second hand that will be all right as we are so very short of transport.

4987



MABA V MEE//

MABA V MAAZ NR 190075 QVR 2

FROM MRS MILANO 191555

TO CHIEF BUDGET OFFICER FINANCE SUB-COMMISSION AC ROME

INFO MAJOR STREET TN MAIN ROME

QQX GR 47 BT

M4 RESTRICTED FOR MAJOR HALL (.) CHIEF OF EXECUTIVE  
DELEGATION ISR NORTH WEST ITALY STILL AWAITING YOUR DECISION  
AND INFORMATION RE PAYMENT OF TEMPORARY SPECIAL ALLOWANCE  
AS AUTHORISED BY DIRECTOR GENERAL ISR PER HIS LETTER  
N P A G 41/283 OF 28 ULTO (.) CAN YOU SIGNAL  
ME INFORMATION FOR TRANSMISSION TO ISR

BT

SENT 89 2120 B RH AR

RD 89 2122 JFW B

31  
4986

COME IN  
MABA JEEEE

MABA V MAAT NR160172  
QVR1

494

FROM TN/AC/RAILS MILAN : NFT  
TO TNS INC. TN MAIN SIGNALS FOR MAJOR STREET ROME  
INFO RCE 1212  
QOX...GR87...BT

RESTRICTED (.) REFERENCE M.R.S. TN. A. 4/95 OF 29 MAY  
PARA FIVE & SIX. IN CONJUNCTION WITH THIS SEE SIGNAL  
FROM RCE 1212 TO D.M.R.S. REFERENCE I.S.R. RECONSTRUCTION  
MATERIALS BLOCKED BY ARMY. TRANSPORT HAS BEEN REQUESTED  
THROUGH M.R.S. & RCE 12 OF MAY FOR RELEASE OF CAPTURED  
ITALIAN OR GERMAN VEHICLES ONE HUNDRED ASKED FOR NORTH  
ITALY. LINE 50 MODAN I.S.R. & CONTRACTORS HELD UP FOR TRANSPORT.  
ENDEAVOURING TO ARRANGE. YOUR D 13- 1515 ~~3~~ 40 B DUE ROME  
28. IS IT NECESSARY TO BRING KIT ~~ADVICE~~ ADVISE.  
NEGOTIATING FOR VALVES.

BUCKLEY

4985

BT...NFT

SENT 2015 J M AR K

LROF V MAAZ NR 150067 Q I M  
FROM T.N. A.C. RAILS MILAN 151926V B

F 9898

27

TO T.N. INC. T.N. MAIN SIGS ROME FOR MAJOR STREET

QQX GR 46 BT

015 (.) RESTRICTED (.) YOUR 110 . SENT T.N. AC JUST RECEIVED  
(.) HAVE SEEN CONWAY WHO INSPECTED LINE 50 WITH M.R.S. NOT  
YET POSSIBLE GIVE TARGET DATE (.) REASON TUNNEL MINED NO TRANS  
- PORT (.) REPORT HAS BEEN SENT YOU (.) PASS O N MESSAGE (.)  
BUCKLEY C/O E.L.S. H.Q. 59 ARE A (.) NOT AS ADDRESSED (.)

B T THI 1930

SENT NR 150067 AT MAAZ AT 2000B A.S.G. B1 K

RD NR 150067 2000 JWR AR KKK

4984



TN INC (Tn Sub-Commission)

014 10.00



A.C. Transportation Milan for Major Buckley

(.) 011 RESTRICTED (.)

Reference signal 0.4 (.) Reply urgently, target date completion line 50 Turin-Modane (.)

*09.45'*

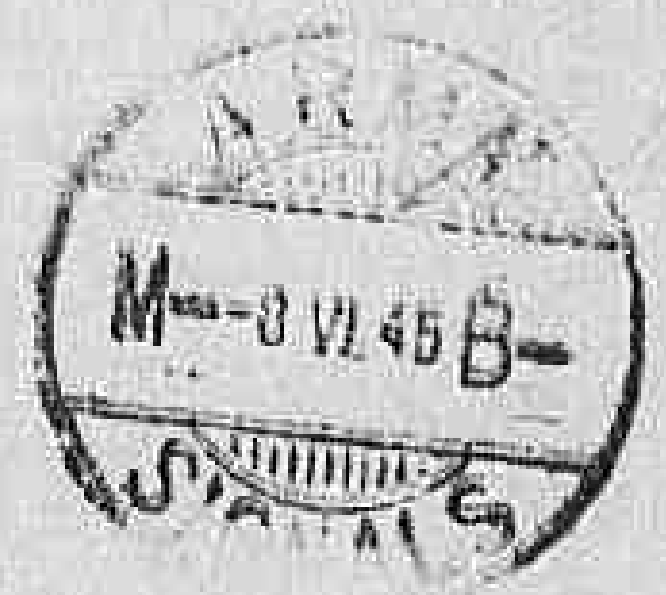
*J.H. Hood*

4983

24

Tn INC Tn Sub-Commission 08 12.00

Major Buckley, AC/Transportation Milan.



0.4 (RESTRICTED (.)

Signal progress line 50, Turin - Modena with target date completion. (.)

*[Handwritten signature]*

4982

23

INTER OFFICE MEMO  
FIRST RECON REPORT NORTH ITALY RLYS.

COVERING MIAN - VERONA - VENICE

DIVISIONS I.S.R.

29th May 1945

TO : O.C. Tn/AG Sub-Commission  
Rails  
Thru : Major Street D.S.O.

1. On receipt of instructions to proceed North obtained permission from 15th Army Group and V Army. Handed over to Major Blair (Copy of handing over notes in office files) arranged details of work being done for us by No 10 mechanical Equipment Coy R.L. at arezzo and went North.
2. Arrived Milan 22,00 hours 30th April situation confused owing to the changes in the I.S.R. My personnel this causing difficulty in obtaining full reports, I.S.R. Engineers, soon began to junction and by the time I returned after having been East to Venice etc. the reports were coming in, and a complete plain of the Railway (I.S.R.) System was being prepared showing details of each line, where temporary repairs had been made, if still in hand, estimated date of completion. Also permanent repairs when contracts let and estimated date of completion. Copies of this will be sent to H.Q. as soon as possible on my return North.
3. Milan division lines open. (timetables attached) to Torino, to Brescia, Via Mortara, Alessandria Genova. Main line to Genova will be a major repair. From Treviglio, Crema via Cremona to Bozzalo, bridge out over river Oglio - from Peschiera along a private railroad to Mantova thence west to the bridge over river Oglio, these last two lines collectors from the food area. Bergamo, Usmate, Monza, and Seregno to Sondrio and Chiavenna via Bergamo - to Chiasso via Monza - to San Gerafano (station North of river Po by Piacenza). 4981
4. Nord Railway Private lines all open (electric) as per attached layout and timetable, except that the bridge over the Ticino, double deck Railway with Highway under is down trying



29th May 1945

DIVISIONS I.S.R.

TO : C.C. Th/AC Sub-Commission  
 Rails  
 Thru : Major Street D.3.C.

1. On receipt of instructions to proceed North obtained permission from 15th Army Group and V Army. Handed over to Major Blair (Copy of handing over notes in office files) arranged details of work being done for us by No 10 mechanical Equipment Coy R.S. at arezzo and went North.
2. Arrived Milan 28,00 hours 30th April situation confused owing to the changes in the I.S.R. My personnel this causing difficulty in obtaining full reports, I.S.R. Engineers, soon began to function and by the time I returned after having been East to Venice etc. the reports were coming in, and a complete plain of the Railway (I.S.R.) System was being prepared showing details of each line, where temporary repairs had been made, if still in hand, estimated date of completion. Also permanent repairs when contracts let and estimated date of completion. Copies of this will be sent to H.Q. as soon as possible on my return North.
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4. Nord Railway Private lines all open (electric) as per attached layout and timetable, except that the bridge over the Ticino, double deck Railway with Highway under, is down, trains run to each bank with portage across river. Plan with this. For major repairs see plan of Milano Compartmento.
5. Verona Division. Ostiglia North to Brennero, East to Venice, west to Brescia under repair by V Army, reports not yet received, diversions made between Mezzato and S. Martino to enable I.S.R. to rebuild permanent bridges etc.

Line open Verona, Isola, Cera, Legnago. This line should be put into operation to Rovigo, wheat center, as soon as possible, a survey is being made for this.

Electric Loco urban Tramway (S.A.S.R.) Verona to Sanbonifacio in operation, this was used by the Germans as a Railway.

6. Bologna Division. Rail head near Bologna from South. Bologna, Milan, under repair by M.R.S. 1212 Railway construction group, diversions being put in over the Rivers Parma, Tara, to enable I.S.R. to rebuild bridges without interruption, before the autumn, high water. Plan showing major repair to follow.

7. Venice Division. Plan of Compartimento attached. Lines open: Venice-Treviso-Treviso-Udine as far as Susegana. Three major bridges beyond this to be repaired. Venice-Trento should be in operation second week in June. Venice Port and the bridge leading to Venice not damaged. Padova-Venice-Verona should be open second week in June.

Telegraph I.S.R. service badly damaged, telephone being repaired, service should not take long to restore between the larger Railway Centers.

8. General. Shortage of coal. is the main trouble, 3,500 tons due to arrive Genoa 23rd May for Railways Priority I.

Tyres. I.S.R. Engineers are hampered by the lack of tyres and unable to quickly supply first reports on damaged bridges, all tyres were frozen by A.C. Commerce Section, a signal was sent that tyres are urgently required for the North Italy Area. Could not some arrangements be made for the quick release to enable I.S.R. to purchase a sufficient number of tyres for their immediate minimum requirements. 499

P.O.L. A certain amount has been obtained through A.M.G. Regional fuel controllers, but they do not seem to consider that their fuel for this work is a Region matter.

M. Transport. This is very short and to enable the I.S.R. to take over and hire to their contractors, to commence work, M.R.S. 1212 Railway Construction Group was asked to request the release of 100 No ex Italian lorries used by the Germans and when captured, located in dumps. It is not known what is the result of this request.

The following I.S.R. Signal phone lines have been repaired:

Telephones. Milano-Domodossola

6. Bologna Division. Milan, under repair by M.R.S. 1212 Railway construction group, diversions being put in over the Rivers Parma, Tara, to enable I.S.R. to rebuild bridges without interruption, to before the autumn, high water. Plan showing major repair to follow.

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The following I.S.R. Signal phone lines have been repaired:

Telephones. Milano-Domodossola  
Milano-Lecco  
Milano-Como  
Milano-Treviglio  
Milano-Cremona  
Milano-Piacenza  
Milano-Pavia  
Milano-Novara

./.



The following still interrupted :

Milano-Genova, interrupted at Pavia  
Milano-Alessandria, interrupted at Pavia  
Milan-Turin, taken over by Army. for the present,  
have asked for release as soon as possible.

9. Cement. There is a large factory near Padova with an output that should meet the requirements of this North East Area. This factory is not badly damaged.  
Also one at Udine, and one near Corrizozza, condition of these two plants not known at the time of this report.

10. Captured material. Some eight train loads are in the area, but not yet checked over, the following is the first check of some of the waggons :

7170774 - 15362 - 58732 + 80435 - 7108570 - 300402 - 315611 contents : Cement, at Smistamento.  
414526 - 486349 - 17012 - 7402061 - 3375 - 452972  
467880 - 484923 - 7470012 - 46452 - 77127 - 85876 - 74833 -  
7408310 - 468630 - 14626 - 460683 - 477773 - 412406 - 18826 - 7470377  
485330 - 436714 - 9155 - 476178 , Contents : wheelbarrows, at Smistamento.

Lambrate : N° 6561, contents : accumulators.

Smistamento. 302951, contents : Tables  
24760, cleaning materials  
65684, benches.

P. Vittoria. 479745, Cases

Pavia. 4412352, Utensiles.

Rogoredo. 32935 - 616 - 9923 - 34593 - 41423 - 19930 - 132 -  
132 - 9938 - 7218 , contents : boots.

11. German Locos. The following list covers the German locos in this area, it is suggested that these be exchanged and when possible for the Italian locos in enemy territory, owing the question of spare parts or replacements of parts, by cannibalization from condemned Italian Locos:

1. Steam engines, standard gauge N° 85.
2. Electric engines, alternative current N° 1.
3. Electric engines, alternative current N° 105
4. Electric engines, three-phase current 16 Hz N° 15

have asked for release as soon as possible.

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- 7170774 - 15362 - 58732 + 80435 - 7108570 - 300402 - 315611 contents: Cement, at Smistamento.
- 414536 - 486349 - 17012 - 7402061 - 3375 - 452975 contents: Wood, at Smistamento.
- 467880 - 484923 - 7470012 - 46452 - 77127 - 85876 - 74833 -
- 7403310 - 468530 - 14626 - 460563 - 477778 - 412406 - 18826 - 7470377
- 486330 - 436714 - 9155 - 476178, Contents: wheelbarrows, at Smistamento.

Lambrate: No 6561, contents: accumulators.

Smistamento. 302951, contents: Tables  
24760, cleaning materials  
65684, benches.

1079

P. Vittoria. 479745, Cases

Pavia. 4412352, Utensiles.

Rogoredo. 32925 - 616 - 9923 - 34593 - 41423 - 19930 - 132 -  
132 - 9938 - 7218, contents: boots.

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1. Steam engines, standard gauge No 85.
2. Electric engines, alternative current No 1.
3. Electric engines, alternative current No 105
4. Electric engines, three-phase current 16 Hz No 15
5. Engines, narrow gauge No 2.

./.

<u>Rolling Stock</u>	<u>Location</u>	<u>Fit for service</u>	<u>Minor repairs</u>	<u>Major repairs</u>
Sleepers	Milan	13	---	---
Locos heavy	Milano	229	?	?
Not classified	Verona	10	---	10
	Venice	23	27	33
Locos light	Milano	---	---	---
	Verona	---	---	---
	Venice	22	---	---
Locos electric	Milano	65	---	---
	Verona	No reports yet	---	---
	Venice	---	---	---
Passenger stock	Milano	205	---	---
	Verona	Nil	22	Unclassified 85
	Venice	42	← 610 →	
Baggage Post	Milano	---	---	---
	Verona	Nil	7	Unclassified 68
	Venice	42	← 191 →	
Tankers	Milano	330	---	Unclass. S.P. BUCKLEY, Major
	Verona	---	---	← 93 →
	Venice	8	---	---
Freight Unclassified At present Sleepers	Milano	5.500	---	---
	Verona	Nil	---	Unclassified
	Venice	1.350	← 2687 →	
	Milano	13	---	---
	Verona	---	---	---
	Venice	---	---	---

8267  
4978



<u>Location</u>	<u>Fit for service</u>	<u>Minor repairs</u>	<u>Major repairs</u>	<u>To be cannabalised</u>
Milano	13	---	---	---
- 4 -				
Milano	229	?	?	---
Verona	10	---	10	---
Venice	23	27	33	---
Milano	---	---	---	---
Verona	---	---	---	---
Venice	22	---	---	---
Milano	65	---	---	---
Verona	No reports yet	---	---	---
Venice	---	---	---	---
Milano	205	---	---	---
Verona	Nil	22	Unclassified 85	34
Venice	42	← 610 →		To be d
				<u>demolished.</u>
Milano	---	---	---	---
Verona	Nil	7	Unclassified 88	21
Venice	42	← 191 →		---
Milano	380	← Unclass. S.P. BUCKLEY Major 93 →		---
Verona	---	---	---	---
Venice	8	---	---	---
Milano	5.500	---	---	---
Verona	Nil	← Unclassified 2887 →		---
Venice	1.350	---	---	---
Milano	13	---	---	---
Verona	---	---	---	---
Venice	---	---	---	---

8267

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- 5 -

<u>Rolling stock</u>	<u>Location</u>	<u>Fit for service</u>	<u>Minor repairs</u>	<u>Major repairs</u>
Dining cars	Milano	7	---	---
	Verona	---	---	---
	Venice	---	---	---
Box cars	Milano	No report, see freight cars.		
	Verona	93	148	410
	Venice	No report, see freight cars.		
Open cars	Milano	---	---	---
	Verona	664	516	555
	Venice	---	---	---

4977

- 5 -

<u>Location</u>	<u>Fit for service</u>	<u>Minor repairs</u>	<u>Major repairs</u>	<u>To be demolished or cannabilised.</u>
Milano	7	---	---	---
Verona	---	---	---	---
Venice	---	---	---	---
Milano	No report, see freight cars.			
Verona	93	148	410	110
Venice	No report, see freight cars.			
Milano	---	---	---	---
Verona	664	516	555	297
Venice	---	---	---	---

2267



*File M12 X Translate please*

MINISTERO DELLE COMUNICAZIONI  
FERROVIE DELLO STATO  
COMPARTIMENTO DI M I L A N O  
- SEZIONE LAVORI -

*STUCKLEY*

*Maya R.E.*

*26/4/44*

- STATO DELLE LINEE DEL COMPARTIMENTO AGLI EFFETTI DELLA CIRCOLABILITA' DEI TRENI -

- 1°) - LINEA MILANO CENTRALE - COMO S.G.-CHIASSO: regolare
- 2°) - LINEA MILANO - RHO - GALLARATE: regolare
- 3°) - LINEA GALLARATE - VARESE - PORTO CERESIO: regolare
- 4°) - LINEA GALLARATE - ARONA - interrotta fra Gallarate ed Arona per caduta ponte in ferro sul Ticino (tre travate; le estreme di luce m. 85, la centrale di luce m. 99. Con sovrastante strada Nazionale del Sempione). Si può fare trasbordo col solito traghetto dei viaggiatori a mezzo natanti privati. Previsioni per ora impossibili.
- 5°) - LINEA ARONA-DOMODOSSOLA-Iselle - la linea è stata ripetutamente interrotta in parecchi punti, ma successivamente riattivata. Le ultime interruzioni sono state di lieve entità (limitate all'armamento specie nel tratto Isella-Belgirate-Stresa) e quindi il ripristino della circolazione si potrà certo avere in pochi giorni. Non sono possibili maggiori precisazioni non potendosi comunicare, né telegraficamente né telefonicamente.
- 6°) - LINEA GALLARATE - LAVENO - LUINO: regolare
- 7°) - LINEA OLEGGIO - PINO: interrotta sul ponte del Ticino presso Sesto Calende ove però si può effettuare trasbordo viaggiatori con natanti (vedi al precedente N° 4). Negli ultimi giorni, prima della occupazione dei Patriotti, sono state registrate altre interruzioni nel tratto Sesto Calende-Oleggio, ma trattandosi di lievi danni al solo armamento, si ritiene che il ripristino richieda pochi giorni. Si faranno maggiori precisazioni non appena si potrà comunicare telegraficamente e telefonicamente alla linea del Ticino.
- 8°) - LINEA VIGNALE - OLEGGIO - ARONA: vi devono essere poche interruzioni al solo armamento e quindi di facile ripristino. Appena in grado, si faranno maggiori precisazioni. *2976*
- 9°) - LINEA MILANO - ROGOREDO - PONTE PO: interrotta soltanto dopo Pavia per totale caduta ponte in muratura a 5 arcate sul Ticino; interrotta inoltre in corrispondenza del grande ponte in ferro del Po presso Bressana Bottarone. I treni possono quindi circolare solamente fra Milano-Pavia (sul solo binario dei dispari nella tratta Rogoredo-Pavia).

- 2 -

- 10°) - LINA PAVIA-CASALPUSTERLENGO: interrotta tra Belgioioso, e Cortolona in corrispondenza del ponte in ferro di luce m. 21 sul fiume Olona. La riparazione richiederà pochi giorni appena si potrà mandare sul posto la Squa'ra Ponti. Interrotta pure fra Orio Litta e Lambrinia per completa demolizione ponte in muratura a tre luci di m. 14,80 ciascuna. Il ripristino di questo manufatto richiederà circa un mese di tempo dal giorno in cui si potranno avere sul posto i materiali occorrenti per costruire un ponte provvisorio.
- 11°) - LINA PIACENZA-ROGOREDO; in regolari condizioni da Rogoredo fino al Ponte Po di Piacenza in buona parte distrutto. Circolazione sul solo binario dispari da Rogoredo a S. Stefano Lodigiano e sul solo pari da S. Stefano Lodigiano al Ponte Po.
- 12°) - LINA CODOGNO-CREMONA-MANTOVA: interrotta in due punti e precisamente: 1°) al ponte in ferro Adia presso Pizzighettone (tre travate, le estreme di m. 45, la media di m. 54) - 2°) al ponte in ferro Oglio presso Marcaria (tre travate: le estreme di metri 39,70, la centrale di m. 49,10). Non è possibile per ora stabilire con una certa precisione il tempo occorrente per il ripristino del binario. Data l'importanza dei manufatti, si può prevedere però che debba occorrere, per ciascuno, un mese di tempo dal giorno in cui i materiali necessari potranno essere sul posto.
- 139) - LINA CREMONA-TREVIGLIO: è stato gravemente e ripetutamente danneggiato il ponte in muratura (cinque archi di luce m. 16 ciascuno) presso Crema. Il giorno 16 però è stato riattivato con strutture provvisorie e non risulta sia stato ulteriormente danneggiato. Si faranno accertamenti appena possibile a mezzo telegrafo o andando sul posto.
- 14°) - LINA OLIVENETA-BRESCIA: interrotta solamente sul ponte in muratura (a tre arcate di m. 22 ciascuna) sul fiume Oglio presso Robecco Pontevico. Non è possibile per ora fare previsioni circa il tempo necessario per riattivare il binario. Data l'importanza del manufatto si prevede occorreranno una quarantina di giorni dal momento in cui si potrà disporre del necessario materiale.
- 15°) - LINA PARMA-S.ZENO: (fino al Ponte Po presso Casalmaggiore) interrotta in due punti:
- a) in corrispondenza del ponte in ferro sull'Oglio (tre travate, le estreme di m. 53,70 e la centrale di m. 68,50) presso Canneto.
  - b) in corrispondenza del ponte in ferro sul Po presso Casalmaggiore (17 campate di cui le estreme di m. 53,40 e le altre di m. 64,70).
- Data l'importanza dei manufatti, non sono possibili, per ora, le previsioni circa il tempo necessario per riattivare il binario.

- 3 -

- 16°) - LINEA CREMONA-FIDENZA: (fino al Po)  
interrotta in corrispondenza del ponte in ferro sul Po presso Cremona (sette travate di cui un'è di m. 81 e l'ultima di m. 66,65). Data l'importanza del manufatto, non è possibile, per ora, fare previsioni circa il tempo necessario per il ripristino del binario.
- 17°) - LINEA MILANO-VERONA: (fino a Rezzato).  
Interrotto certamente in corrispondenza del ponte in muratura (sette luci di m.16 ciascuna) sul Fiume Serio tra Morengo e Romano, e non sicuramente anche in corrispondenza del ponte in muratura sull'Oglio (sette luci, di cui la centrale di m.42 e le altre di m.8 ciascuna) fra Calcio e Chiari.  
Circolazione tutta sul doppio binario, ad eccezione del tratto attraversante il ponte ferroviario sull'Adda presso Cassano, sui due ponti del Serio e dell'Oglio di cui sopra e fra Bivio-Mella e Rezzato, dove l'esercizio è su un solo binario.  
Non è possibile per ora fare previsioni circa il tempo occorrente per riattivare il binario sui due ponti del Serio e dell'Oglio.
- 18°) - LINEA TREVIGLIO-BERGAMO-ROVATO: interrotta solamente in corrispondenza del grande via'otto in muratura sul Fiume Oglio (nove luci di m.20 ciascuna) presso Palazzolo. - Per riattivare il binario si prevede necessario poco più di un mese dal giorno in cui si potranno avere disponibili sul posto i materiali necessari.
- 19°) - LINEA PALAZZOLO-PARATICO: regolare.
- 20°) - BERGAMO = LECCO: regolare. 4974
- 21°) - LINEA LECCO-COLICO-SONDRIO: in corrispondenza del via'otto in muratura a sei archi di luce m.8 ciascuna, al Km. 2+950 fra Lecco e Abbazia, essendo caduta la terza arcata. Si prevede poter riattivare la linea fra una settimana di giorni se gli operai privati riprenderanno subito il lavoro. Vi sono altre lievi interruzioni nel tratto oltre Abbazia verso Colico e Sondrio, ma si tratta di cose di lieve entità che potranno essere sistemate entro i dieci giorni che occorrono per riparare il suddetto via'otto.
- 22°) - LINEA COLICO-CHIAVENNA: regolare, però con rallentamento sul ponte Adda fra Colico e Dubino gravemente danneggiato.
- 23°) - LINEA MONZA-CALOLZIO: regolare, però con rallentamento sul ponte dell'Adda presso Calolzio che è stato ripetutamente danneggiato.
- 24°) - LINEA PONTE S.PIETRO-SEREGNO: regolare.
- 25°) - LINEE DI CINTURA DI MILANO: regolari.

IL CAPO SEZIONE LAVORI

Milano, 28 Aprile 1945



MINISTRY OF TRANSPORTS  
I.S.R.  
COMPARTIMENTO DI MILANO  
WORKS SECTION

LINES CONDITION OF MILANO COMPARTIMENTO FOR THE TRAINS OPERATION.

- 1°) MILANO CENTRAL LINE-COMO S.G.-CHIASSO  
regular
- 2°) MILANO-BOG-GALLARATE LINE  
regular
- 3°) GALLARATE-VARESE-PORTO CERESIO LINE  
regular
- 4°) GALLARATE-ARONA - Interrupted between Gallarate and Arona for a iron bridge fall on vicino river (three girders exterior sides m.00, the central wide mts 99. With the upst Simplon National Road). May be made transshipment with usual travellers cross passage through privates swimming. For now are impossibles foresights. *office note P.F.*
- 5°) ARONA-DOMODOSSOLA LINE. - the line has been many times interrupted in many places, but afterwards restored. Lasts interruptions have been of light entity (limited to the permanent way, specially on Lesa-Belgirate-Stresa) Section) and could reoperated the line in few days. It is impossible give greater informations because unable to communicate by phone or telegraph.
- 6°) GALLARATE-LAVINIO-LINE - regular
- 7°) OLEGGIO - PINO LINE - Interrupted on vicino river by Sesto Calende where may be made travellers transshipment with swimings (as for point n°4). On the first days before Patriots occupation, have been reported others interruptions on Sesto Calende-Oleggio Section, but considering light damages only to the permanent way, we care of the opinion that will take few days his restoration. We will give greater informations as soon as we could be able to communicate by phone or telegraph over Ticino. *2973*

- 8°) VIGEVANO - OLEGGIO - ARONA LINE - There are few interruptions to the permanent way and easy to restore. As soon as possible we will give full informations.
- 9°) MILANO-ROCCO-PORTO PO LINE - Interrupted only after Pavia for total masonry bridge work fall with 5 archs on vicino River, interrupted also in correspondence of the great iron bridge on Po River by Bressana Bottarone. Trains may run between Milano-Pavia ( on the only southbound track for Rogoreto-Pavia Section).
- 10°) PAVIA-CASILPUSERLE-LEGNANO LINE - Interrupted between Belgioioso and Cortecclona in correspondence of iron bridge with spans mts. 21 on Clona river. The repair will take few days as soon as could we

3°) GALLARATE-VARESE-FORNO CERESIO LINE

regular

4°) GALLARATE-ARONA - Interrupted between Gallarate and Arona for a iron bridge fall on Ticino river (three girders exterior sides n.07, the central wide mts 99. With the upcaSimplon national Road). May be made transshipment with usual travellers cross passage through private swimming. For now are impossibles foresights.

5°) ARONA-SEMOGOSOLA LINE. - The line has been many times interrupted in many places, but afterwards restored. Lasts interruptions have been of light entity (limited to the permanent way, specially on Lesa-Belgirate-Stresa) Section) and could reoperated the line in few days. It is impossible give greater informations because unable to communicate by phone or telegraph.

6°) GALLARATE-LAVARNO-LINE -

regular

7°) OLEGGIO - PINO LINE - Interrupted on Ticino river by Sesto Calende where may be made travellers transshipment with swimmings (as for point n°4). On the last days before Patriots occupation, have been reported others interruptions on Sesto Calende-Oleggio Section, but considering light damages only to the permanent way, we can give greater informations as soon as we could be able to communicate by phone or telegraph over Ticino.

8°) VIGEVANO - OLEGGIO - ARONA LINE - There are few interruptions to the permanent way and easy to restore. As soon as possible we will give full informations.

9°) MILANO-ROGOREDO-PONTE PO LINE - Interrupted only after Pavia for total masonry bridge work fall with 5 archs on Ticino River, interrupted also in correspondance of the great iron bridge on Po River by Sressana Bottarone. Trains may run between Milano-Pavia ( on the only southbound track for Rogoreto-Pavia Section).

10°) PAVIA-CASILFUSTERLINGO LINE - Interrupted between Belgioioso and Cortesolone in correspondance of iron bridge with spans of 21 on Olona river. The repair will take few days as soon as could we send bridges equippe workers on the spot. Interrupted also between Orio Litta and Lambrinia for total demolition of masonry work bridge with three spans of 14.00 mts. each. The repair will take about a month time from the day we could get the needed materials to construct a provisional bridge.

11°) PIACENZA-ROGOREDO LINE - In regular conditions from Rogoredo till bridge Po ai Piacenza good deal destroyed. Circulation is made on the only southbound track from Rogoredo to S.Stefano Lodigiano and on the northbound track from S.Stefano Lodigiano to Ponte Po.

-2-

- 12°) COLOGNO-CREMONA-MANTOVA LINE - Interrupted in two points and exactly 1°) at the iron bridge Adda by Pizzighettone (three girders, exterior sides of mt.45, medium of mt.54) - 2°) at the iron bridge Oglio by Marcaria (three girders: the exterior river of mt.39,70 the central of 49,10 meters).  
It is impossible now, state how long will take track restoration owing the importance of such masonry works we could foreseen must need for each, one month of time since the date we could get necessary materials on the spot.
- 13°) CREMONA-BREVIGLIO LINE - Has been heavily and many times damaged the masonry work bridge (five archs span 16 mts.each) by Crema. But the May 16th has been re-operated with provisional structures and does not result further more damaged. Investigations will be made as soon as telegraph will be available or going on the spot.
- 14°) OLIMBERGA-BRESCIA LINE - interrupted only on masonry work bridge (three archs of 22 mts.each) on Oglio river by Robecco Pontevico. It is impossible for the moment make any foresight how long will be taken for track restoration - owing the importance of the masonry work we foreseen about forty days starting from the moment we could have necessary material of disposal.
- 15°) PARMA-S.ZENO LINE - (as far as Ponte Po by Casalmaggiore) interrupted in two points:  
a) in correspondance of the iron bridge over Oglio river (three girders exterior sides of mt.53,70 and the central one of mts 18,50) by Canneto.  
b) In correspondance of the iron bridge over Po by Casalmaggiore ( 17 spans the exterior sides of mt.53,40 and the others of 04,70 mts.) -  
Owing the masonry work importance it is impossible now foresight the necessary time for track restoration.
- 16°) CREMONA-FIDENZA LINE - (As far as Po)  
Interrupted in correspondance of the iron bridge over Po river by Cremona (twelve girders from which eleven of m.01 and last one of mts 60,05).
- 17°) MILANO-VERGARA LINE - (as far as Rezzato)  
Certainly interrupted on correspondance of masonry bridge (7 spans of 16 mts. each) on Serio River, between Morango and Romano not certainly interrupted on correspondance of masonry bridge on Oglio river (7 spans above the central one of 42 mts. The others of 6 mts each) between Calcio and Chiari.  
All the operation is made by a double tracks, the operation is made by a single track on the following sections railway bridge on Adda River (near Cassano) on the two bridges on Serio and Oglio river, between Livio-Mella and Rezzato. It is impossible now to state the

4972



13°) CREMONA-TREVIGLIO LINE - Has been heavily and many times damaged the masonry work bridge (five arches span 16 mts. each) by Crema. But the May 16th has been re-operated with provisional structures and does not result further more damaged. Investigations will be made as soon as telegraph will be available or going on the spot.

14°) OLIMBERGA-BRESCIA LINE - interrupted only on masonry work bridge (three arches of 22 mts. each) on Oglio river by Robecco Pontevecchio. It is impossible for the moment make any foresight how long will be taken for track restoration - owing the importance of the masonry work we foreseen about forty days starting from the moment we could have necessary material of disposal.

15°) PARMA-S. ZENO LINE - (as far as Ponte Po by Casalmaggiore) interrupted in two points:

- a) in correspondence of the iron bridge over Oglio river (three girders exterior sides of mt. 53,70 and the central one of mts 16,50) by Cameto.
- b) In correspondence of the iron bridge over Po by Casalmaggiore (17 spans the exterior sides of mt. 53,40 and the others of 04,70 mts.)-

Owing the masonry work importance it is impossible now foresight the necessary time for track restoration.

4972

16°) CREMONA-FIDENZA LINE - (as far as Po)

Interrupted in correspondence of the iron bridge over Po river by Cremona (twelve girders from which eleven of m. 01 and last one of mts 00,07).

17°) MILANO-VERONA LINE - (as far as Rezzato)

Certainly interrupted on correspondence of masonry bridge (7 spans of 16 mts. each) on Serio River, between Morengo and Romano not certainly interrupted on correspondence of masonry bridge on Oglio river (1 spans above the central one of 42 mts. The others of 6 mts each) between Calcio and Chiari. All the operation is made by a double tracks, the operation is made by a single track on the following sections railway bridge on Adda River (near Cassano) on the two bridges on Serio and Oglio river, between Livio-Mella and Rezzato. It is impossible now to state the time necessary to repair the track on Serio and Oglio bridges.

18°) TREVIGLIO-BERGAMO-ROVARO LINE - Interrupted only on the great masonry viaduct on Oglio River (9 spans of 20 mts each) near Palazzolo. To reoperate the track it is necessary about a month since the date on which will be available the materials necessary <sup>on</sup> the spot.

19°) PALAZZOLO-PARATICO LINE - Regular

20°) BERGAMO-LECCO LINE - Regular

=3=

- 21°) LECCO-COLICO-SONDRIO LINE- Interrupted on the masonry viaduct (6 arches span / mts each) at Km.2+950 between Lecco and Abbadia, when the 3rd arch is collapsed. It is foreseen that the line will be reoperated within about 10 days in case the workers belonging to contractor firm have resumed at once the work. Other small interruption are on the section after Abbadia toward Colico and Sondrio - anyway such damage are not heavy and could be repaired within 10 days necessary to repair the a/m viaduct.
- 22°) COLICO-CHIAVENNA LINE - Regular with slackening on the heavily damaged bridge on Adda river between Colico and Dubino.
- 23°) MONZA-CALOLZIO LINE - Regular, with slackening on the bridge, many times damaged, located on Adda river near Calolzio.
- 24°) FORTE S.PIETRO-SEREGNO LINE - Regular.
- 25°) LINE OF MILANO AREA - Regulars.

THE CHIEF OF WORKS SECTION

Milano April 25, 1945.

4971

*19*

AVS/em

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

23th May 1945

Tel : B43239  
Our ref : AC/Tn/44/36 C.E.

TO : Director Transportation Subcommittee.

SUBJECT : Northern Italy.

1. The whole of the Nord Milano Railway is in operational condition except for the bridge over the fiume Ticino between Ponte Ticino and Turbigo on the Castellanza-Novara section.
2. Traffic is being handled as far as Novara by transhipment at ponte Ticino.

A. H. STREET, Major.

Copy to H.R.S.

4970



*Comp. Sheet*  
RAAC MESSAGE FORM

COMPOSITE RAILWAY OP RATING COY SAEC  
FROM ZHANNFOL MILAN

FROM

DATE-TIME OF ORIGIN  
14 NIL

TO  
DIERS HOME

SECRET

REF.  
UNRECORDED

POSITION MILAN COMPARTMENTO, LOCOMOTIVES AVAILABLE STREAM 239  
ELECTRIC 63. WAGONS WEIGHT HIGHSIDED 4998 COVERED 1287.  
MISCELLANEOUS 1383 TOTAL 7668. PASSENGER COACHES 200. ONLY  
600 TONS COAL ON HAND. COAL BEING USED FOR LIMITED SERVICES  
BRIEF FOODSTUFFS TO MILAN AND EXPECTED TO LAST 4 TO 6 WEEKS  
ELECTRIC TRACTION NOW AVAILABLE AND SECTIONS OPEN MILAN TO  
PAVIA. MILAN TO CAPODINO. MILAN TO CHIASSO. MONZA TO LEVICO  
TO SONDRIO. COLICO TO CHIAVENNA. MILAN TO RHO TO GALLARATE TO  
VARESE TO PORTO CERESIO. SECTION TURIN SAVINIA TO VERCELLI  
TO NOVARA TO MILAN EXPECTED EARLY THURSDAY 17. SECTION GENOVA  
TO ALESSANDRIA TO ASTI TO TURIN EXPECTED READY AND ELECTRIFIED  
NEXT WEEK. LINE MILAN TO BRESCIA READY TOMORROW. SECTION VERBA  
TO MANTOVA TO SUZZARA TO MODENA TO BOLOGNA STREAM WITH ALTERNATE  
ROUTE VERADA TO OSOLA DELLA SCALA TO COTTIGLIA TO BOLOGNA  
ELECTRIFIED EXPECTED OPEN IN A MONTH. ESTIMATED COAL REQUIREMENTS  
MILAN COMPARTMENTO 3700 TONS PER MONTH. GENERAL HEATING  
OF CAPOS COMPARTMENTO NORTH WEST ITALY AT MILAN TOMORROW. WILL  
OBTAIN AND FORWARD EL'S COPY OF PROCEEDINGS. YOUR SUGGESTION I  
ESTABLISH MY HEADQUARTERS MILAN ESSENTIAL. MOTOR TRANSPORT BE  
MADE AVAILABLE TO ISR TO CONVERT MATERIALS FOR REPAIR TO  
BRIDGES VERY NECESSARY AND URGENTLY REQUIRED. EXPECT RETURN  
GENOVA WEDNESDAY 16.

IMMEDIATE.

4969

## INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: 04

Message Centre No: E/1566

Date/Time of Origin: MAY 20

Date Time Rec'd: MAY 20 1000

Precedence: ROUTINE

FROM: TN/AC RAILS MIL

TO: TN INC FOR S/C AC FOR MAJOR STREET

ACTION

RESTRICTED.

Applied thru M.R.S. for hundred trucks ex enemy dump this area. for ISR reconstr to cover north ITALY. Work commenced bdg river PO north PIACENZA. Track diversions round bdgs over TARA PARMA at PARMA contracts being let. Coal situation serious all main bdgs. Line open MILANO TURIN. MILAN BRESCIA. BRESCIA BERGAMO LECCO SONDRIO COLICO CHIAVENNE. MILANO ARONA DOMODOSSOLA but with PORTAGE at SESTO CALENDE. Commission effected return 23rd pass on message BUCKLEY c/o ELS HQ 59 AREA.

DIST

ACTION - TN S/C 2  
 INFO - A/PRESIDENT  
 CHIEF COMMISSIONER  
 ECON SEC  
 FILE



RESTRICTED

ARMY FORM C2128, (Pads of 100).

**MESSAGE FORM**

Serial No. 058

No. of Groups. OFFICE DATE STAMP

CALL AND INSTRUCTIONS

IN

PPAC. RLS. 6535

GR.

49.

OUT INC

(ABOVE THIS LINE IS FOR SIGNALS USE ONLY.)

TO TN. MRS SIGNALS ROME for AC. Sub COMMISSION MAJOR STREET

FROM TN/AC RAILS MIL (A)

Originator's Number

07

Date

17

In Reply to Number

WE 10598864, 300m Pads, 642, P.I. T. 51-

RESTD. REFERENCE FINANCE. FOR URGENT ~~TEMP~~  
 TEMPORARY AND PERMANENT BRIDGE REPAIRS.  
 B/NORMAL RUNNING EXPENCES CONSIDERED THAT  
 FINANCING CANNOT BE HANDLED AT REGION OR  
 PROVINCIAL LEVELS AS SUMS INVOLVED TOO GREAT  
 I.S.R. NORMAL BUDGET PROCEDURE NOT YET  
 REORGANISED. PLEASE FORWARD DIRECTIVE

THIS MESSAGE MAY BE SENT AS WRITTEN BY ANY MEANS EXCEPT WIRELESS.

SIGNED S. P. ...

THIS MESSAGE MUST BE SENT IN CIPHER IF LIABLE TO INTERCEPTION OR TO FALL INTO ENEMY HANDS.

SIGNED

ORIGINATOR'S INSTRUCTIONS DEGREE OF PRIORITY

(BELOW THIS LINE IS FOR SIGNALS USE ONLY.)

TIME OF ORIGIN

T.H.I. 1805

T.O.R.

SYSTEM IN	TIME IN	READER	SENDER	SYSTEM OUT	TIME OUT	READER	SENDER	SYSTEM OUT	TIME OUT	READER	SENDER

\*Originator may delete "except" and insert "including."

4967



Copies to: Reinforced  
Planning Staff  
~~Reinforced~~  
Mr. R. S. Frazier  
Gen de Reinforced

# MESSAGE FORM

1019  
867-868

CALL	CIRCUIT No.	PRIORITY	TRANSMISSION INSTRUCTIONS
<b>CIPHE.</b>	NR	R	
SPACES WITHIN RED LINES FOR SIGNALS USE ONLY			
FROM (A)	TN/AC RAIL MILAN	DATE-TIME OF ORIGIN	071607B
TO (FOR ACTION)	TN INC	TN INC ROME	<b>RESTRICTED</b>
TO (FOR INFORMATION)			
(REF. No.)	(SECURITY CLASSIFICATION)	RESTRICTED	

FOR MAJOR STREET. AC MILAN RAIL DIV. FOLLOWING OUT. REMAINDER  
 WORKING ORDER. LINE 53 ROMANO BRIDGE RIVER SENIA. REZZATO BRIDGE  
 RIVER CHIESE. PESCHIERA. BRIDGE RIVER MINCIO. LINE 65 PIACENZA  
 BRIDGE SITUATION IS AS FOLLOWS:- PO. FONTEARCO BRIDGE RIVER PARMA.  
 MODENA BRIDGE RIVER SECCIA. BOLOGNA BRIDGE RIVER RENO. LINE BRESCIA  
 GIMENETA BRIDGE RIVER OGLIO. LINE 163 BRIDGES RIVERS ADDA AND OGLIO.  
 LINE PAVIA BRESCIA VIA PIADENA BRIDGES RIVERS PO AND OGLIO. LINE  
 BRESCIA CRIMONA BRIDGE RIVER PO. LINE PAVIA-CASALP? SERRAVALLO  
 BRIDGES BETWEEN LA PINA AND ORIO. LINE TORTONA-PARVIA BRIDGES  
 RIVERS PO AND TICINO LINE BRESCIA BERGAMO BRIDGES AT GRUMILLO. JUST?  
 NORTH LEGGO BRIDGE OUT. LINE GALLARATE-DOMODOSSOLE BRIDGE OUT AT  
 SESTO CALENDE. ???? AREA SOUTH WEST LINE 53 ORVIGLIO THROUGH LINE

LOCAL DISTRIBUTION	PRECEDENCE:	THI OR TOR	Opt.
	ORIGINATING SECTION:	<b>4966</b>	
	A. G. AUTHENTICATION:		
	ORIGINATOR'S AUTHENTICATION:	TIME CLEARED	

## MESSAGE FORM

1019  
867 868

CALL	CIRCUIT No. NR	PRIORITY	TRANSMISSION INSTRUCTIONS	
SPACES WITHIN RED LINES FOR SIGNALS USE ONLY				DATE-TIME OF ORIGIN
FROM (A)				
TO (FOR ACTION)				
TO (FOR INFORMATION)			MESSAGE INSTRUCTIONS	GR
(REF. No.)	(SECURITY CLASSIFICATION)			

SHEET 2

162 GEMONA LINE 163 BOZZOLO CAN OPERATE. LINE 53 BRESCIA PASCHIERA  
 MONTOVA THENCE WEST TO MARCARIA OPEN IN 1 MONTH. BRIDGE OUT  
 BETWEEN BOZZOLO AND MARCARBA ON LINE 163. CAN OPERATE LINE 50  
 GENOA ALESSANDRIA ELECTRIC THENCE STEAM VIA MORTARA-MILANO.  
 SINGLE LINE TORREBERETTI TO BRIDGE SOUTH PAVIA WORKABLE. POWER.  
 65 ELECTRIC 229 STEAM LOCOMOTIVES AVAILABLE. CITTORINE ???? ELECTTO  
 MOTRICE PASS 16 AUTO MOTRICE<sup>L</sup> PASS 9. COAL AND LIGHTEN?/OIL STOCK  
 VERY LOW. ROLLING STOCK 205 PASS 5500 WAGONS 330 TANKERS 13 SLEEPERS  
 7 DINERS. CONFIDENTIAL MESSAGE ???? BUCKLEY

???? CORRUPT GROUPS

4965

LOCAL DISTRIBUTION	PRECEDENCE: ROUTINE	THI OR TOR	OP.
	ORIGINATING SECTION:		
	A. G. AUTHENTICATION:		
	ORIGINATOR'S AUTHENTICATION:	TIME CLEARED	



Meeting of the Chiefs of Compartimentos Milano, Turin, Genoa  
with the Commissario Strordinario Ferrovie Stato Alta Italia  
Milan, Palazzo Litte, June 12, 1945.

The chiefs of the Compartimentos of Turin and Genoa handed to  
Eng. Bianchi the forms relating to the existence of materials,  
requested for June 15, 1945.

Eng. Piumatti handed further:

1 list about provisions for vehicle-repairs

1 list about the monthly production of the Officine Riario.

Coaches: For the local service Turin need:

259 coaches

86 baggage-waggons,

whilst actually they have 191 coaches apt for service;  
the total number of coaches in the Compartimento of Turin is 503,  
including those under or awaiting repairs.

Ing. Bianchi declared: At any rate, the railway-waggons must be re-  
paired as quickly as possible in order to be able to circulate with  
nearly all coaches, within the Month of July. The chassis in the  
locomotive-Depots are to be repaired in this manner: empty boxes  
with wooden banks, without windows etc. It is not necessary, for  
the moment, to have a finished execution, provided that the secu-  
rity of the service will be guaranteed. It is the intention to  
take agreements with Mr. Ballinari of the Swiss Railways in order  
to obtain that complete Italian trains may pass the frontier,  
also if they don't correspond to each requisite provided <sup>4/19/45</sup>

are apt for the service on the S. Gottardo-line.  
Lt. Col. Zwanepoel declared to have received a telegram in this  
matter with the following contents: "as to the coaches apt for  
international service, the repairs of coaches and waggons should  
be urged so that the deficiencies which would cause a refusal  
at the frontier will be repaired, whilst the secondary defects  
are less important."

Turin should put at the disposal of the Compartimentos of Milan,  
Bologna and others, about 200 coaches; Genoa 100 coaches.  
Turin asked from Milan a certain number of covered waggons.

Railway-fares: Prospectus about the increment of railway-  
fares, made up at Milan, are handed to the Chiefs of Comparti-  
mentos. They will be applied as soon as the approval from  
Rome will arrive.

Coal: In the last meeting the reduction of steam-service was  
discussed. It was decided that next week, the number

Eng. Bianchi the forms relating to the existence of materials, requested for June 15, 1945.

Eng. Piumatti handed further:

- 1 list about provisions for vehicle-repairs
- 1 list about the monthly production of the Officine Rialzo.

Coaches: For the local service Turin need:

259 coaches

86 baggage-waggons,

whilst actually they have 191 coaches apt for service; the total number of coaches in the Compartimento of Turin is 503, including those under or awaiting repairs.

Ing. Bianchi declared: At any rate, the railway-waggons must be repaired as quickly as possible in order to be able to circulate with nearly all coaches within the month of July. The chassis in the locomotive-Depots are to be repaired in this manner: empty boxes with wooden banks, without windows etc. It is not necessary, for the moment, to have a finished execution, provided that the security of the service will be guaranteed. It is the intention to take agreements with Mr. Ballinari of the Swiss Railways in order to obtain that complete Italian trains may pass the frontier, also if they don't correspond to each requisite provided <sup>498/4</sup> are apt for the service on the S. Gottardo-line. Lt. Col. Zwanepoel declared to have received a telegram in this matter with the following contents: "as to the coaches apt for international service, the repairs of coaches and waggons should be urged so that the deficiencies which would cause a refusal at the frontier will be repaired, whilst the secondary defects are less important."

Turin should put at the disposal of the Compartimentos of Milan, Bologna and others, about 200 coaches; Genoa 100 coaches. Turin asked from Milan a certain number of covered waggons.

Railway-fares: Prospects about the increment of railway-fares, made up at Milan, are handed to the Chiefs of Compartimentos. They will be applied as soon as the approval from Rome will arrive.

Coal: In the last meeting the reduction of steam-service was decided. Now, Col. Zwanepoel hopes, that next week, the number of trains may be increased again, as on June 14, a ship with coal is awaited. The distribution of the coal is intended as follows:

./.

170	ton	to Novara
130	"	" Alessandria
130	"	" Torino
660	"	" Milano
100	"	" Genova-Brignoli
100	"	" Genova-Rivarolo.
<u>total 1290</u>		ton

Electric installations: Ing. Santi informs that these are in order. The tonnage which can be transported from Genoa on the main lines is 600; on the secondary lines 900.

Transport of petrol: Lt. Col. Zwanepoel had asked for a certain number of cistern-wagons for Genoa and for a certain number of private vehicles. The designations and numbers of the cistern-wagons will not be changed; only a number will be added.

The question rose, if the debt, the Germans left for Railway-freight could be covered, at least partially, by the material, the Railways took from Germans. This debit amounts to about 5 - 6 milliards. Lt. Col. Zwanepoel is of the opinion that this will not be possible, and that the question of the German's debts will be discussed at the conference of the peace.

4963



Milan, June 12th 1945.

At Rada 39. Time 8.

Meeting of the Representatives of the Compartimentos of Major Hall, Milan, Turin and Genoa with the Commissario Straordinario I.S.R., present Lt. Col. Zwaneyool, Major Buckley, Major Hall Capt. Heymann.

Major Hall of the Allied Commission of Rome declared: The decision, in general, is to submit 2 balances, that is: 1 balance for the period of the date of the liberation to June 30, 45; 1 anticipated balance for the following trimester July - September 1945. The balances of the Allied-Military-Administration are for trimesters too.

It is necessary to make two separate balances for North-east-Italy and for North-west-Italy.

Milan will collect the expense of the Compartimentos Milano, Turin and Genoa and elaborate a remaining balance. On base of this balance a complementary credit will be given to be divided between the 3 Compartimento-cashes.

The credit will be opened at Milan. E.g. Bianchi will be responsible for the division between the three Compartimentos.

For these operations is required the approval of Major Hall and not of the local Allied Commands.

As to Genoa, the credit will be opened on a bank, next existing in this locality a Compartimento-cash.

In the above mentioned balances, the expenses will be divided into three groups: ordinary expenses -- exceptionally expenses

the ordinary expenses include the fix expenses as wages, etc. they must be divided in various items as expenses for workers, for pensions, etc.

The extraordinary expenses are those for works and deliveries of extraordinary character as used in the common balances.

The exceptionally expenses refer to expenses dependent from the war which do not enter in ordinary balances (repairs, reconstructions etc.)

Authority is given to take agreements for these balances on base of a simplified scheme. It is suggested to divide the expenses in circa 20 items.

As to the item "coal", only the consumption for civil use is to be considered, not the consumption for military purposes.

4962

Major Hall of the Allied Military Administration are for trimesters 1945. The decision, in general, is to submit 2 balances, that is: 1 balance for the period of the date of the liberation to June 30, 45; 1 anticipated balance for the following trimester July - September 1945.

The balances of the Allied Military Administration are for trimesters 1945.

It is necessary to make two separate balances for North-east-Italy and for North-west-Italy.

Milan will collect the expenses of the Compartimentos Milano, Turin and Genoa and elaborate a resuming balance. On base of this balance a comprehensive credit will be given to be divided between the 3 Compartimentos-Cashes.

The credit will be opened at Milan.

Mag. Bianchi will be responsible for the division between the three Compartimentos.

For these operations is required the approval of Major Hall and not of the local Allied Commands.

As to Genoa, the credit will be opened on a bank, now existing in this locality a Compartimento-cash.

In the above mentioned balances, the expenses will be divided into three groups:

ordinary expenses -- extraordinary expenses -- exceptionally expenses

ordinary expenses include the fix expenses as wages, etc.

They must be divided in various items as expenses for workers, for pensions, etc.

4962

The extraordinary expenses are those for works and deliveries of extraordinary character as used in the common balances.

The exceptionally expenses refer to expenses dependent from the war which do not enter in ordinary balances (repairs, reconstructions etc.)

Authority is given to take agreements for these balances on base of a simplified scheme. It is suggested to divide the expenses in circa 20 items.

As to the item "coal" only the consumption for civil use is to be considered, not the consumption for military purposes.

Further a list is required showing the works to be executed; this list must be handed to Lt. Col. Zwanepool for approval; from all the three compartimentos.

The balances requested are intended to have general character in order to demonstrate the necessity to furnish funds.

The balances have to be handed in 4 copies as soon as possible to Lt. Col. Zwanepool who will forward them.

All the credits which were given by the ex Government (Fascist-  
Repubblica) will be cancelled.

The three compartimentos do not require funds for the current  
month. It is, however, necessary that the funds for next month  
will enter until July 15th in order to cover in due time the  
payments of the wages.

Wages, rise of emergency.

Major Hall declared that the circulars of General M. Reimondi  
are not to be considered valid.

This declaration is in contrast to the instructions received  
from Major Davies.

The allowance for the last month has been paid in the following  
manner:

at Turin	Five 2500.--	to everybody
at Genoa	" 2500.--	(highest rate of 3 categories)
at Milano	" 2000.--	" " " "

Major Hall declared that for the moment the payment must be limi-  
ted to the ordinary salaries. He intended to send a telegram  
to the Allied Commission in order to learn the instruction about  
what will be paid.

It was pointed out that the staff is already informed that they  
would receive another part of the allowances.

It. Col. Zwenepeel sent a telegram too in order to get instruction  
in this matter.

It was decided to wait 2 or 3 days until the answer from the  
Allied Command will arrive.

4962



FROM 35 CRE (WORKS) 14 1000 B

CE DISTWO

TO ACC PIEMONTE REGION

155 RESTRICTED. BRIDGE OVER TICINO RIVER ON ROUTE II  
MRJ 9564 INSPECTED YESTERDAY BY ACC ROADS & BRIDGES  
NOT CONSIDERED SAFE FOR RAIL TRAFFIC DOUBTFUL FOR CLASS  
40. MAJOR FENTON INFORMED BY PHONE THIS MORNING. SUGGEST  
FURTHER INSPECTION BY RAILWAY ENGINEERS

IMMEDIATE

71  
4960

TO OC Tn. A.C. Sub Commission Rail.  
Through Major Sheet O.S.O.

Subject:- Dangerous Bridge on  
Milano-Torino Main Line

Ref. TN/AC/4./45

15th June/45

Copy of CRE Mo 84 Works Signal attached,  
and the following is Report on this Bridge.-

*Line No 53*

Report on Bridge on Line No.53.

MILANO-TORINO

- I. This Bridge carries the Rail/rd & Highway Route 11 over River TICINO about 16 Km. East of NOVARA.
- II. Consists of eleven arches and one arch over cart road on the west bank. Original granite stone work, very well constructed, it is only this good work that, at the moment saves the structure from collapsing.
- III. Conditions as follows. (Arches numbered from East.)
  - No. 1,2,3. good condition for full width of both Rail & highway sections.
  - No. 4. On the original longitudinal centre line the key stones have moved, under the part carrying the railway not much movement, the Arch slightly shaken.
  - No. 5. Arch about 4 meters only left in the width of this, springing at west and moved, longitudinal cracks in the arch, but not continuous. Some form of shoring up should be put in at once.
  - No. 6 Arch. On longitudinal center line key stones hit & have moved, been driven down but still in place, this for a width of 1 or 2 meters only, no further movement appears to have taken place.
  - No. 7 Arch. Key stone have moved in places.
  - No. 8 Arch. Highway section. Arch completely blown out, on the Rail section only about four meters in width left, and on this the key stones have moved.
  - No. 9 Arch. This not so badly damaged appears to be shaken only.
  - No. 10 Arch. Railroad carries on Steel, Highway on wooden beams

4959



N.2/

No. 11 Arch. On the north side for approx. 1 meter in width on the North edge, the key stones have been blown out, and the whole arch has moved. The rail track is very close to the edge and should be moved nearer to the center line.

Arch over road on west bank of River, this has been filled under the Railway. The section under the highway is shaken.

General. The I.S.R. have this bridge watched, a gang working here, the key stones where moved have been secured and are ganged for any further movement.

*Relieve*

<sup>There</sup> There is a diversion Bridge just down stream from this, that was put in by Germans. Probably this would carry the highway traffic, and ~~relative~~ the damaged bridge of some vibration. This should be done as soon as possible. Highway Engeneer Region 10 has been told about this.

*S.P. Buckley*

S.P. BUCKLEY  
Major R.E.

ISR  
Palazzo Litta  
Corso Magenta  
Milano  
Phon. 13744

4958



Subject:- N.W. Italy - Rly. Repairs

HQ 1212 Rly. Constr. & Maint. Group R.E.  
A/RCE/135/1727  
13th. May 1945.

Ing. BIANCHI  
Italian State Railways  
Milan

Copy to:- D.M.R.S.  
Major BUCKLEY  
O.C. 159 Rly. Constr. Coy. R.E.  
O.C. 160 Rly. Constr. Coy. R.E.

- 1 Referring to my discussion you and Major Buckley yesterday, the following arrangements will be made for rly. reconstruction in N.W. Italy.
2. As soon as possible you will let contracts for the permanent reconstruction of:-  
Commenced (a) The bridge over the River PO at PIACENZA  
---"--- (b) The bridge over the River PO at MEZZANA CORTI, south of PAVIA  
---"--- (c) The bridge over the River TICINO at PAVIA.
3. No temporary bridges need be put in at the above places, but the reconstruction should be completed as quickly as possible. When the contracts have been arranged please let me know on what dates you anticipate each of the works will be finished.
4. At the following places I will construct deviations, which will carry traffic until the floods arrive;
  - (a) Over the river MINCIO near PESCHIERA
  - (b) Over the river TARO near PARMA
  - (c) Over the river TREBBIA near PIACENZA
5. You will arrange for contracts to be let for the permanent reconstruction of the above three bridges, the work to be completed before the rivers rise. All traffic will pass over the deviations, and the contractors will therefore have no interferences from trains.
6. A contract under similar conditions will be arranged for the viaduct at DESENZANO, where the existing deviation will be kept in use while work on the bridge is carried out. 4957
7. From a report I have received from one of my officers, it may be that I can help you with machinery, to clear the wreckage from the bridge over the river CHIESI near PONTE S. MARCO. If this is so, or if you want further assistance from me on that bridge, please let me know as soon as possible. The same applies to the bridge over the river SERIO near MORENGO.
8. You will carry out any permanent way work required between MILANO and VERONA except for the diversion at PESCHIERA, which I will do.
9. All temporary repairs already in use will be maintained by you, but if you require my help in difficult cases, please let me know as soon as possible.
10. Major Buckley will arrange for financial assistance to be

given for all the above work, and also for the maintenance and reconstruction of the following routes:-

- ( a ) GENOA, ARQUATA, ALESSANDRIA, TORINO.
- ( b ) TURIN to MILAN direct.
- ( c ) ALESSANDRIA, MORTARA, MILAN.
- ( d ) MILAN to VERONA.
- ( e ) CUNEO by the least damaged route to TURIN.
- ( f ) BRA by the least damaged route to TURIN.
- ( g ) ARQUATA, TORTONA, PAVIA, MILAN.

Note.

Temporary finance was arranged.  
Major Hall AC.  
budget officer now arranging for

permanent finance

*EPB*

A.H. Cantrell

Lt.Col.R.E.

RCE 1212 Rly. Constr.&Maint Gp. R.E.

4956



41

TRANSPORTATION SUB-COMMISSION A.C.  
(Rail Division)  
c/o Transportation Increment  
C.M.F.

8th June 1945.

Ref. Tn/AC/44 C.E.

To Chief of Commerce Division  
Chief Transportation Officer Milan

Subject: Release of tyres to I.S.R.

I Ref. my signal of 18th May to H.Q. as follows.

Please obtain release to I.S.R. on payment of

- N° 9 tyres and tubes 11,25x24 or 11x24
- N° 12 tyres and tubes 11,25x24 or 11x24
- N° 9 tyres and tubes 11 x 20 or 10,50x20
- N° 20 tyres and tubes 6,00x16
- N° 10 tyres and tubes 26 x 5,00 or 17x4,25
- N° 9 tyres and tubes 12 x 20
- N° 9 tyres and tubes 9 x 16
- N° 5 tyres and tubes 5,50 x 15
- N° 10 tyres and tubes type Piloto
- N° 15 tyres and tubes 400 x 14

*I.S.R.  
Florence*

*F. I. S. R. Milano*

Sent after Chief Transportation Officer had informed me that A.C. had frozen all tyres.

II When in Rome I saw Major Wood who phoned Col. Evans & this division agreed to release as above. Later I had a phone message to the effect that a signal had been sent North to release these to I.S.R. on payment.

III Would you therefore please authorise the issue of these tyres.

S.P. Buckley Major R.E.  
for Lieut. Col. Lindberg R.E.  
AG/Tn/Rails.

Copy HQ Rome  
ISR for attn. Sig. Gasalini  
file Milan.

4955



TRANSPORTATION SUB-COMMISSION C. J.  
Rails Division

Tn. Increment C.M.F.

To Lieut. Col. Zwanepoel D.M.R.S.,  
Milan.

11, June 1945.

Subject Guarding of Railway and Stores.

Ref. Tn/AC/44 CE

I After considering the action of Capt. Conway R.E. in suggesting & commencing to organise an irregular Police, for the guarding of stores, loaded waggons on rail, in the first phase of the operation of taking over North Italy, this does not seem to be overstepping his authority, as in the then early stages, practically no other unit other than Army, was on the spot, & the Army was further North. There was no communication between that area & the I.S.R. Railway Chief here, he seems to me to have been correct in taking that action, as it was an urgent matter for the stores & Rail yards to be guarded.

II As this action was not continued by the A.C. Railway construction Officer concerned, after communication was restored, I would like you to accept this & agree that H.Q. should have a copy of this letter.

S.P. Buckley, Major R.E.

Copy O.C. Tn/AC/Rails  
" Major Street D.S.C.  
" Capt. Conway  
" File.

4954

COMMISSARIO STRAORDINARIO  
Ferrovie dello Stato Alta Italia  
MILANO

Milano 28th. May/45

*2*  
*A. G. Bone*

Subject: Repair of bridges.

To Lt. Col. A.H. Cantrell  
Lt. Col. Zwanepoel,  
Major Buckley

I beg to enclose prospectus regarding the damaged bridges which must be repaired in order to reopen traffic on all lines of Lombardia as well as on the lines conducting to Genoa, Parma and Verona.

In this prospectus is indicated too for each bridge the shortest time which is anticipated for the execution of the repairs excluding the bridges which are to be reconstructed permanently upon order of the Allied Command.

The works for the temporary repairs have been started several weeks ago, but they are a little in delay and could not go on so quickly as anticipated for the absolute lack of lorries.

Yesterday and to day, I have inspected the bridges over the river PO at Piacenza on the line Milano-Bologna and at Mezzanacorti on the line Milano-Genova as well as the bridge over the river Ticino at Pavia on the line Milano-Genoa. These are three bridges which should be ultimated as quickly as possible, but I must state that, -though the undertaking firms are doing their best- the works did improve only very insignificantly because most of the machinery and material available till now, could not yet arrive at the working place for lack of lorries.

a) ||

In addition, we could not yet succeed in getting free the required material which is stored up in the important sheds of Pizzighettone and Pontirolo, blocked by the V American Army.

b) ||

In order to avoid any further delay and to maintain the term indicated in the prospectus, it is most important that the matter of the transports as well the matter of the material at Pizzighettone and Pontirolo will be considered at once.

a) This applies everywhere from R.C.I.E  
b) See my signals and that from (Col Cantrell). MB  
12/12

4953

Commissario Ferrovie Stato  
Alta Italia



COMMISSARIO STRAORDINARIO  
Ferrovie dello Stato Alta Italia  
MILANO

Milano, 28th. May 1945  
N. 436/CS.

*Copy HQ Rome  
PB*

To  
Lt. Col. A.H. CANTRELL  
Lt. Col. A. W. ZWANEPOL  
MAJOR BUCKLEY

Subect:-  
Reconstruction of bridges.

In accordance to your instructions I have disposed for permanent reconstruction of the following Railway-Bridges:

- a) Bridge over the river TARO near Parma
- b) Bridge over the river TREBBIA near PIACENZA

The works which will be started at once, have been trusted to the firms:

S.A.C.O.P. of Milan for the Taro -bridge.  
Ing. Vittorio RANZA of Milan for the Trebbia-bridge.

I think it opportune to indicate the names of the firms hoping that the local Allied Command will grant them assistance -if needed- in order that the works will go on without delay and be finished before the period of the floods.

Commissario Ferrovie Stato  
Alta Italia

4952



