

ACC

AC/TN/76/C.E.

10000/148/1550.

10000 / MS / 1550.

OSTIGLIA BRIDGE
MAY 1945 - JAN. 1946

78031
Raggruppamento Ferrovieri

Comando

*Studio di montaggio parzialmente a
sbalzo di due travate Roth-Wagner
tipo a due piani a tre pareti di luce m. 72.00
ciascuna*

— . —
Ponte ferroviario sul Po presso Ostiglia

Km. 67+789.

sbolzo di due travate Roth-Wagner

tipo a due piani a tre pareti di luce m. 72.00
ciascuna



Ponte ferroviario sul Po presso Ostiglia

Km. 67+789.

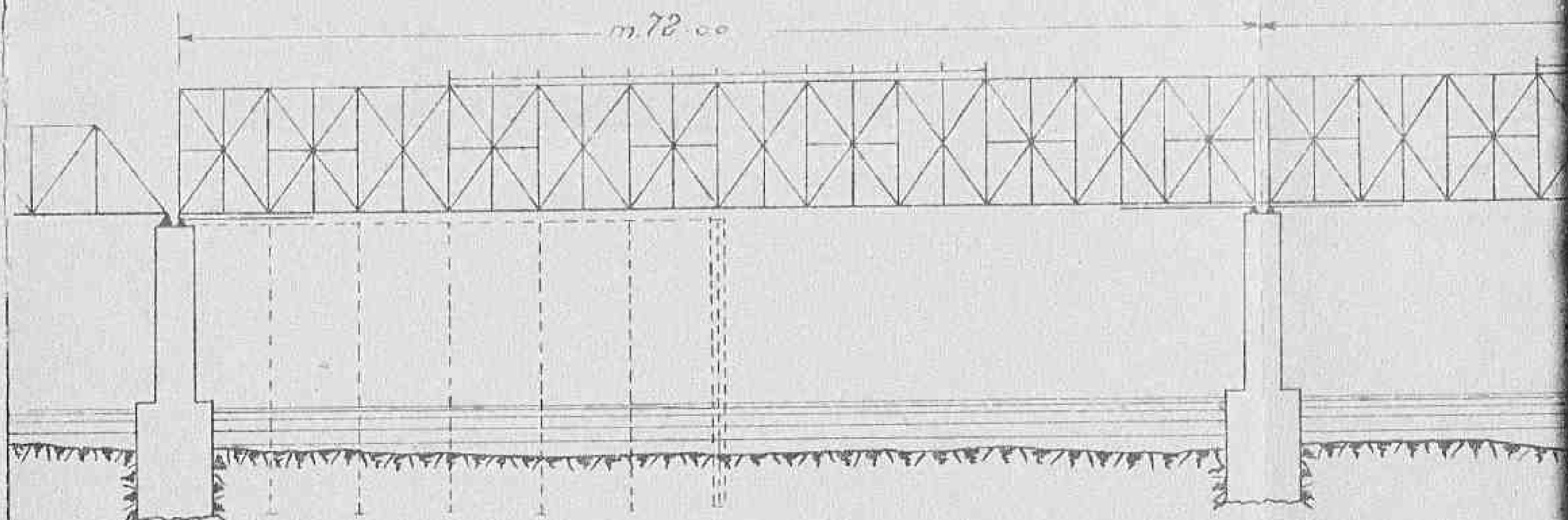
Roma li

1805

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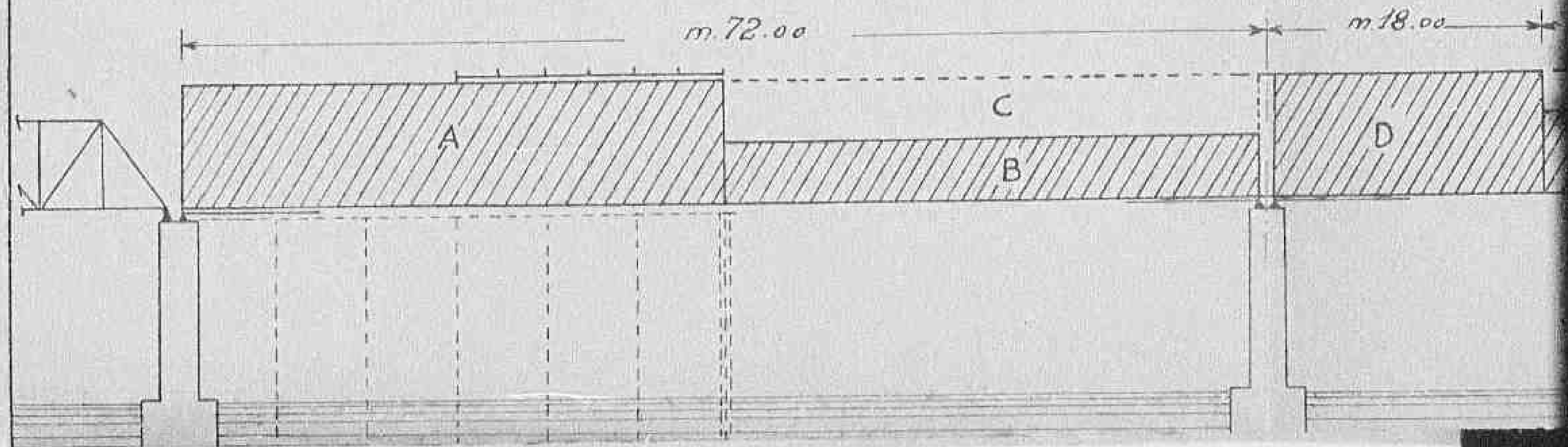
Schema dell' travate e del ponte di servizio ..

Scala 1:400



Schema di montaggio delle travate ..

Scala 1:400

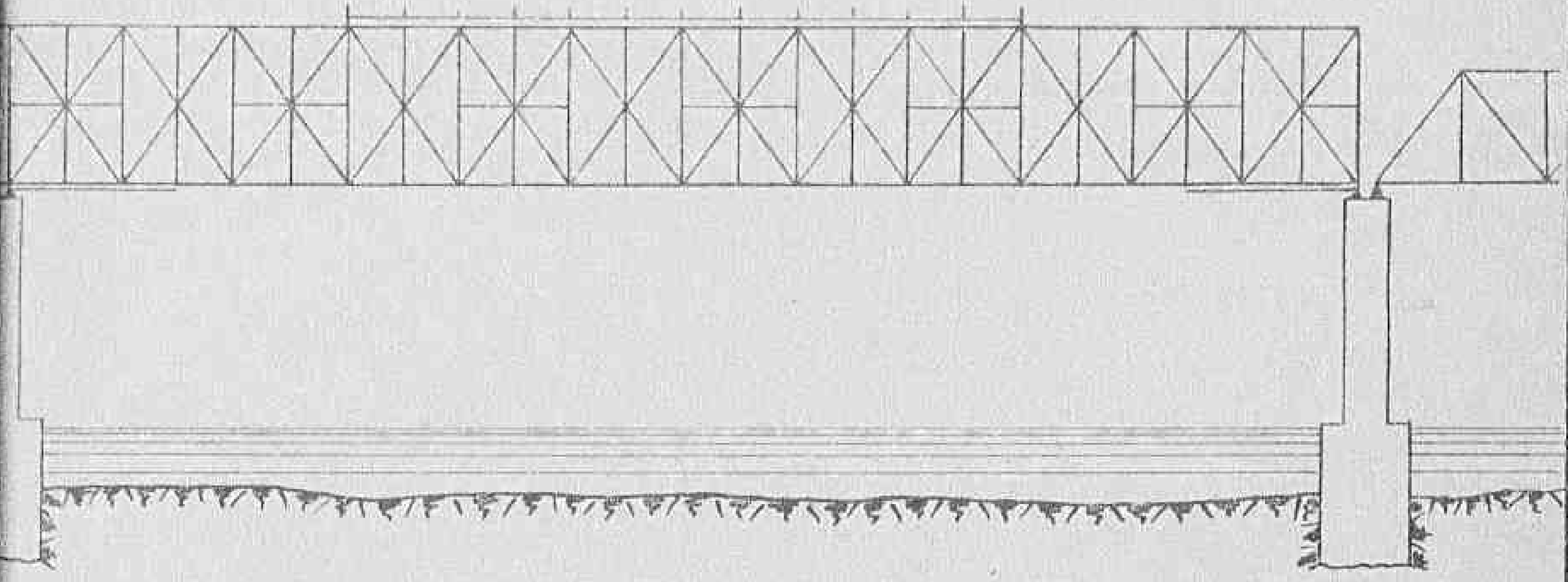


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1:400

m 72.00

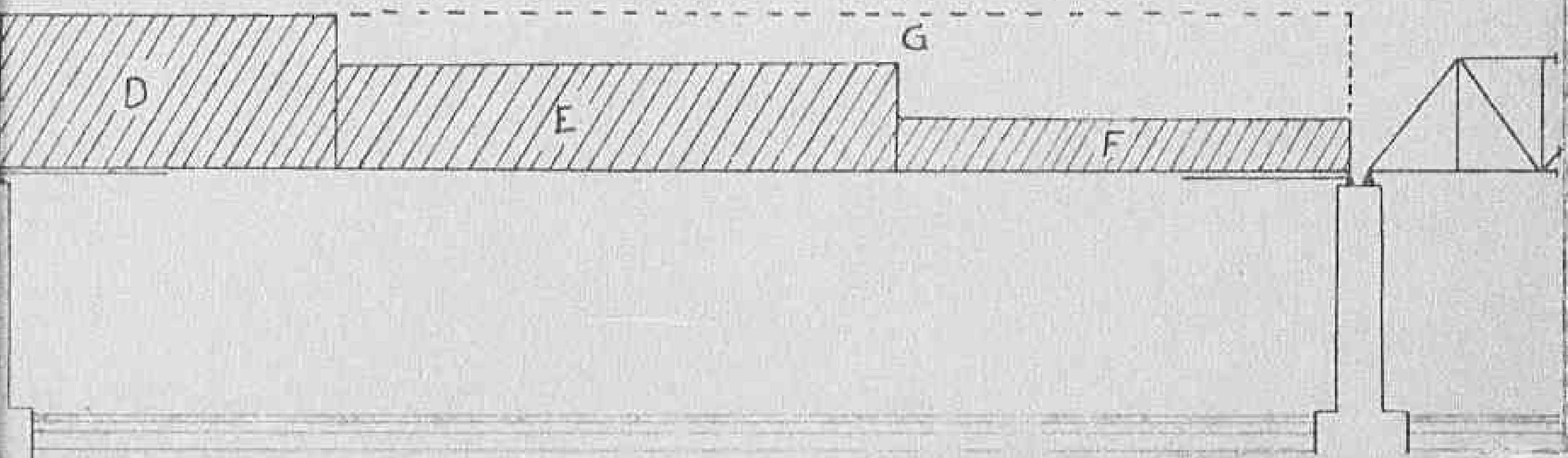


1:400

m 18.00

m 30.00

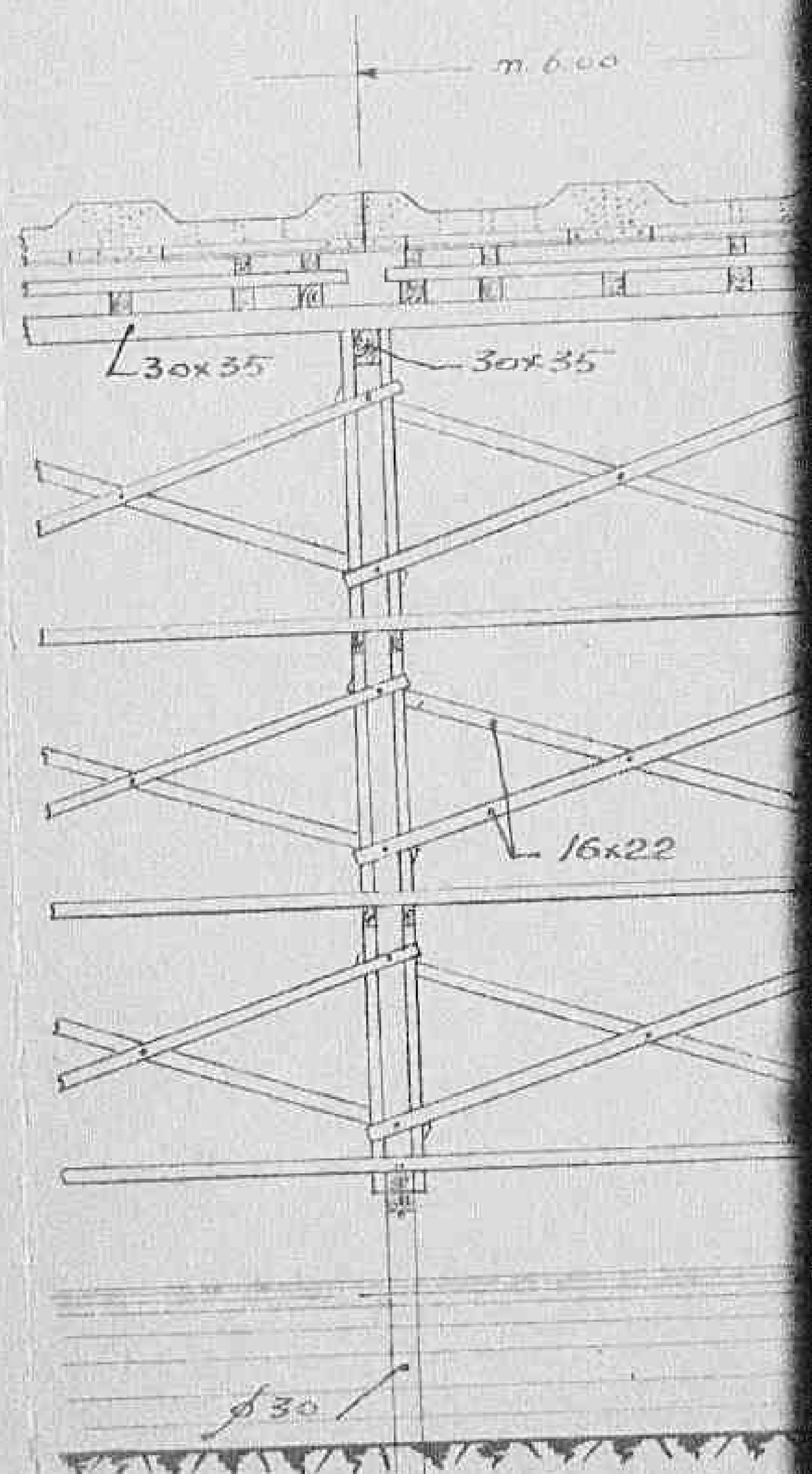
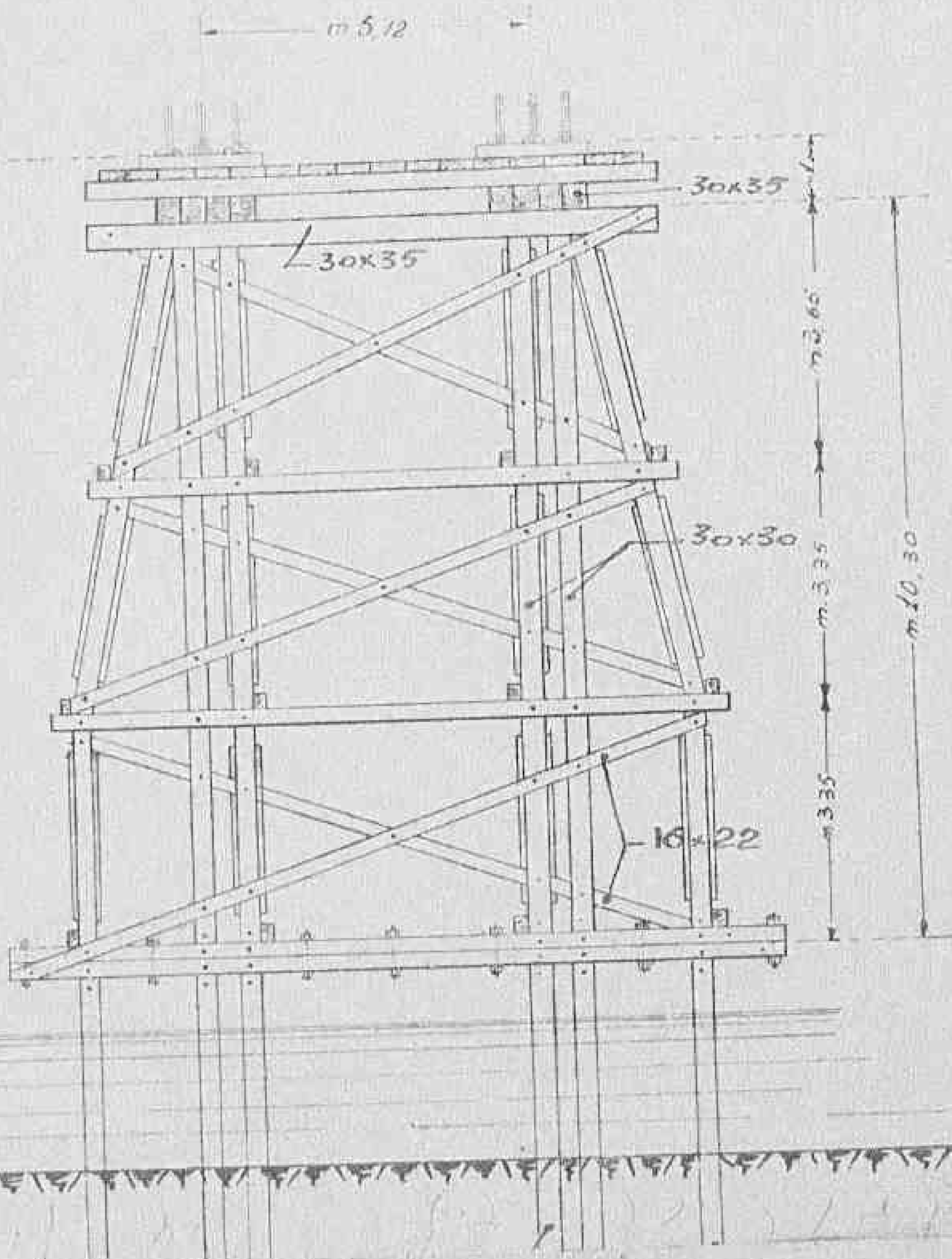
m 24.00



m 24.00

Ponte di servizio con cavalletti a piani sovrapposti poggianti su stilate semplici. -

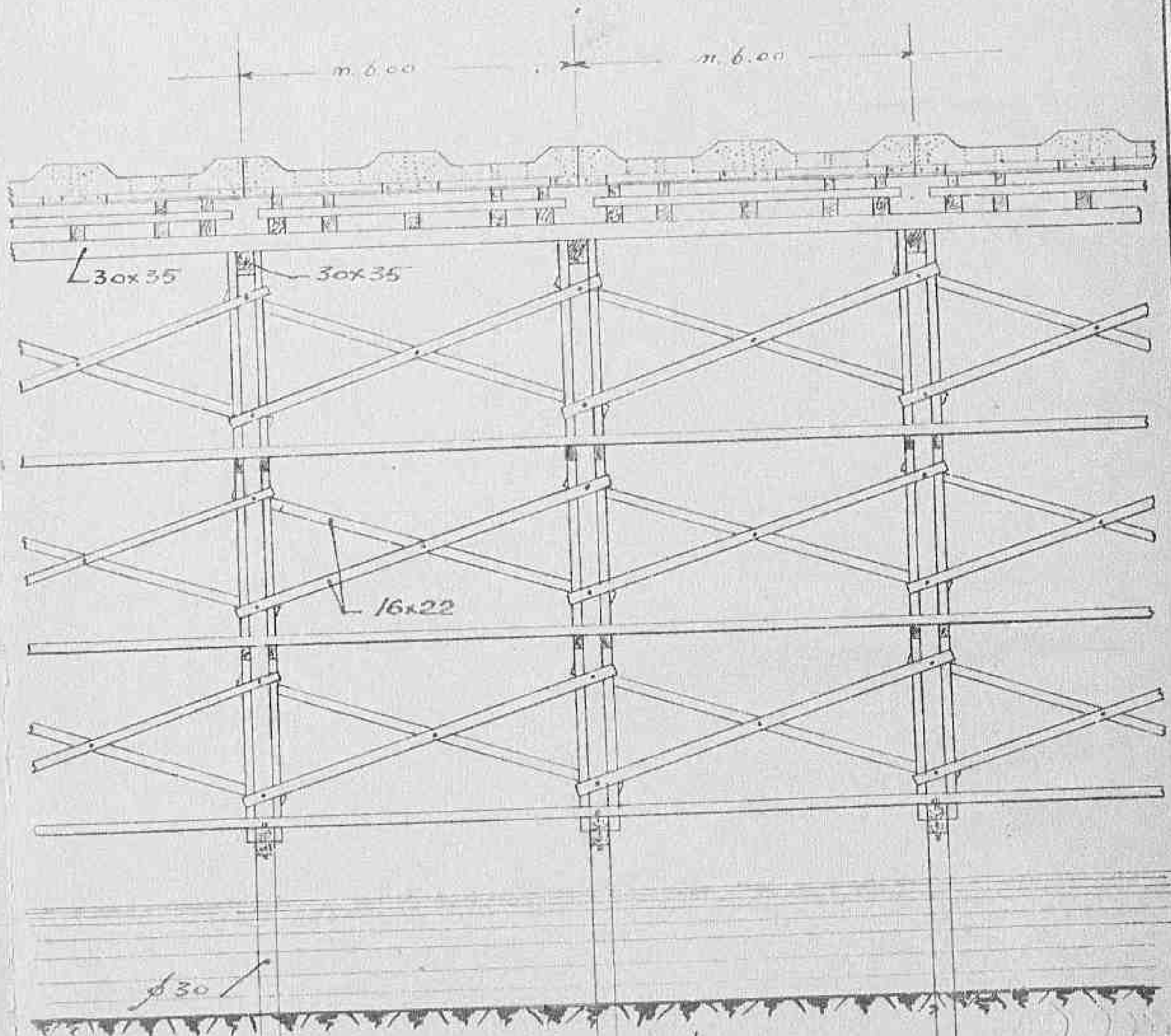
Scale 1:100

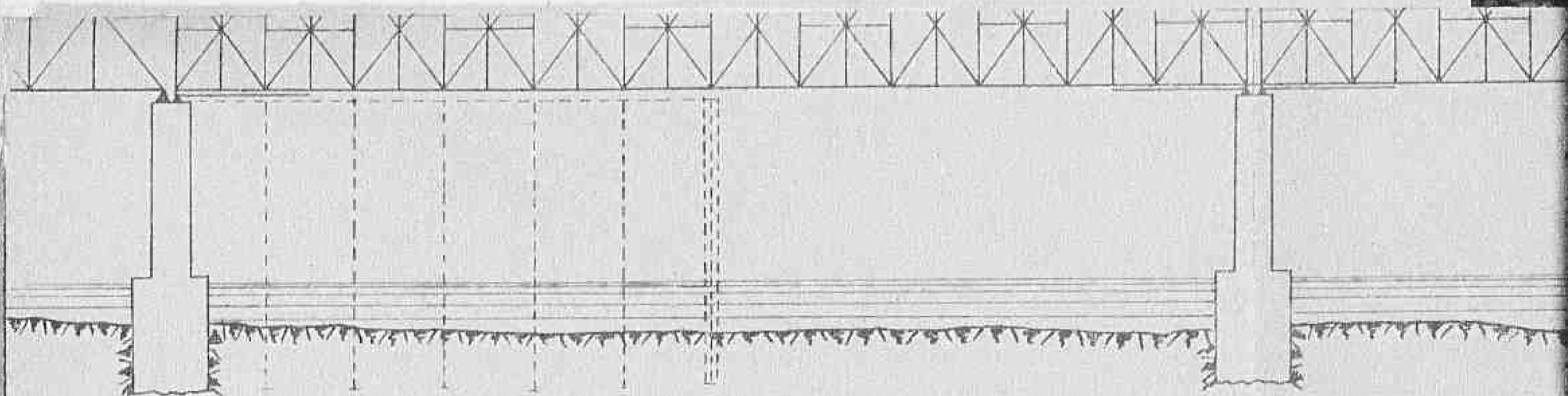


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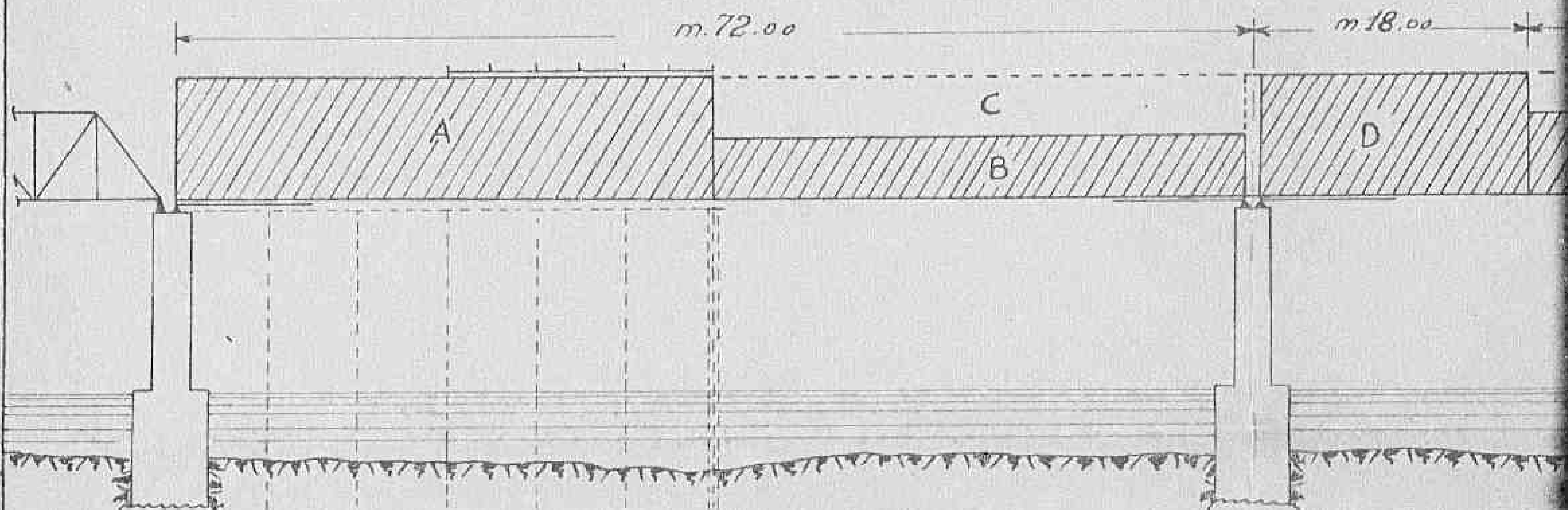
tti a piani sovrapposti poggianti su





Schema di montaggio delle travate --

Scala 1:400

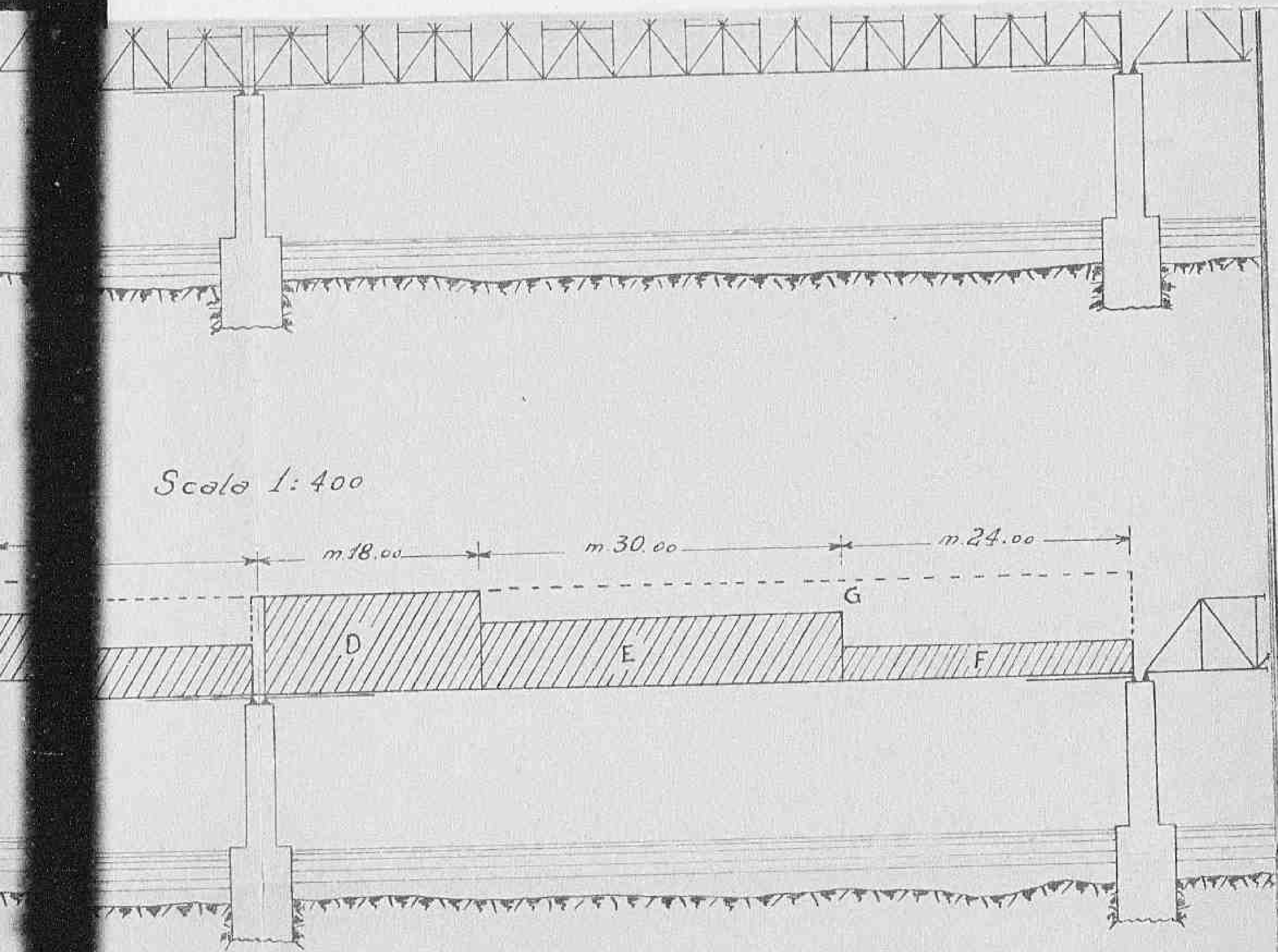


LEGENDA :

- | | | |
|---|------------------------------------|------------|
| A | Parte montata a 2 piani, 3 pareti | } I fase |
| B | Completamento montaggio I travate | |
| C | Completamento montaggio I travate | } II fase |
| D | Parte montata a 2 piani, 3 pareti | |
| E | " " " " " | } III fase |
| F | " " " " " | |
| G | Completamento montaggio II travate | IV fase |

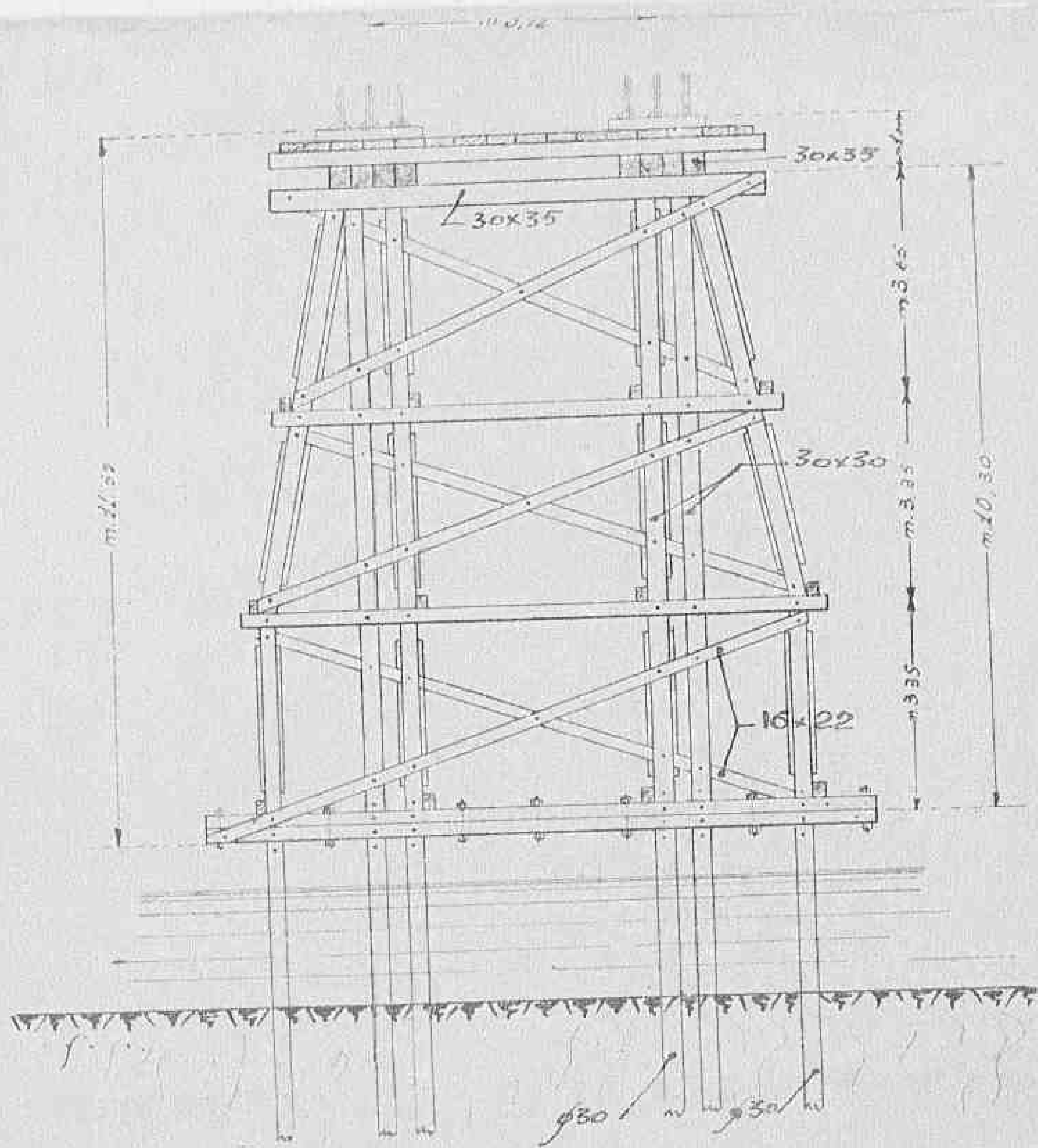
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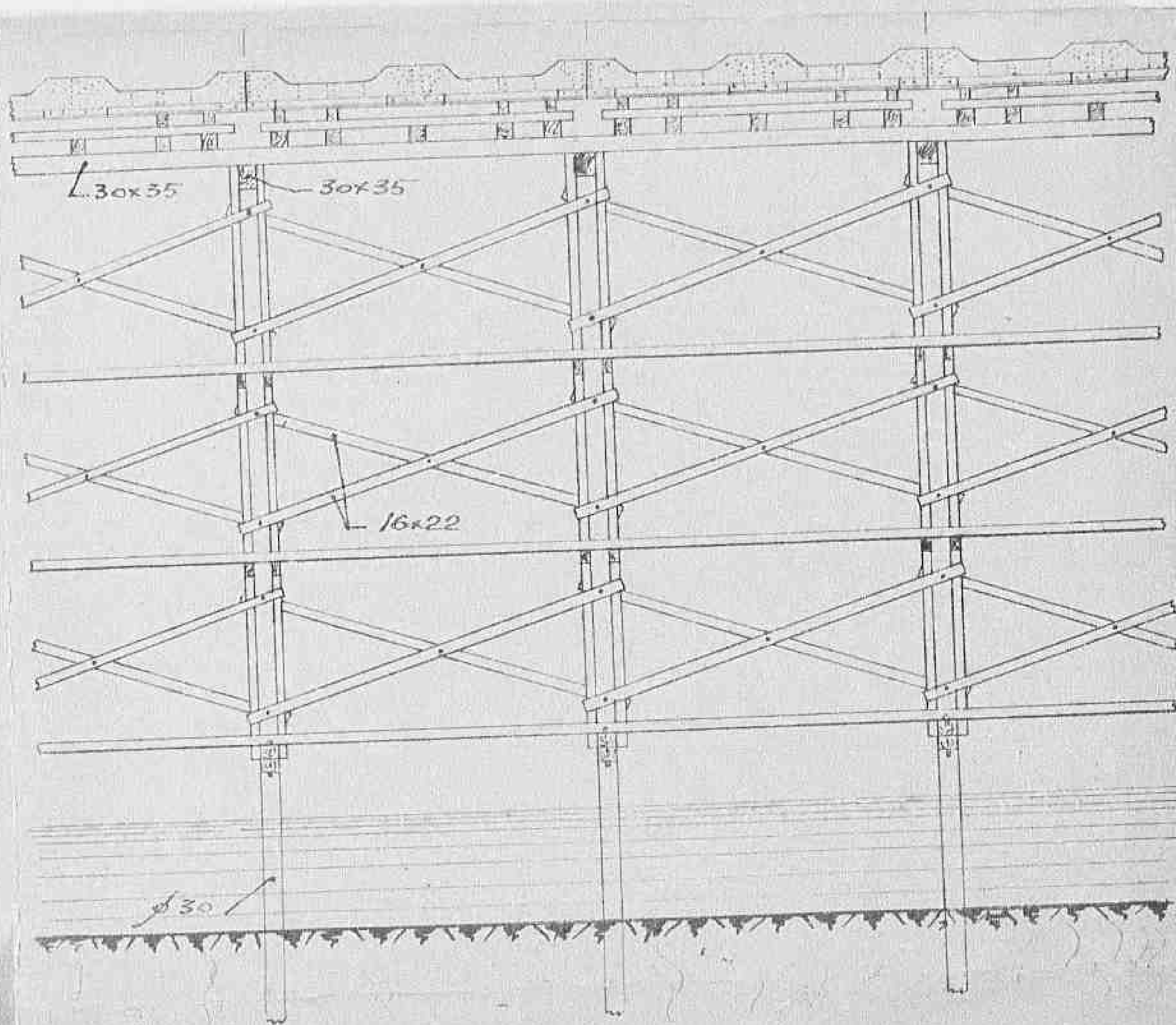
1811

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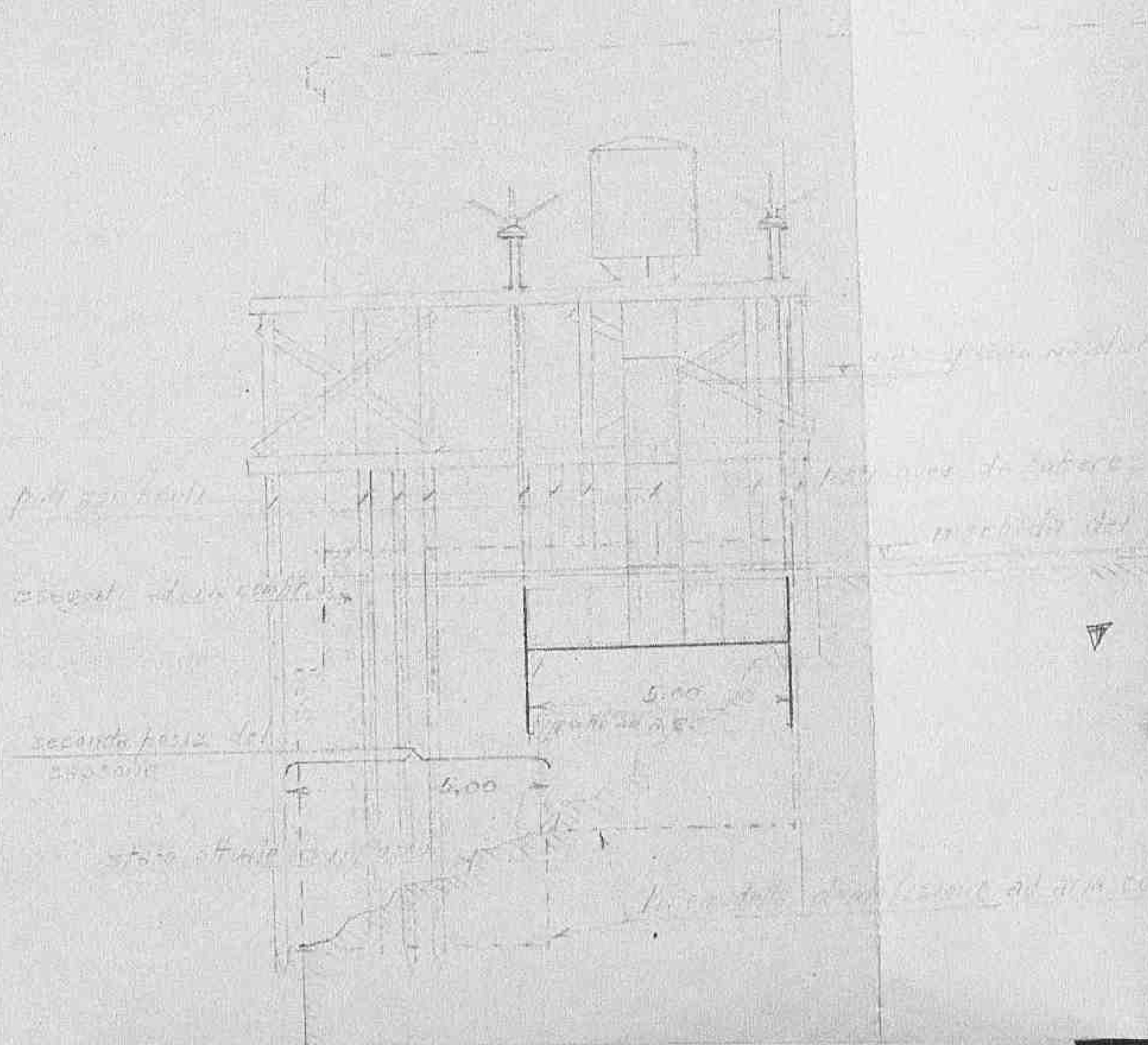
1812

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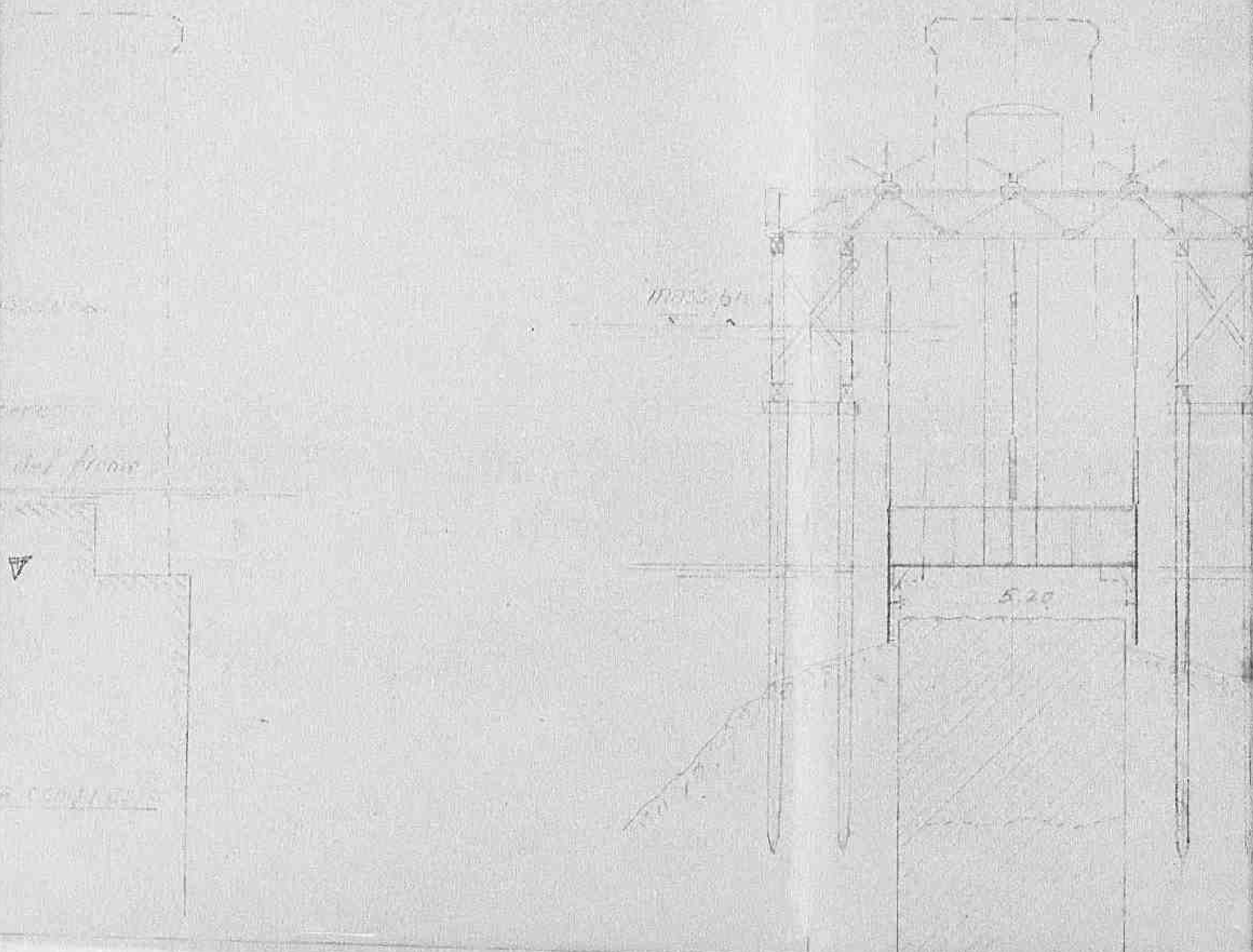
OSTIGLIA BIDGE

FILE 26



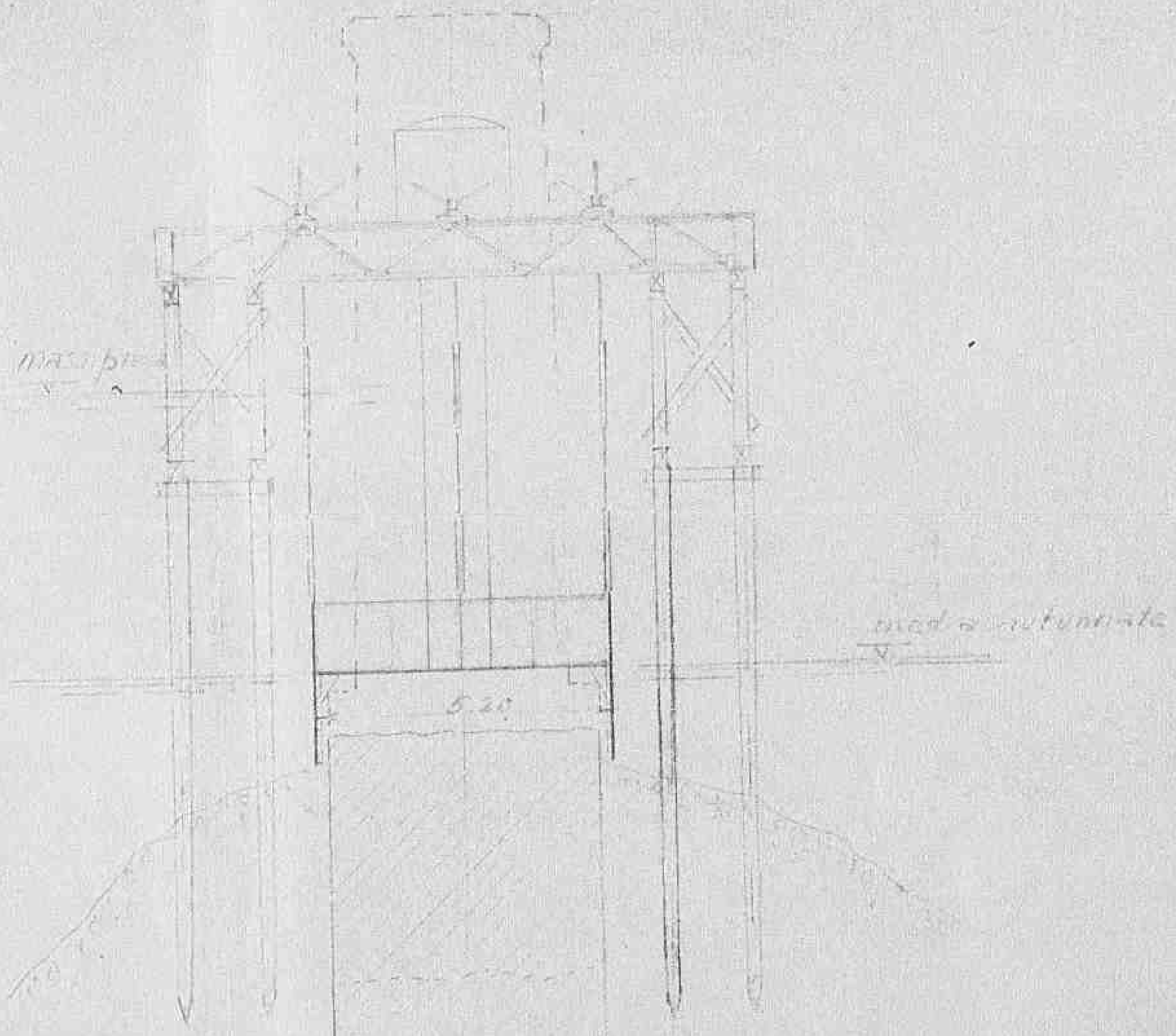
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1815

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MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO
DIREZIONE GENERALE
SERVIZIO LAVORI E COSTRUZIONI

Roma, li 8 settembre 1
N°-L.O.6/16/51124-

= OGGETTO =

Linea Bologna-Verona.
Ripristino ponte sul Po presso
Ostiglia:-

-Alleg.1

ALLA SOTTOCOMMISSIONE TRASPORTI
DELL'A.C. - Ufficio Trasporti (Br)

S E D E

+==+==+==+==+==+==+

- 1) - Si fa riferimento alla nota n°-A.C./Tn/76/20 O.E. del 22 agosto u.s.
- 2) - Questa Sede ha già provveduto ad ordinare alla Società ANSALDO, assuntrice dei lavori di ripristino del ponte di Ostiglia, la costruzione dei pezzi mancanti per il completamento delle due travate Roth Wagner nonché la fornitura dei getti di acciaio per gli apparecchi d'appoggio mobili.
- 3) - Alla stessa Società è stata dato pure incarico di allestire e di impiantare in una delle campate demolite le stilate in legno necessarie per il montaggio delle travate stesse.
- 4) - I vari elementi che le compongono potrebbero già fin d'ora essere accantonati presso il ponte e presi in consegna dal Genio Ferroviario che, disponendo del personale specializzato, dovrebbe come di norma, provvedere direttamente alle operazioni del montaggio.
- 5) - Si prega pertanto codesta Sottocommissione di autorizzare senz'altro la messa a disposizione dei materiali approntati e il loro trasporto dai magazzini di deposito (Pizzighettone, La Comina, Roma Tiburtina) al cantiere di lavoro.
- 5) - Si rimette, come richiesto, il disegno illustrante le modalità con cui verrà provveduto al montaggio ed i particolari costruttivi delle stilate in legno.

IL CAPO DEL SERVIZIO 11/2

Ripristino ponte sul Po presso
Ostiglia:-

-Alleg. 1

S E D E
++++++

- 1) - Si fa riferimento alla nota n°-A.O./Tn/76/20 O.E. del 22 agosto u.s.
- 2) - Questa Sede ha già provveduto ad ordinare alla Società ANSALDO, assuntrice dei lavori di ripristino del ponte di Ostiglia, la costruzione dei pezzi mancanti per il completamento delle due travate Roth Wagner nonché la fornitura dei getti di acciaio per gli apparecchi d'appoggio mobili.
- 3) - Alla stessa Società è stata data pure incarico di allestire e di impiantare in una delle campate demolite le stilate in legno necessarie per il montaggio delle travate stesse.
- 4) - I vari elementi che le compongono potrebbero già fin d'ora essere accantonati presso il ponte a pre- si in consegna dal Genio Ferrovieri che, disponendo del personale specializzato, dovrebbe come di norma, provvedere direttamente alle operazioni del montaggio.
Si prega pertanto codesta Sottocommissione di autorizzare senz'altro la messa a disposizione dei materiali approntati e il loro trasporto dai magazzini di deposito (Pizzighettone, La Comina, Roma Tiburtina) al cantiere di lavoro.
- 5) - Si rimette, come richiesto, il disegno illustrante le modalità con cui verrà provveduto al montaggio ed i particolari costruttivi delle stilate in legno.

IL CAPO DEL SERVIZIO 1102

Subject :- Roth Wagner Material
for Ostiglia Bridge.

Transportation (Br) Main,
C.M.F.

Tel :- Firebox 9328

Tn.A.2/65/6

29 Oct 45

To :- Transportation Sub-Commission, A.C.

1. Reference your AC/TN/76/74 C.E. dated 26 Oct 45 and conversation Capt. Canham - Major Buckley of 29 Oct 45.

2. Deficiencies of materials are as shown on our signal 826Tn2 of 22 Oct 45, and not as shown on lists attached to your letter of above reference. *(because all signals were not sent to us)*

3. These deficiencies, namely W2 - 11 Nos., Bolts 35 mm x 177 mm 1058 Nos., and Bolts 20 mm x 167 mm - 3 Nos. are being supplied to Ostiglia from 333 T.S.D. Bologna, and you will be advised despatch details when they become available. Your amended lists are returned herewith.

Ch. Canham

C.W. CANHAM, S/Capt.,
for Brigadier,
Director of Transportation.

*Copy made
✓ Mole*

*Asst. to Capt. Badoni -
What Samples will
have to be at now
Double Boom instead
of Triple Boom -*

*Ohed all
1123
when handed over to us
Supply lists to us
Mrs. Brown
to order all
extra required
to make up
spare*

OSTIGLIA BRIDGE - ROME RAILROAD MATERIAL.

No. 1 Through 11 spans each 22 m. 10 B.S. Units
of 2 Deck Triple Chord.

Work Ref "7"	Description	No per span	Total requ'd	Available at depot	Def.s	Sig No	Date	No	Sig No	Date	No	DESPATCH
1	Stringer	48	96 ✓	Rome		773	20/10	96 ✓				
2	Cross Girders	50	100 ✓	Rome		826	22/10	3	690	17/10	70	
3A	End chords	12	24 ✓	Rome		773	20/10	24				
3B	End chords	12	24 ✓	Rome		773	20/10	24				
4A	End chords short	12	24 ✓	La Comina	24	3/191	25/9	24				
4B	End chords short	12	24 ✓	La Comina	24	3/191	25/9	24				
5	Inter. chord	252	504 ✓	Rome		453	10/10	160 ✓	358	13/10	80	
6	Chord splice angles	276	552 ✓	Pizzighettone		355	7/10	72 ✓	657	16/10	78	
7	Chord diaphragms	96	192 ✓	Rome		826	4/10	255 ✓	3/191	25/9	197	
8	End posts	32	64 ✓	Rome (8)	(2)	826	4/10	192 ✓				
9	Inter. Posts	184	368 ✓	Rome		3/191	25/9	54 ✓	773	20/10	8	
10	Diagonals	192	384 ✓	Rome & La Comina	354	558	13/10	54 ✓	393	14/10	18	
12	Centre gusset	50	100 ✓	Rome		617	13/10	120 ✓	826	22/10	5	
13	Gusset	100	200 ✓	Rome		226	4/10	100 ✓	1690	17/10	4	
14	Lateral bracing	224	448 ✓	Rome		226	4/10	200 ✓				
16	Chord stiff	43	96 ✓	Rome		226	4/10	448 ✓				
17	Diag. Gusset	120	240 ✓	Rome		226	4/10	96 ✓				
18	Horiz. gusset	130	260 ✓	Rome		226	4/10	240 ✓				
19	Top strut lattice	25	50 ✓	Rome		226	4/10	200 ✓				
20	Horiz. bracing	32	104 ✓	Rome		826	22/10	50 ✓				
23	Stringer conn.	25	50 ✓	Pizzighettone		226	4/10	104 ✓				
35	X girder conn. angles	96	192	Rome (138)	54	3/191	25/9	24 ✓	226	4/10	2	
60	Top rocker plate	4	8		0							
61	Rocker plate free	2	4		4							
62	Rocker plate fixed	2	4		4							

WAGNER MATERIAL.

72 m. 16 U.S. Units
le Chord.

Through 12/12

Ordered from BRONI LUCCA Ref TnA 4/172
No 52 TnA 2 to 323 TnA 15 9 45

No	Sig No	Date	No	Sig No	Date	No	Sig No	Date	No	Totals Short over	
DESPATCHED											
96			75	773	20/10	16 ²⁴				11 ^K	
3	✓	17/10								✓	
24										✓	
24										✓	
24										✓	
24										✓	
160	✓	13/10	80	✓	14/10	40	✓	505	11/10	74	✓
72	✓	16/10	78	✓							
355	✓	25/9	197	✓							
192	✓										
54	✓	20/10	8	✓							
54	✓	14/10	180	✓	22/10	120	✓	773	29/10	14	✓
120	✓	22/10	59	✓	25/9	98	✓	657	16/10	60	✓
100	✓	17/10	47	✓							
200	✓										
448	✓										
96	✓										
240	✓										
200	✓										
50	✓										
104	✓										
24	✓	226	4/10	26	✓						
138	✓										
260 Stained record											
355 270											
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4B	End chords short	12	4 ✓	DE DONALDI								
5	Inter. chord	252	504 ✓	Rome		453	10/10	160 ✓	558	13/10	8	
						355	7/10	72 ✓	657	16/10	78	
6	Chord splice angles	276	552 ✓	Pizzighettone		226	4/10	355 ✓	3/11	25/9	197	
7	Chord diaphragms	96	192 ✓	Rome		226	4/10	192 ✓				
8	End posts	32	64 ✓	Rome (8)	(2)	3/11	25/9	54 ✓	773	20/10	8	
9	Inter. Posts	184	368 ✓	Rome		558	13/10	54 ✓	593	14/10	10	
10	Diagonals	192	384 ✓	Rome & La Comina	354	617	15/10	120 ✓	826	22/10	5	
12	Centre gusset	50	100 ✓	Rome		226	4/10	100 ✓	1610	17/10	47	
13	Gusset	100	200 ✓	Rome		226	4/10	200 ✓				
14	Lateral bracing	224	448 ✓	Rome		226	4/10	448 ✓				
16	Chord Stiff	43	86 ✓	Rome		226	4/10	86 ✓				
17	Diag. Gusset	120	240 ✓	Rome		226	4/10	240 ✓				
18	Horiz. gusset	130	260 ✓	Rome		226	4/10	260 ✓	260	Stiff		
19	Top strut lattice	25	50 ✓	Rome		226	22/10	50 ✓				
20	Horiz. bracing	52	104 ✓	Rome		226	4/10	104 ✓				
23	Striger conn.	25	50 ✓	Pizzighettone	96	3/11	25/9	24 ✓	226	4/10	26	
35	X girder conn. angles	96	192 ✓	Rome (138)	(54)	226	4/10	138 ✓				
60	Top rocker plate	4	8		(8)							
61	Rocker plate free	2	4		(4)							
62	Rocker plate fixed	2	4		(4)							
63	Bedplate	4	8		(8)							
64	Rollers	2	4		(4)							
1	35 mm x 177	4224	8448 ✓	Rome		355	7/10	7390 ✓				
2	35 mm x 196	9050	18100 ✓	Rome		326	6/10	18100 ✓				
3	35 mm x 224	1426	2852 ✓	Rome		355	7/10	2852 ✓				
4	20 mm x 117	4915	9830 ✓	Rome		355	7/10	9830 ✓				
5	20 mm x 142	3018	6036 ✓	Rome		355	7/10	6036 ✓				
6	20 mm x 167	18	36 ✓	Rome		355	7/10	33				
25)												
26)						226		18 tons				

18221

IO	160 ✓	558	13/10	80 ✓	CI7	14/10	40 ✓	503	11/10	74 ✓	
IO	72 ✓	657	16/10	78 ✓							
IO	355 ✓	3/191	25/9	197 ✓							552 over
IO	192 ✓										
9	54 ✓	773	20/10	8 ✓							273 ✓
IO	54 ✓	393	14/10	180 ✓	826	22/10	120 ✓	773	29.0	14 ✓	Not yet Despatched
IO	120 ✓	826	22/10	59 ✓	3/191	25/9	98 ✓	657	16/10	60 ✓	Not yet Despatched
IO	100 ✓	690	17/10	47 ✓							
IO	200 ✓										
IO	448 ✓										
IO	96 ✓										
IO	240 ✓										
IO	200 ✓	260 should read									
IO	50 ✓										
IO	104 ✓										
9	24 ✓	226	4/10	26 ✓							Not yet Despatched
IO	138 ✓										Ex Luca
											" "
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IO	7390 ✓										112
IO	18100 ✓										
IO	2852 ✓										
IO	3830 ✓										
IO	6036 ✓										
IO	33										1058
	18 tons										3*

* 3/897 .T.S.D 333
will supply (22'9/451)

1823

Declassified E.O. 12356 Section 3.3/NND No. 785021My ref. 333TSD/90

98

Subject: Roth Wagner BridgingTo Tn Main Rome

Your letter reference Tn.A.2/12/5 dated 7th Dec. 45 addressed to Tn. Sub-Commission, A.C., (Rails Division), Copy to this Depot, states that all Roth Wagner Components are being taken over by Tn. Sub-Commission, A.C.

This Depot has received a letter from Lieut. W.H. Skouse R.E., A.C. Tn. Sub Commission (Rails Bologna, reference Bol/Ult/57 dated 27th Jan. 46 which states that Tn Sub Commission Bologna is now handing over completely to the I.S.R. and that in the near future (probably the end of February) this Sub Commission will be defunct. Lieut Skouse also states that Colonel Daazy (Italian) is authorised to visit and inspect all Roth Wagner material in this Depot for use on Ostiglia Bridge, all Roth Wagner material now being under I.S.R. control.

Colonel Daazy has in fact already visited this Depot and selected certain items of Roth Wagner Bridging for use on Ostiglia Bridge and this material was despatched by rail on 31st Jan. 46.

Will you please confirm that this Depot is authorised to release all Roth Wagner Bridging on Colonel Daazy's request for use by the I.S.R.

Please also inform to whom vouchers for these issues should be rendered when A.C. Tn. Sub-Commission Bologna is defunct and whether Tn Finance should be notified of such issues.

Castel Maggiore
Nr. Bologna
4th Feb. 1946

P. A. P. Major R.E.
O. i/c 333 Tn. Stores Depot

Copy to: Tn Sub-Commission A.C.
(Rails Division) Tn Main Rome
Lieut. W.H. Skouse R.E.
AC. Tn Sub-Commission (Rails) Bologna

1101

QVR1

97 file 16



MADA V MBCE NR 01/186/7

QIM

FROM 333 TSD 217 AREA 01 1700A

TO TM SUB COMMISSION RAILS C/O TM MAIN ROME

INFO TM MAIN ROME

GR --- BT

3/M/562 (.) UNCLASSIFIED (.) CONSIGNED TO CAPO STAZIONE OSTIGLIA
BRIDGE 0600 HRS 1ST FEB 46 (.) WAGON NC 2523 CONTAINING ROTH
WAGNER BRIDGING 10 TONS (.) TM MAIN TNA2/12/5 DATED 7TH DEC 45
REFERS (.)

BT

THI 1845

SENT FCH B UNA K

RD SRLS 186/7 01-1938A GWW K

1100

HAL V MBGE NR 19015 IMPORTANT

FROM SKOUSE C/O SIGS ~~BY~~ BOLOGNA -- 190815/A
TO COL STREET AG, TN SUB COMMISSION TN MAIN ROME --
GRS--BT

BOL/47 . RESTD .

RETURNED TO WORK 19 , ALMOST QUITE FIT . POSITION AT OSTIGLIA .
MUCH IMPROVED. DIVING BELL EXPECTED TO REACH BOTTOM TODAY .
UNDERWATER EXPLOSIONS HELPING GREATLY IN RIVER BED CLEARANCE FOR
PILE DRIVING . HEAVY SNOWFALL HERE WILL CAUSE VERY HEAVY FLOOD
ON RIVER PO IN NEXT FEW DAYS . DO YOU WANT ME BACK AT ROME . CAN
STILL BE USEFUL DURING FLOOD HERE

THI 0815/A

SENT NR 15 J/V -BC1)-K.,

NR 15 RD TOR 1057 VF B KKK

1099

MABA V MBGE NR 10038/9

---(Q I M)---

FROM 333 T S D 217 AREA -- 101000/A

TO MAJOR BUCKLEY TN SUB COMMISSION RAILS C/O TN MAIN ROME --

INFO:-

TN MAIN ROME --

GRS--BT
3/M/538 . UNCLASSIFIED .

CONIGNED TO A.C. OSTIGLIA STATION 0600 HRS 10 JAN 46 . WAGON NO

44968 CONTAINING ROTH WAGNER COMPONENTS 20 TONS . ADVISE NON-

RECEIPT / . FOR TN MAIN ROME . ~~RECEIVED~~ YOUR SIGNAL 158/TN2

DATED 13/12/45 REFERS

THI 1100/A

SENT NR 38/9 J/V -BBB-K.

RD 38/9 TOR 1150 LJM-B1K

49 94



1098

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

3rd January 1946

Tel : 843239

Ref : AC/Tn/76/86 C.E.

SUBJECT : Ostiglia Bridge.

TO : Lt. W.H. Skouse

Proceed to Bologna Ostiglia bridge, (& Milan for collection of Materials, explosive, etc.).

Prepare a complete detailed report on the exact present position with sketches give estimated completion dates of each phase of the work.

Coordinate the work of the Genio Civile Contractors, report also on this aspect of the job.

This should take say ten days, then report back- Arrange that this work has regular periodical inspection.

The I.S.R. resident Engineer (Ing. Vallisardi) should be helped to coordinate the work of the various contractor.

Ing. Lo Cigno would be glad of a copy of your report, through Lt.Col. Street.

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

1097

1828
MABA V MEXS RL 25 ROUTINE A. MEXK 22064
FROM CONWAY TN E . (RAILS) GENOVA - 22,1030A
TO TN INC MAIN ROME.

92
Pg 5 + 767
UNCLASSIFIED (.) FURTHER MY 20/1100A AND YOUR 0.3/21/1130 DETAILS
ELECTRIC POWER FOR ANSALDO AS FOLLOWS (.) PRIOR TO CUT CONSUMPTION
65000 TO 70000 KWH PER MONTH NOW CUT TO 45000 KWH PER MONTH (.)
LIMITED TO 44 HRS PER WEEK WITH TWO COMPLETE DAYS NO WORKING (.)
ACTUALLY NEED 54 HRS PER WEEK TO COMPLETE CONTRACTS (.) LOCATION
FOR I.S.R. WORK STABILIMENTO COSTRUZIONI CARPENTERIA GENOVA
CORNIGLIANO (.) URGENTLY REQUIRE THE TWO EXTRA DAYS IN WEEK 31 DEC -
6 Jan (.) TO COMPLETE STEEL WORK FOR ZOAGLI VIADUCT (.) OSTIGLIA
BRIDGE (.)

22.12.45

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

Ref : 843239
Ref : AC/Tn/76/81/C.E

18th December 1945

SUBJECT : Inspections & Assistance
to I.S.R.

TO : Lt. Skouse

In accordance with the request by the Compartimento of Bologna I.S.R. proceed to Ostiglia bridge, investigate with the I.S.R. Engineers the possible use of plastic explosives underwater to cut into sections, small enough to be taken out of the river, the steel and reinforced concrete debris from the Road bridge that is obstructing the reconstruction of the RR bridge, and also dangerous to the temporary RR bridge, by reason of its causing scour in the river bed, this will be with the Genio Civile' Contractors "Santa Maria."

Piles for Ansaldo, these were obtainable from Val D'Aosta - size approx. 8 x 25, from Canonica size 12m x .35 Ø. The Comitato del Legno Foro Bonaparte Milan or I.S.R. H.Q. Milan, would give you more information about this.

Earthworks. Could you arrange for W.E. Coy to lend a hand on this, through the H.Q. District Works Service (CRE), as the completion of this bridge before the floods, is of vital importance.

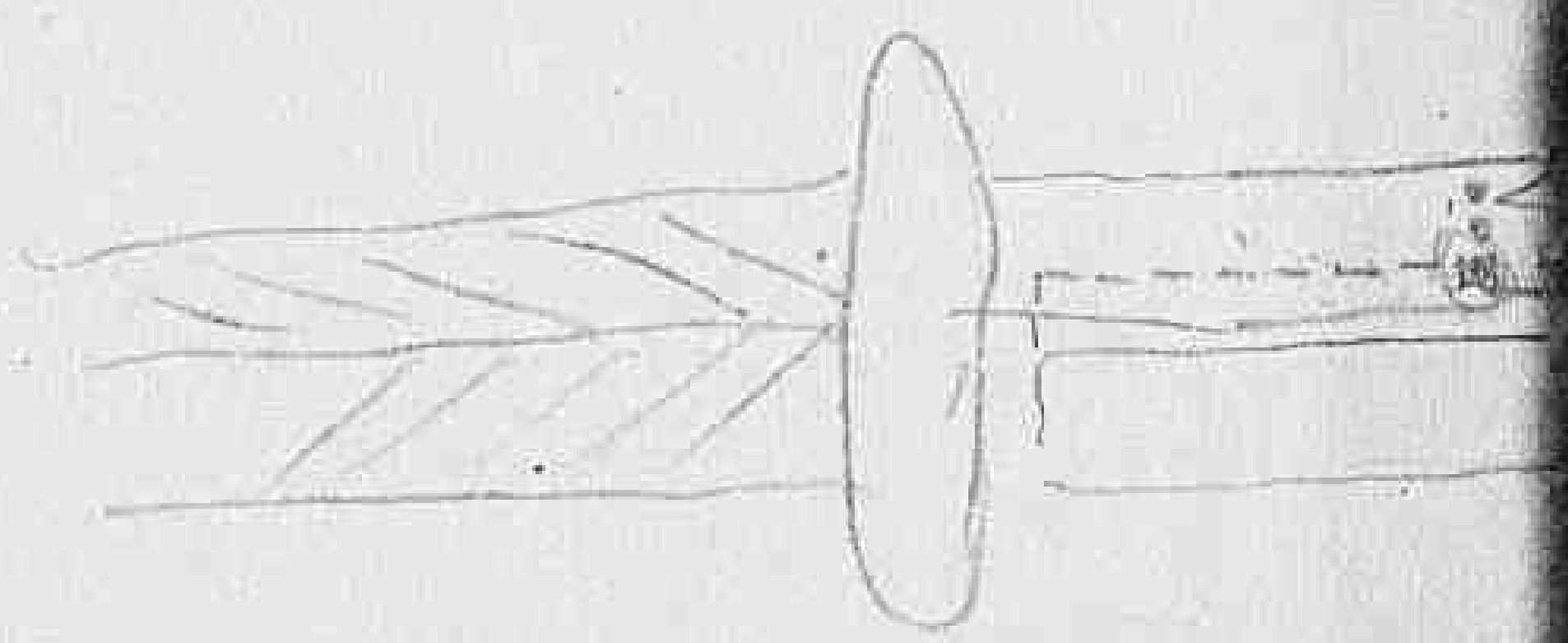
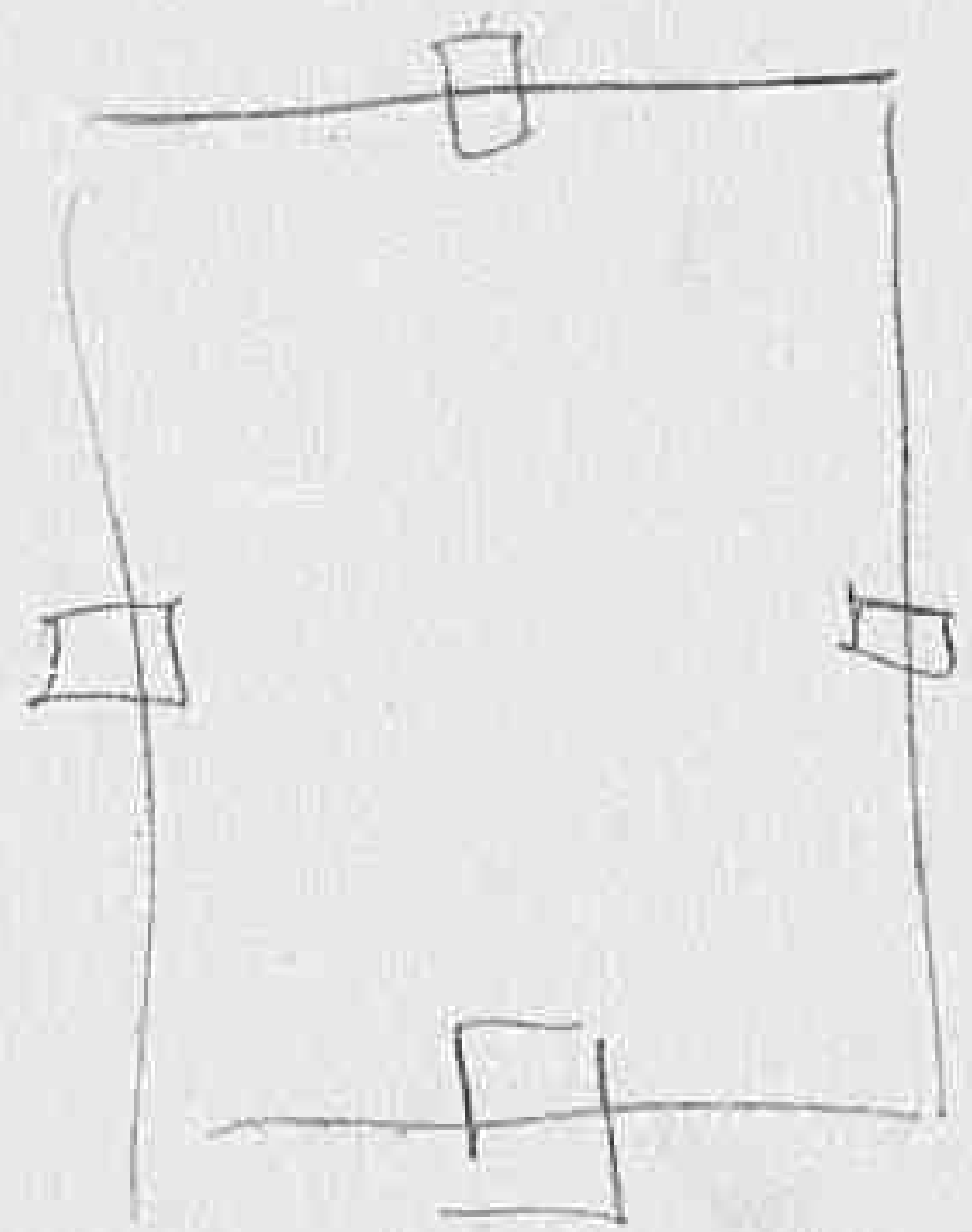
Check up, for all four Contractors and see that their materials are on order and arriving, if not please chase.

For A.H. STREET, Lt. Col.

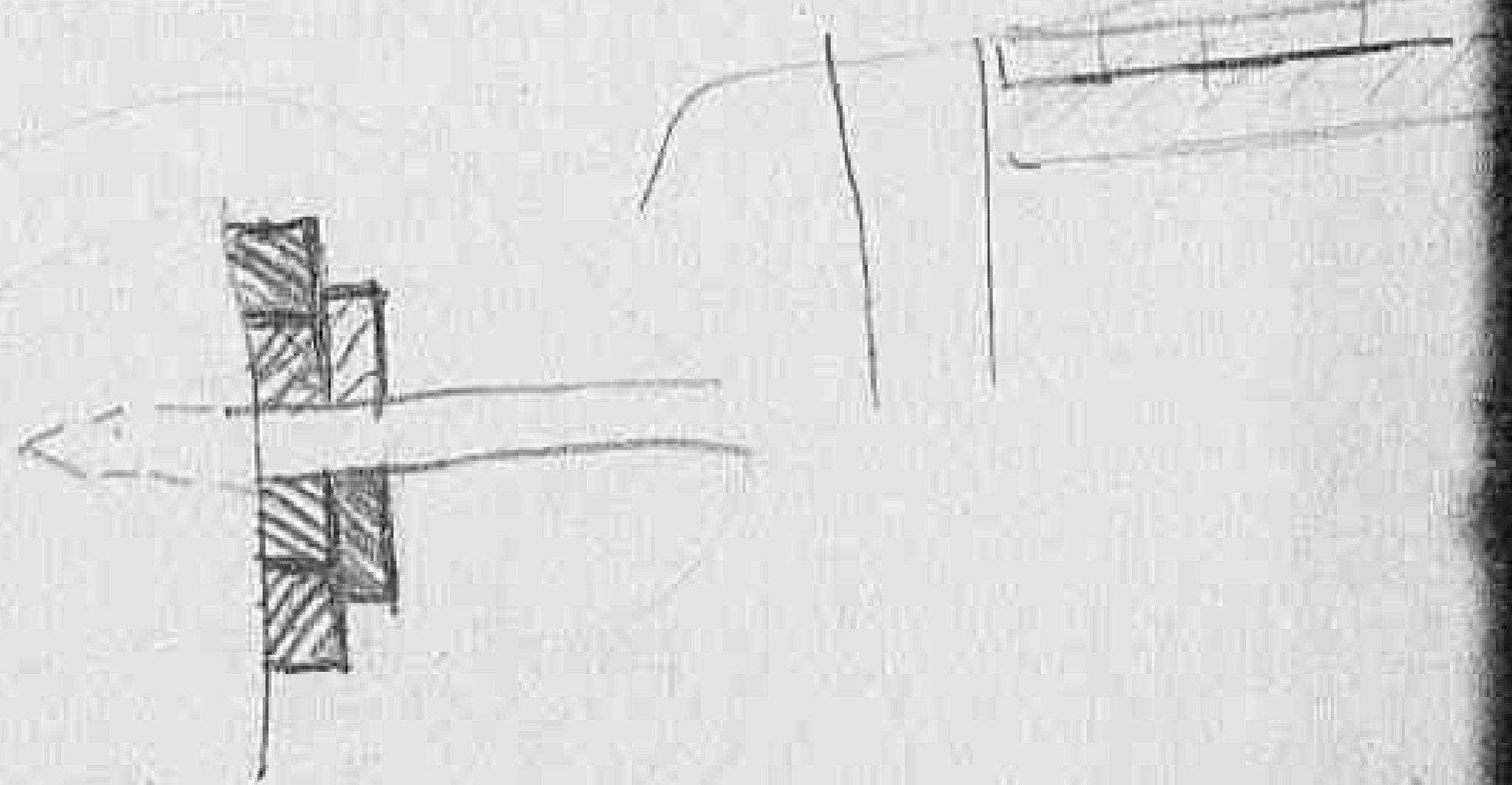
S.P.
S. P. BUCKLEY, Major RE

78301

OST 1640- BOGE



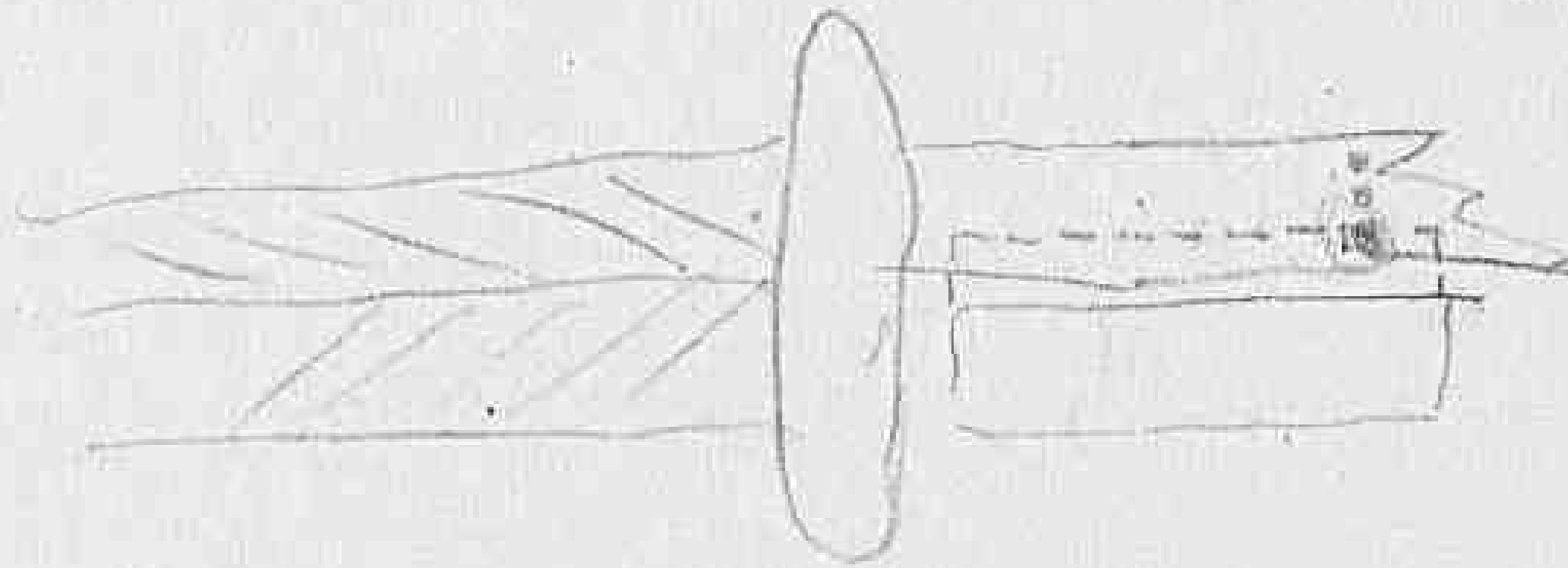
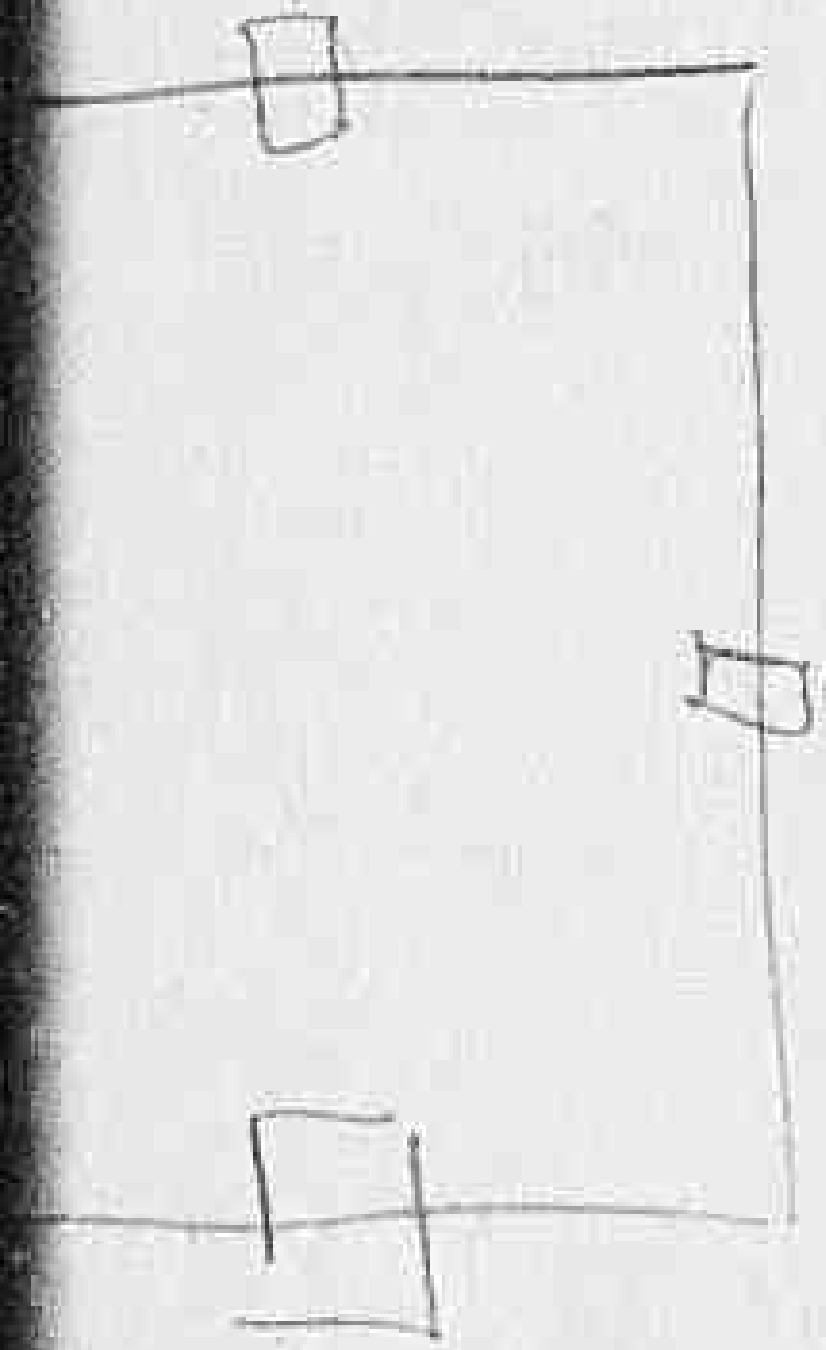
NEW R.R. Plate BOGE



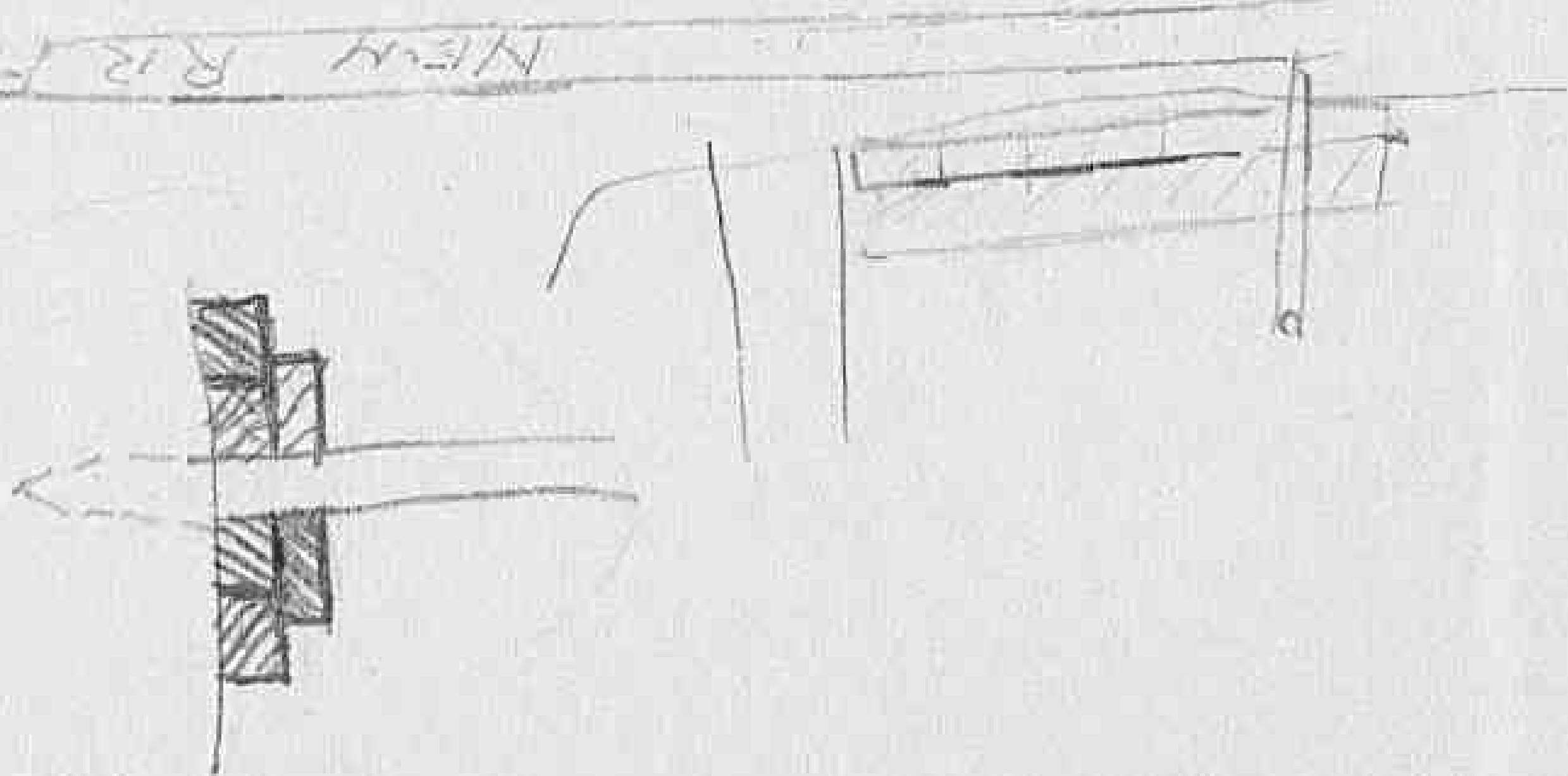
1.91

1837

1:94



NEW RIR PLE BDC



TRANSPORTATION SUB-COMMISSION, A.C.
(RAIL DIVISION)
o/o TRANSPORTATION (Br) MAIN,
C.M.F.

file 76 + 88
90
Mr Moss - letter to

Tel : 843239

17th December 1945

Subject : Report on Engineers visit to Bologna
Compartimento.

See this

Seen

3rd Dec. 1945:-a) The Capo Sezione Lavori Bologna Compartimento phoned A.C. Tn Sub-Commission Ralls to state that the electric Energy at Ostiglia Bridge had been cut off for 3 days per week thus causing a very grave situation at the bridge. The power, he stated had been cut off by "Società Elettrica Interprovinciale - Verona" in the interests of national economy.

b) The capo also stated that he would appreciate a visit from an A.C. Engineer to Ostiglia Bridge and Ponte Iagoosuro and also help him with a few problems in the compartimento. Major Buckley agreed to send Lt. W.H. Skouse R.E.

c) Major S.P. Buckley teleprinted A.M.G. and Public Utilities in order to reinstate the electric power at Ostiglia bridge.

Ostiglia Bridge:- This was visited by Lt. W.H. Skouse on 9th Dec. 1945 when the following observations were made :-

General :- a) Progress on the bridge is very poor and at its present progress there is no hope of finishing this bridge before the spring floods. The temporary military bridge may or may not stand up to another flood, but it is the general impression that it will not. The river Po engineers were consulted on this to-day and they opined that the bridge will not stand another flood. This is also the opinion of Lt. W.H. Skouse after making observations with gabions against the present flow of water.

b) Progress on the bridge is slow because of the following:-
(i) The work on the bridge lacks co-ordinated direction as there are too many contractors on this bridge and up to to-days visit they had been unable to co-ordinate well.
(ii) Materials in the past two months have been slow in arriving at the bridge - despite all efforts of the I.S.R. to hasten them

1593

- 2 -

(iii) The electric power had now been reinstated for 24 hrs per day for 7 days per week in pursuance of the efforts of Major S.P. Buckley.

A report follows on each sphere of the work in progress.

Steelwork : (Ansaldo). This work is the most behind of all and is the key to finishing the bridge before the floods.

Ansaldo had not up to the date of this visit put in one pile in order to make temporary piers to hold up the damaged steel spans which of necessity must be supported before being repaired. Ansaldo commenced pile driving where possible with one pile driver the day after this visit. A second pile driver is now almost ready to assist. Ansaldo is faced with one major difficulty which is likely to impede progress greatly. This difficulty takes shape in masses of the demolished road bridge being in the river bed where Ansaldo must sink his piles. The Genio Civile has a firm (Santa Maria) working on clearing this steel and concrete away but the present system is much too slow. Lt. W.H. Skouse conferred with this firm and arranged with them to fetch four divers and demolish this steelwork by underwater charges.

Great care must be taken with these charges if no damage is to be caused to the temporary rail bridge. Gabions are being placed round the piers of the temporary bridge in the near vicinity as a precaution. No explosions will take place without the primary permission of M.Q. A.C. Tn. Sub-Commission RAILS and it is suggested that Lt. W.H. Skouse be present at the first trials. If this steelwork is removed, Ansaldo can get ahead and the bridge made ready for the spring floods.

The repairs already done by Ansaldo are excellently finished but use up a great deal of time. There is little harm in this as Ansaldo cannot do much until the piers constructed. Total requirements of piles required for Ansaldo is approx. 400. He has at present 54 which is sufficient for his immediate needs.

1092

Steelwork : (Roth Wagner). Col. Dazzi of the firm Bedoni in company with Lt. Skouse visited 333. T.S.D. where permission was given to recover from there all Roth Wagner parts necessary for Ostiglia Bridge. Permission was also given to recover several damaged cranes and pile drivers of Italian origin. These will be sent to the firm of Bedoni at Lecco for repair and put into service again. The Roth Wagner Dump at Ostiglia Station is well laid out and the repair of damaged parts well in hand. It will be necessary to break the main line near the bridge, lay in a L.H. turnout

- 3 -

(on a ~~curve~~ ^{CURVE}) and lay a truck to the permanent bridge with which to carry Roth Wagner Material to the assembly point.

Masonry : (Piazzoli). This Contractor is still slow, and does not get on well with I.S.R. officials. However, his work is progressing favourably if slowly and at its present showing could be finished in February. Lt. W.H. Skouse visited the compression chamber working on the reconstruction of pier N° 3. The chamber was then down 72 cm. difficulty was being had in removing some German demolition charges lodged in the Masonry, but no real drawback to the sinking of the chamber was being caused. The reconstruction of pier N° 6 is progressing well ($\frac{1}{2}$ metre per day) and is safe from floods. The abutment on the Verona side is finished and only requires a bank seat for the girder to be put in place.

Earthworks : (Piazzoli). This is progressing slowly and requires speeding up and every advantage should be taken of dry weather as this earth becomes very "Gluey" in wet weather. A night shift should be inaugurated here. The contractor, Piazzoli, was not present being ill and at home in Milan.

General impressions :- A general feeling of apathy seems to prevail amongst all concerned, and is no doubt due to the poor arrival of stores together with the lack of an energetic and decisive direction. This bridge requires regular and frequent visits from an A.C. Engineer not for the purpose of spurring everyone on or telling them what to do as all are competent engineers, but rather to assist, and make sure of the prompt arrival of any commodity required. In this manner the bridge can be finished before the spring floods, but it definitely will not be on the progress shown in the absence of any direct and local A.C. help. Capo Compartimento and Sezione Lavori are agreed on this.

1091

Ponte Lagoscuro

As requested by Eng. Lo Gigno and Capo Compartimento Bologna Lt. W.H. Skouse visited Ponte Lagoscuro in order to determine a possible finishing date for this bridge as I.S.R. are most anxious to have the use of this bridge in order to gain access as soon as possible to the Venice Region. The following information was obtained :-

- 4 -

- 1). The construction of this temporary pile bridge is under the direct control of R.C.E.I. (Rear)
- 2). R.C.E.I. Rear was visited and stated that the finishing date is early February. This is now feasible because of the following:-
 - (a) A Rly bridging section is being moved in along with part of a Rly construction Coy. R.E.
 - (b) Four good pile drivers are now on the river.
 - (c) The bridging site is clear of construction in river and has good access.
 - (d) Stores are abundant and mostly now arrived.
 - (e) There is no high water due before February.
- 3). No knowledge of the penetration of piles or local character of the river was available.

Line Modena - Mantova.

Capo Compartimento Bologna requested most urgently that 3 military steel spans be released to him for use on the Modena - Mantova line at The fiume Secchia (approx. size 3 @ 30 M.). The request was passed by Lt. W.H. Skone to Major S.P. Buckley with recommendations because of the following:-

R Wagner released to I.S.R. 4 Dec/48

- 1). Without outside help the I.S.R. have repaired this line themselves, and it only remains to bridge the river Secchia to have the line working again.
- 2). The piers have been reconstructed and only the steelwork remains to be done.
- 3). This line serves a very rich agricultural district and with the readvent of the railway this produce could be got to the market once again, thus greatly helping to keep prices down.
- 4). Capo Compartimento Bologna very earnestly recommends the release of the necessary steel in support of para 3 above.

Summary of visit to Bologna Compartimento:-

101

Apart from Ostiglia bridge reconstruction is going ahead with only minor and temporary difficulties. Also apart from Ostiglia bridge, winterisation is sufficient on the following lines:- Florence-Bologna; Bologna-Piacenza; Bologna-Rimini; Bologna-Ferrara.

Owing to the immense amount of reconstruction still to be done in

- 5 -

the Compartimento, the services of an A.C. Field Engineer are recommended and requested by the compartimento if only for liaison purposes.

Much Time is being lost in the Compartimento due to little things such as Motor Transport break downs and lack of spares. Intervention on behalf of the I.S.R. by an A.C. officer is of great assistance and a very valuable saving of time to them.

W.H.SKOUSE, Lt. R.E.

1589

186

MABA V MEXE 12057/8 IMPORTANT
CVR 1/3

FROM SKOUSE SIG OFFICE BOLOGNA 121400 B

TO TN 2 TN MAIN ROME

INFO OC 333 TSD BOLOGNA

MAJOR BUCLEY TN SUB COMMISSION RAILS C/O TN MAIN ROME

BT

BOL/20 . RESTD . MAY THE FOLLOWING ROTH WAGNER PARTS PLEASE BE RELEASED
FROM 333 T S D FOR URGENT USE ON OSTIGLIA BRIDGE.

PART NO W1 QUANTITY TWO . PART NO W2 QUANTITY

SEVEN . PART NO W3 (A) QUANTITY EIGHT . PART NO 3 (B) QUANTITY EIGHT

. PART NO W8 QUANTITY TWELVE . PART NO W13 QUANTITY TEN . PART NO ~~W12~~

~~W12~~ W12 QUANTITY FOUR . PART NO W14 QUANTITY TWENTY

TWO . ALSO TWO BOXES OF MOUNTING SPANNERS . ALL THE

ABOVE ARE LOCATED AT 333 TSD . MAY PERMISSION PLEASE BE GIVEN

TO RECOVER ALSO FROM 333 TSD THE ~~EQUIPMENT~~ FOLLOWING .

PARTS OF DERELICT AND ABANDONED BOMB DAMAGED ROTH WAGNER ~~CRANES~~

CRANES AND ITALIAN ~~PILE~~ PILE DRIVERS AS ORIGINAL DESIGNS

AND FACILITIES ARE AVAILABLE FOR THEIR REPAIR AT BADONI WORKSHOPS MILAN

THI 1550

SENT DEP

TUXI R P

57/8 RD TOR 1735A MITCHELL B KK .

186
file 76
See list of Parts
Disp.

Advise TN of Action

1038

Tn (Inc Tn Sub-Commission)

71130

LT.SHOUSE c/o Maj.MOLE E.L.O. SIGNAL OFFICE BOLOGNA

034 RESTRICTED(.) OSTIGLIA BRIDGE(.) REPORT PROGRESS
DIFFICULTIES FOR ALL FOUR CONTRACTORS AND GENIO CIVILE CLEARING
RIVERBED(.) I UNDERSTOOD THAT ANSALDO WERE CLEARING RIVERBED(.)
XXXXXX ENDEAVOUR OBTAIN BRIDGE RECORDS EX BARONI(.) BARGE HARBOUR
MANTOVA FIND OUT POSSIBLY BY PHONE IF SIDINGS THERE AND RAILCONNECTION
TO MAIN LINE FIT FOR TRAFFIC IF NOT HOW LONG(.) AND THE OFFICER
MILAN 1709/M/TN2/M TO BIANCHI REFERS(.) ACK(.)

1087

ABuckley
Mantova

Important
AB

4/12/45

file 76

82

Tn INC (Transportation Sub-Com.). 41700

Capt. Conway, E.L.O. (TURIN)
E.L.O. 60 Babarea (GENOA)

8: 30 UNCLASSIFIED (.) OSTIGLIA BRIDGE TIMBER SKOUSE WILL
SIG YOU FROM SITE (.) TELEPHONE CONVERSATION OK LEAVE ONE EACH (.)

1086

SPB/af

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

Tel : 843239

3rd December 1945

Ref : AE/TN/76/80/C.E.

SUBJECT : Ostiglia Bridge

TO : Lt. Tayler

Dear

As I know that you are fully occupied with the clearing up of the East coast Bologna Sections, I have detailed Lt. Skouse to see the Capo Sezione Lavori Bologna about Ostiglia bridge and doubt you know that the work has been stopped owing to the cutting off of the electricity supply.

2. You might also give to Lt. Skouse the details on plant on loan as far as you have been about to obtain them up to date.

3. Bologna Yard lay out, if details in colours have not been put on the programme plan, would you give the plan and sufficient notes there on, to Lt. Skouse that we may bring this plan up to date in this Office.

4. See last months report on Ostiglia Bridge (Bologna Compartimento) for separate jobs and contractors.
The bridge that the I.S.R. wish inspected in Venice Compartimento

For A.H. STREET, Lt. Col. :

S. P. BUCKLEY, Major RE

copy to : Lt. Skouse
Eng. Le Cigno
Capo Sezione Lavori Bologna
Float
File ✓

1085

Tn(Inc Tn Sub-Commission)

31130

3/12/45
85
file
OSTIGLIA BRIDGE

PROVINCIAL COMMISSIONER VERONE A.M.G.

REGIONAL ENGINEER VERONA A.M.G.

027 RESTRICTED(.) RECONSTRUCTION OSTIGLIA BRIDGE VITAL
RAILWAY LINK NORTH & SOUTH ITALY(.) ELECTRICITY SUPPLY CUT
OFF UNDER NEW DECREE LIMITING SUPPLY HOURS TO 30 PER WEEK(.)
stated by societa inter provinciale di verona(.)
WOULD YOU HAVE THIS REINSTATED(.) TOTAL CURRENT TRANSFORMER
TWO HUNDRED KW 24 HOURS PER DAY(.) VERY URGENT(.) IF REPAIRS
NOT COMPLETED POSSIBILITY OF NO BRIDGE NEXT FLOOD(.) REPLY
TN INC MAIN FOR BUCKLEY(.)

copy : D.M.R.S.

~~1000~~ CHAIRMAN ELECT. POWER COMMITTEE

MR. SKOUSE

ENG. LO CIGNO I.S.R.

CAPO SEZIONE LAVORI BOLOGNA (I.S.R. TELEGRAM)

FLOAT

FILE

Col Parker P1084

Buckley
May 12/57 Dec/45
15.30 hrsP. R. message
from Skouse current
now on 4 days
Important a week
ago. Please the
contractor at
Milton

SPB/af

TRANSPORTATION SUB-COMMISSION, AG
(RAIL DIVISION)
c/o Transportation (Br) Main
C.E.F.

Tel : 843239
Ref : AG/Tn/83/13/C.E.

13th November 1945

SUBJECT : Ostiglia Bidge - Line 69
(I.S.R. IG 6/16/68968/C.E. 113(24) is referred to)

TO : Tn/AG/Rails
Milan

1. Erection of Roth Wagner Spans. Montaggio di travate Roth Wagner.
2. It is understood that Messrs. Badoni of Lucca will be erecting these R. Wagner spans. Si ritiene che i sign. Badoni di Lucca monteranno queste travate Roth Wagner.
3. Please confirm from Eng. Bianchi that this firm has all the necessary plant including any cranes that will be required. Prego di darmi la conferma dall'ing. Bianchi che questa Ditta possiede tutto il necessario incluso le grue che saranno richieste.

S. P. BUCKLEY, Major RE
For Lt. Col. A. H. STREET

copy : Ing. Le Cigno
Ing. Bianchi
Tn/AG/Rails Bologna
File
Col. Street

1843

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO
DIREZIONE GENERALE
SERVIZIO LAVORI E COSTRUZIONI

COPIA

Roma, 11-19 ottobre 1945-

N°-L. 6/16/68968/G.III.113(24)I

Ostiglia Bridge

= OGGETTO =

Linea Bologna-Verona.
Ripristino ponte sul Po presso
Ostiglia.-

ALLA COMMISSIONE ALLEATA
- Sottocommissione Trasporti -

S E D E

+++++

1° - Per il montaggio delle due travate Roth-Wagner nelle
luci quarta e quinta del ponte sul Po presso Osti-
glia della linea Bologna-Verona occorre la apposita
grue di montaggio tipo Fiat.

2° - Si prega pertanto di disporre che insieme col mate-
riale delle due travate sia spedita ad Ostiglia an-
che la su citata grue.

3° - Si gradirebbe un cenno di conferma.

1682

IL CAPO DEL SERVIZIO

DATA V TYPE 27123 IMPORTANT
FROM MAJOR MOLE C/O SIGNAL OFFICE BOLLOHA 271732
TO TH (BR) MAIN FOR TM SUB CON FOR BUCKLEY
BT

RLG/8/1 . RESTRICTED . OSTIGLIA BRIDGE WATER LEVEL 1200
RANGES TODAY FALLING . STILL NO VITAL DAMAGE . LEVEL AT PINGEN2A
STEADY DUE TO FURTHER RAINS . NO APPRECIABLE RISE UNEXPECTED
AT OSTIGLIA

BT 271732

SENT WITH RPT UNEXPECTED AS ORIGINAL B3

RD SRL 103 27-2132A GWT X

102830



NB. Where did we
file all these
reports?

1081

BEST COPY POSSIBLE

Second Copy 82
file

NOV. 3, 1945.

THE NEW YORK

TO THE DIRECTOR, FBI

RE: [illegible]

NY 62-10000

TO - SAC, NEW YORK (100-10000) FROM - SAC, NEW YORK (100-10000) (P) (U) (C) (S) (M) (R) (T) (F) (B) (N) (D) (E) (A) (G) (H) (I) (J) (K) (L) (M) (N) (O) (P) (Q) (R) (S) (T) (U) (V) (W) (X) (Y) (Z) (AA) (AB) (AC) (AD) (AE) (AF) (AG) (AH) (AI) (AJ) (AK) (AL) (AM) (AN) (AO) (AP) (AQ) (AR) (AS) (AT) (AU) (AV) (AW) (AX) (AY) (AZ) (BA) (BB) (BC) (BD) (BE) (BF) (BG) (BH) (BI) (BJ) (BK) (BL) (BM) (BN) (BO) (BP) (BQ) (BR) (BS) (BT) (BU) (BV) (BW) (BX) (BY) (BZ) (CA) (CB) (CC) (CD) (CE) (CF) (CG) (CH) (CI) (CJ) (CK) (CL) (CM) (CN) (CO) (CP) (CQ) (CR) (CS) (CT) (CU) (CV) (CW) (CX) (CY) (CZ) (DA) (DB) (DC) (DD) (DE) (DF) (DG) (DH) (DI) (DJ) (DK) (DL) (DM) (DN) (DO) (DP) (DQ) (DR) (DS) (DT) (DU) (DV) (DW) (DX) (DY) (DZ) (EA) (EB) (EC) (ED) (EE) (EF) (EG) (EH) (EI) (EJ) (EK) (EL) (EM) (EN) (EO) (EP) (EQ) (ER) (ES) (ET) (EU) (EV) (EW) (EX) (EY) (EZ) (FA) (FB) (FC) (FD) (FE) (FF) (FG) (FH) (FI) (FJ) (FK) (FL) (FM) (FN) (FO) (FP) (FQ) (FR) (FS) (FT) (FU) (FV) (FW) (FX) (FY) (FZ) (GA) (GB) (GC) (GD) (GE) (GF) (GG) (GH) (GI) (GJ) (GK) (GL) (GM) (GN) (GO) (GP) (GQ) (GR) (GS) (GT) (GU) (GV) (GW) (GX) (GY) (GZ) (HA) (HB) (HC) (HD) (HE) (HF) (HG) (HH) (HI) (HJ) (HK) (HL) (HM) (HN) (HO) (HP) (HQ) (HR) (HS) (HT) (HU) (HV) (HW) (HX) (HY) (HZ) (IA) (IB) (IC) (ID) (IE) (IF) (IG) (IH) (II) (IJ) (IK) (IL) (IM) (IN) (IO) (IP) (IQ) (IR) (IS) (IT) (IU) (IV) (IW) (IX) (IY) (IZ) (JA) (JB) (JC) (JD) (JE) (JF) (JG) (JH) (JI) (JJ) (JK) (JL) (JM) (JN) (JO) (JP) (JQ) (JR) (JS) (JT) (JU) (JV) (JW) (JX) (JY) (JZ) (KA) (KB) (KC) (KD) (KE) (KF) (KG) (KH) (KI) (KJ) (KK) (KL) (KM) (KN) (KO) (KP) (KQ) (KR) (KS) (KT) (KU) (KV) (KW) (KX) (KY) (KZ) (LA) (LB) (LC) (LD) (LE) (LF) (LG) (LH) (LI) (LJ) (LK) (LL) (LM) (LN) (LO) (LP) (LQ) (LR) (LS) (LT) (LU) (LV) (LW) (LX) (LY) (LZ) (MA) (MB) (MC) (MD) (ME) (MF) (MG) (MH) (MI) (MJ) (MK) (ML) (MM) (MN) (MO) (MP) (MQ) (MR) (MS) (MT) (MU) (MV) (MW) (MX) (MY) (MZ) (NA) (NB) (NC) (ND) (NE) (NF) (NG) (NH) (NI) (NJ) (NK) (NL) (NM) (NN) (NO) (NP) (NQ) (NR) (NS) (NT) (NU) (NV) (NW) (NX) (NY) (NZ) (OA) (OB) (OC) (OD) (OE) (OF) (OG) (OH) (OI) (OJ) (OK) (OL) (OM) (ON) (OO) (OP) (OQ) (OR) (OS) (OT) (OU) (OV) (OW) (OX) (OY) (OZ) (PA) (PB) (PC) (PD) (PE) (PF) (PG) (PH) (PI) (PJ) (PK) (PL) (PM) (PN) (PO) (PP) (PQ) (PR) (PS) (PT) (PU) (PV) (PW) (PX) (PY) (PZ) (QA) (QB) (QC) (QD) (QE) (QF) (QG) (QH) (QI) (QJ) (QK) (QL) (QM) (QN) (QO) (QP) (QQ) (QR) (QS) (QT) (QU) (QV) (QW) (QX) (QY) (QZ) (RA) (RB) (RC) (RD) (RE) (RF) (RG) (RH) (RI) (RJ) (RK) (RL) (RM) (RN) (RO) (RP) (RQ) (RR) (RS) (RT) (RU) (RV) (RW) (RX) (RY) (RZ) (SA) (SB) (SC) (SD) (SE) (SF) (SG) (SH) (SI) (SJ) (SK) (SL) (SM) (SN) (SO) (SP) (SQ) (SR) (SS) (ST) (SU) (SV) (SW) (SX) (SY) (SZ) (TA) (TB) (TC) (TD) (TE) (TF) (TG) (TH) (TI) (TJ) (TK) (TL) (TM) (TN) (TO) (TP) (TQ) (TR) (TS) (TT) (TU) (TV) (TW) (TX) (TY) (TZ) (UA) (UB) (UC) (UD) (UE) (UF) (UG) (UH) (UI) (UJ) (UK) (UL) (UM) (UN) (UO) (UP) (UQ) (UR) (US) (UT) (UU) (UV) (UW) (UX) (UY) (UZ) (VA) (VB) (VC) (VD) (VE) (VF) (VG) (VH) (VI) (VJ) (VK) (VL) (VM) (VN) (VO) (VP) (VQ) (VR) (VS) (VT) (VU) (VV) (VW) (VX) (VY) (VZ) (WA) (WB) (WC) (WD) (WE) (WF) (WG) (WH) (WI) (WJ) (WK) (WL) (WM) (WN) (WO) (WP) (WQ) (WR) (WS) (WT) (WU) (WV) (WW) (WX) (WY) (WZ) (XA) (XB) (XC) (XD) (XE) (XF) (XG) (XH) (XI) (XJ) (XK) (XL) (XM) (XN) (XO) (XP) (XQ) (XR) (XS) (XT) (XU) (XV) (XW) (XX) (XY) (XZ) (YA) (YB) (YC) (YD) (YE) (YF) (YG) (YH) (YI) (YJ) (YK) (YL) (YM) (YN) (YO) (YP) (YQ) (YR) (YS) (YT) (YU) (YV) (YW) (YX) (YY) (YZ) (ZA) (ZB) (ZC) (ZD) (ZE) (ZF) (ZG) (ZH) (ZI) (ZJ) (ZK) (ZL) (ZM) (ZN) (ZO) (ZP) (ZQ) (ZR) (ZS) (ZT) (ZU) (ZV) (ZW) (ZX) (ZY) (ZZ)

QVR 4 0

181

MABA V NBGE NR 05104-5 P P QVR 2-4

FROM LT CHURCH C/O SIGNALS OFFICE BOLOGNA

NFT

TO MAJOR MOLE C/O SIGNALS OFFICE ANCONA

TN INC FOR TN SUB COMMISSION FOR MAJOR MOLE ROME

MAJOR MOLE C/O SIGNALS OFFICE MILAN

INFO MAJOR BUCKLEY TN INC (TN SUB COM) ROME

BT

BLG/5/1 (.) UNCLASS'D(.) TEMPORARY BRIDGE OSTIGLIA WATER LEVEL
NOON TO DAY 6 FT APPROX BELOW BOTTOM FLANGES U C R B AND RISING
3 CM PER HOUR (.) NOT EXPECTED TO RISE APPRECIABLY ~~UNLESS~~ UNLESS
FURTHER RAINS (.) NOS 7 AND 10 LST PIERS FROM SOUTH SLIGHTLY DISP-
LACED (.) NO SOUNDINGS POSSIBLE (.) OPINION NO VITAL DAMAGE YET (.)
R.C.E. 1 REP ON SITE (.) WILL CORRECT ALIGNMENT AND PASS TEST
TRAIN WHEN POSSIBLE (.)

BT

SENT GA BBK

ED 104-5 238A CARTWRIGHT SKK

1078

file 76
O R 29

Rec'd 5th / 11

L. S. T. ?

SENT KFH 21

1077

Subject :- Rot Wagner -
Ostiglia Bridge.

Transportation Br Main,
C.M.F.,

Tel : Firebox 9343.

File: Tn.A.2/65/6.

To :- Transportation Sub.Com., A.C. 2 Nov 45.
Rail Division.

1. Final despatch of Roth Wagner Bridging for Ostiglia
Bridge is as follows. Waggon No 451125 tons 10 despatched from
333 T.S.D., 1 Nov 45. Major Mole A.C. has been notified at
Bologna.

C.W. Canham
C.W. CANHAM, S/Capt,
for Brigadier,

Director of Transportation.

SFB/af

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

Tel : 843239
Ref : AC/Tn/76/78/C.E.

31st October 1945

SUBJECT : Report (Lt. Skouse) on Roth Wagner -
Bologna 28th Sept. 1945.

TO : Eng. Bianchi
Commissario Straordinario, F.S.

Will you please let me know
if you have a list of Roth Wagner
material indicating also the
location, such as Prato Tires
(Bolzano), Ponte Gardena, Campo
Trens, Cassano d'Adda, Treviglio,
Pizzighettone.

3 Roth Wagner cranes together
with several hydraulic jacks that
were or should have been sent
from Prato Tires to Badoni for
repairs, can you find out if they
are ready yet for use. *please*

Vi prego di comunicarmi se
possediate un elenco col mate-
riale R. Wagner indicando anche
il luogo, così come Prato Tires,
(Bolzano), Ponte Gardena, Campo
Trens, Cassano d'Adda, Treviglio,
Pizzighettone.

3 grue R. Wagner insieme a diverse
binde idrauliche che si dovevano
o sono stati spediti da Prato
Tires a Badoni per riparazioni,
potete comunicarci se sono pronti
per essere utilizzati.

(B)
S. P. BUCKLEY, Major RE
For Lt. Col. A. H. STREET

301545

Tn (Inc Tn Sub-Commission

Maj. MOLF c/o Tn Signals Milan
 " " E.I.O. Signal Office Bologna
 " " c/o Signal Office Ancona

TN/AC/RAILS OFFICE TN SIGNALS MILAN

028 RESTRICTED(.) OSTIGLIA BDM R WAGNER MATERIAL(.) ADD TO LIST SENT
 YOU(.) SIGNAL 690 17TH OCT W2 SEVENTY NUMBER(.) W IO FORTY SEVEN(.)
 SIG 775 20TH OCT W I NINETY SIX(.) W2 SIXTEEN(.) W8 EIGHT(.) W9
 FOURTEEN(.) SIG 657 16TH OCT W5 SEVENTY EIGHT(.) W IO SIXTY(.) SIG
 3/191 25TH SEPT W6 ONE HUNDRED AND NINETY SEVEN(.) W IO NINETY EIGHT(.)
 W8 FIFTY FOUR(.) W23 TWENTY FOUR(.) SIG 226 OCT 4TH W23 TWENTY SIX(.)
 BADONI MAKING W 35 FIFTY FOUR(.) W60 EIGHT(.) W61 FOUR(.) W52 FOUR(.)
 W63 EIGHT(.) W54 FOUR(.)
 T.S.D. 333 WILL DESPATCH BOLTS ITEM I ONE THOUSAND AND FIFTY EIGHT(.)
 ITEM 5 THREE(.) W2 ELEVEN(.) W8 TWO(.) ALL REQUIREMENTS NOW ORDERED(.)
 MILAN OFFICE FOR BIANCHI/BADONI(.)

1074

Subject : Booth Wagner Material
for Ostiglia bridge.

Transportation (Br) Main,
C.P.

Tel:- Firebox 9328

Tn.A.2/65/6

29th October 1945.

TO : Transportation Sub-Commission. A.C.

1. Reference your AQ/TN/75/74 C.E. dated 26th Oct. 45 and conversation Capt. Canham - Major Buckley of 29th Oct. 45.
2. Deficiencies of materials are as shown on our signal 826 Tn.2 of 22nd Oct. 45, and not as shown on lists attached to your letter of above reference.
3. These deficiencies, namely W2 - 11H°, Bolts 35 mm x 177 mm 1058 N°, and Bolts 20 mm x 167 mm - 3 H°, are being supplied to Ostiglia bridge from 333 T.S.D. Bologna, and you will be advised despatch details when they become available. Your amended lists are returned herewith.

C.W. CANHAM, S/Capt.,
for Brigadier,
Director of Transportation.

SPB/em

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

27th October 1945.

Tel : 843239
Ref : AC/Tn/76/75 C.E.

SUBJECT : Ostiglia Bridge.

TO : Ing. Bianchi
I.S.R. - Milan.

1. Would you have this sent to Badoni, I understand that he is to carry out the Roth wagner bridge work on this bridge if he has any quirees, let me know.
2. Major Mole - Milan Office and M.R.S. have copies. Hope all goes well, I may see you soon.


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

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

SFB/em

File 76

26th October 1945

Tel : 843239

Ref : AG/TN/76/74 C.M.F.

SUBJECT : Ostiglia Bridge Roth Wagner Material.

TO : D.W.R.S.
for attm. S/Capt Canham R.S.

1. With reference to TN A.2 (Stores) 2/65/6 Signals N°226 (4th Oct.), 326 (6th Oct.), 355 (7th Oct.), 453 (10th Oct.), 505 (11th Oct.), 593 (11th Oct.), 558 (11th Oct.), 617 (15th Oct.), 826 (22nd Oct.).

2. The last signal gives deficiencies (ex Rome) as W 2 11 N°, 20 m x 167 3 N°, where as comparing the totals of the items quote in the a/m Sigs. The deficiencies would appear to be as shown in the total col of attached sheet.

3. Item W 6 - 552 N° Total required ex Piszighettone also 355 N° have been sent from Rome, vide Sig N° 226 of 4th October.

4. Items 25 and 26 do not appear on the original list.

5. Would you please check up and advise.

For The Director

S.P. BUCKLEY, Major R.E.
~~For A.C. M.C. L. Col.~~

Copy to : Major Mole

Ins Bianchi for Badoni.

File

lost.

*These copies answer your
Sif B.L. 6/10/3 of 20 Oct/45*

1072

Subject : Ostiglia Bridge.

Military Railway Service.
C.M.F.

Tel. Firebox 9328.

File. Tn.A.2/65/6.

25th September 45.

To : Ing. Bracci,
Chief of Stores Section,
H.Q., I.S.R.

Copy to : Tn. Sub-Commission, A.C.
Tn. 4.

1. Further to our Tn.A.2/65/6 dated 15th September, 1945, the following items of Roth Wagner are also required for Ostiglia bridges

W. 6	Chord splice angles	Each	352
W. 10	Diagonals	"	319
W. 23	Stringer connectors	"	26

2. Please confirm that these items are located at Tiburtina Depot, and that they can be loaded with remainder of Bridge during period 1 - 14.

Sgd/ C.W. CANHAM, S/Capt.,
for Brigadier,
Director, Military Railway Service.

Military Railway Service
C.M.F.
Tel : Firebox 3328

Tn.A.2/65/6.

15th September 1945.

Subject : Ost. Lia Bridge.

To : Ing G. Bracci,
Chief of Stores Section,
I.S.R.

Copy to: Tn. Sub-Commission A.C.,
Tn. 4.

1. The following Roth Wagner Bridging material is required for Ostiglia Bridge, and is at present located at Tiburtina Depot. :-

Mark	Description	Total required.
W. 1.	Stringer	96
2.	Cross girders	100
3. A	End Chords	24
3. B	End Chords	24
5.	Inter Chord	504
7.	Chord Diaphragms	192
8.	End Posts	8
9.	Inter Posts	363
12.	Centre Gusset	100
13.	Gusset	200
14.	Lateral Bracing	448
16.	Chord Stiff	96
17.	Dia. Gusset	240
18.	Horiz. Gusset	260
19.	Top strut lattice	50
20.	Horizontal bracing	104
35.	X girder conn. angles	133
Bolts 1.	35 mm x 177	8448
2.	35 mm x 196	18100
3.	35 mm x 224	2852
4.	20 mm x 117	9830
5.	20 mm x 142	6036
6.	20 mm x 167	36
		1070

2. Please confirm that this material can be loaded by the I.S.R. and give an estimated daily tonnage which can be loaded to enable us to place movement bid.

3. The total Weight is approx. 590 tons.

Ostiglia Bridge, and is at present located at Tiburtina Depot. :-

W.	Mark	Description	Total required.
1.		Stringer	96
2.		Cross girders	100
3.	A	End Chords	24
3.	B	End Chords	24
5.		Inter Chord	504
7.		Chord Diaphragms	192
8.		End Posts	8
9.		Inter Posts	368
12.		Centre Gusset	100
13.		Gusset	200
14.		Lateral Bracing	448
16.		Chord Stiff	96
17.		Dia. Gusset	240
18.		Horiz. Gusset	260
19.		Top strut lattice	50
20.		Horizontal bracing	104
35.		X girder conn. angles	138
		35 mm x 177	8448
		35 mm x 196	18100
		35 mm x 224	2852
		20 mm x 117	9830
		20 mm x 142	6036
		20 mm x 167	36
			1070

Bolts 1.
2.
3.
4.
5.
6.

2. Please confirm that this material can be loaded by the I.S.R. and give an estimated daily tonnage which can be loaded to enable us to place movement bid.

3. The total weight is approx. 590 tons.

Sgd / C.W. CANHAM, S/Capt.,
for Brigadier,
Director, Military Railway Service.

18601
MABA V MEGE SPO 10132 -PP-
FROM MAJOR MOLE ELG BOLOGNA SIGNAL OFFICE

244
29

TO TM BRITISH MAIN FOR AC TN SUB COMMISSION

BT

ELG/10/5 (.) RESTRICTED (.) REFERENCE 0/5 GR 19 (.) NO RECORD
OF ROTH WAGNER BRIDGE STORES CAN BE TRACED THIS OFFICE AS BEING
ORDERED IN MORT H OR ELSEWHERE (.) HAVE RECEIVED 12 OCTOBER
FOLLOWING SIGNAL S FROM TM MAIN ROME 226TN2 326TN2 255TN2
GIVING LISTS OF ROTH WAGNER ~~BRIDGE~~ MATERIAL DESPATCHED EX
TIGRITHA (.) PLEASE ADVISE FULL DETAILS OF ALL MATERIAL ORDERED
OR REQUESTED FOR OSTIGLIA BRIDGE

BT

~~LINE THREE AND FOUR IN MORT H AND SIGNALS PSE~~

SENT JC P 1

RD 1825A AGR B1. K

109

ARMY FORM 6-3136 (Large)			MESSAGE FORM			Register No.	
Call	Sel No.	Priority	Transmission Instructions		Office	Date	Stamp
FROM (A) 1ST BATTAL, 88TH AIRBORNE DIVISION			Originator		Date-Time of Origin 10 SEP 54		
TO 1ST BATTAL, 88TH AIRBORNE DIVISION			For Action		Message Instructions		
TO 1ST BATTAL, 88TH AIRBORNE DIVISION			For Information (INFO)		GR		

Originals No.

928

[illegible]

531

Copyright Clearance Center, Inc.

• 90% • 20

Message	Instructions	GR
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720

138

[illegible]

1997

2019/12/11

2004 45

10

*This message may be sent
AS WITNESSED by any means
except*

If liable to be intercepted or to fall into enemy hands this message must be sent IN CIPHER

*Originator's Instructions
Degree of Priority.*

Wavelength

STUDY END

200

Redwood

Time	System	Op.
TH1 or TOR		
Time cleared		

NY FORM C 2136 (Large) MESSAGE FORM

Register No.

Call

Srl. No.

Priority

Transmit Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY.

Office Date Stamp

FROM
(A)

Originator

Date/Time of Origin

IN MAIN ROOM

15 Oct

For Action

MAJOR MILS A.C. c/o SIGNALS OFFICE BOLSONIA

TO

(W) For Information (INFO)

Message Instructions

GR

Originator's No.

67

THE UNCLASSIFIED (.) FOLLOWING ROTH WAGNER DISPATCHES TO YOU
 1A OCT BY THERGUNA (.) WASH 470135 05 0000 - 40 NOS TMS 20 (.) BASON
 440524 010 - 60 NOS TMS 21 (.) BASON 77423011 010 - 60 NOS TMS 21 (.)
 ADVISE FOR-RECEIPT WITHIN 7 DAYS (.) PREVIOUS SIGNALS ADVISING DISPATCH
 ADDRESS IN BOMBE 220112 OF CA (.) 320212 OF 08 (.) 330212 OF
 07 (.) 440212 OF 10 (.) 505212 OF 11 (.) 550212 OF 13 (.) 400 2000 13 00
 THESE SIGNALS (.)

Find these

Sf

Sf

100-7

Th. 4.2/65/6 45 Oct 45

OBC

Copy to: Th Sub Commission A.C.

Originator's No.

67

THE UNCLASSIFIED (.) FOLLOWING ROTH KAMER DISPATCHED TO EDJ
 14 OCT IN TIRITINA (.) WAGON 170135 W5 INDEX - 10 NOS TMS 20 (.) WAGON
 1440524 W10 - 60 NOS TMS 21 (.) WAGON 77493041 W10 - 60 NOS TMS 21 (.)
 ADVISE NON-SUBJECT WITHIN 7 DAYS (.) PREVIOUS SIGNALS ADVISING DISPATCH
 ADDRESSED IN SEQUEL AS FOLLOWS 226012 OF OA (.) 325052 OF OS (.) 353052 OF
 07 (.) 145052 OF 10 (.) 505052 OF 11 (.) 550052 OF 13 (.) ACT ENDED IN OP
 THESE SIGNALS (.)

Final phase

Sif

Sif

1407

En. A.2/65/6 45 Oct 65

DMO

Copy to : The Sub Commission A.S.

This message may be sent
 AS WRITTEN by any means
 except

WIRELESS.
 Signed: *[Signature]*

If liable to be intercepted or to fall
 into enemy hands this message must
 be sent IN CIPHER.

Originator's Instructions.
 Degree of Priority.

[Signature]

Time	System
THI or TOR	
Time Cleared	

1865

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

785021

ARMY FORM Crt 36 (Small)

MESSAGE FORM

Register No.

Call

Srl. No.

Priority

Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM
(A)

Originator

Date - Time of Origin

OFFICE DATE STAMP

TH MAIN ROOM

14 Oct

For Action

TO

12.300000 A.C. C/O SIGNALS OFFICE BOLOGNA

(W) For Information (INFO)

Message Instructions

GR

Originator's No.

593

THE UNCLASSIFIED (.) FOLLOWING BOTH WAGNER REPORTED TO YOU AT OSTIA LIA
 13 OCT FROM FIBURINA (.) SACON 45820 W3 - 72 NOS 2003 18 (.)
 SACON 475907 09 - 54 NOS 2032 14 (.) SACON 456348 W3 - 54 NOS 2003 14 (.)
 ADVISE COM-RENTRE WITHIN 7 DAYS (.)

COPY FOR TH.A.C. SUB COMMISSION.

THIS MESSAGE MAY BE SENT AS WRITTEN
BY ANY MEANS EXCEPT

WIRELESS

IF LIABLE TO BE INTERCEPTED OR TO
FALL INTO ENEMY HANDS, THIS MES-
SAGE MUST BE SENT IN CIPHERORIGINATOR'S INSTRUCTIONS
DEGREE OF PRIORITY

SIGNED

SIGNED

Time

System

Op.

TH or TOR

1066

Time cleared

785021

ARMY FORM C1416 (Small)

Published: Nov 2004

Call

Sci. Prog.

Validity

^{††}carried out in instruction.

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM
(A)

Cheng et al.

[Date = Time of Origin]

OFFICE DATE STAMP

SN 16-11 READ:



For Action

LT. THOMAS A.C., O/O SIGNALS SECTION BOMBAY

TO

(V) For information c(IV)

Message Instructions

CR

Originator's No.

[illegible]

COPY TO H.A.C. SUB WASHINGTON

FILE: 15-A-2/65/6

11 COE MS

THIS MESSAGE MAY BE SENT AS WRITTEN
IN ANY MANNER (EXCEPT)

IF MESSAGE TO BE INTERCEPTED OR FALL INTO ENEMY HANDS, THIS MESSAGE MUST BE SENT IN CIPHER

ORIGINATOR'S INSTRUCTIONS
DECLASS. AUTHORITY

Time	System	Op
1065		
TIME OF DAY		

There are also

8 6 7

2015.11.11

1500

1631 GHQP

576 THIS MESSAGE MAY BE SENT AS WRITTEN BY THE MESSAGE CENTER <i>Robertson</i> SIGNED	COPY TO THE SUB-COMMISSIONER IS LIABLE TO BE INTERCEPTED OR TO FALL INTO ENEMY HANDS, THIS MES- SAGE MUST BE SENT IN CIPHER SIGNED	ORIGINATOR'S INSTRUCTIONS DEGREE OF PRIORITY <i>Rankin</i>	Time 1063 TH or TOR Time cleared
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1869

Declassified E.O. 12356 Section 3.3/NND No. 785021

MY FORM 2116 (Small)

MESSAGE FORM

Call Srt. No. Priority Transmission Instructions Register No.

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM
(A)

Originator

Date - Time of Origin

Office Date Stamp

TH MAIN ROSS

For Action

06

TO

LT. SEOUER A.C. C/O SIGNALS OFFICE BOLOGNA
(W) For Information (INFO)

Enclad

Message Instructions GR

Originator's No.

326

152 UNCLASSIFIED (.) FOLLOWING WAGONS ROIN WAGNER BRIDGE THE
UNWATCHED TO YOU TODAY RE TIBURTERA (.) 251516 - 9000 BULTS
5000 x 17600 TONS IS (.) 1000000 - 2100 BULTS 5000 x 17600
TONS IS (.) ADVISE SON PROBERT WITHIN SEVEN DAYS (.)

COPY 20: TH A.C. FOR COMMISSION A.C.

THIS MESSAGE MAY BE SENT BY ANY MEANS EXCEPT

WIRELESS

IF POSSIBLE TO BE INTERCEPTED OR TO
FALL INTO ENEMY HANDS, THIS MES-
SAGE MUST BE SENT IN CIPHER

ORIGINATOR'S INSTRUCTIONS
DEGREE OF PRIORITY

SIGNED

[Signature]

SIGNED

Rand

Time	System	Op.
THI or TOR		
Time cleared	1062	

18701

Declassified E.O. 12356 Section 3.3/NND No. 785021

ARMY FORM C1136 (Small)			MESSAGE FORM		Register No.
Call	Ser. No.	Priority	Transmission Instructions		
ABOVE THIS LINE FOR SIGNALS USE ONLY					
FROM (A) TH MAIN ROOM		Originator	Date - Time of Origin		Office Date Stamp
			07		
TO		For Action			
		(W) For Information (INFO)	Message Instructions GR		
Original No. <u>345</u> THE UNCLASSIFIED (.) FOLLOWING BOTH WAGNER DESPATCHED TO YOU TODAY EX-112011A (.) WAGON 473593 - 45 ✓ 40 NOS TONS 20 (.) WAGON 7403054 - 45 ✓ 32 NOS TONS 16 (.) WAGON 296 - BULTS 55 ✓ 117 - 7390 NOS TONS 15 (.) ✓ 4448 111905 - BULTS - 35 ✓ 224 - 2011 NOS - 20 ✓ 117 ✓ 9830 NOS - 20 ✓ 142 6036 NOS - 20 ✓ 167 - 33 NOS TONS 12 (.) ADVISE BUS RECEIPT WITH 7 DAYS (.) COPY TO: TH. A.C. - 800-Commissionary ✓ 7 OCT 45 CWO FILED IN 1/26/46					
THIS MESSAGE MAY BE SENT AS WRITTEN		IF LIABLE TO BE INTERCEPTED OR TO FALL INTO ENEMY HANDS, THIS MESSAGE MUST BE SENT IN CIPHER		ORIGINATOR'S INSTRUCTIONS	
BY ANY MEANS EXCEPT WRITTEN				Degree of Priority	
<i>Robert H. Bagnall</i>		<i>Robert H. Bagnall</i>		Time System Op. TH or TOR 1061 Time cleared	

WL 9533/63727P 490M (Pds of 100) 5/43 N° 710420 51-6736

ARMY FORM C 7576 (Large)		MESSAGE FORM		Register No.
all	Priority	Transmission Instructions		
ABOVE THIS LINE FOR SIGNALS USE ONLY.				Office Date Stamp
FROM	Originator	Date-Time of Origin		
(A)	IN MAIN ROOM	04		
LT. HUGHES A.O. G/O SIGNALS OFFICE BOLSONA				
(W) For Information (INFO)				
IN A.O. SUBCOMMISSION A.O. ✓				
TO	Message Instructions			GR

Originator's No. 226

THE 2 UNCLASSIFIED (.) FOLLOWING FROM WINTER BRIDGING DISPATCHED TO YOU TODAY BY TELETYPE ADDRESSING G/O I.S.N. OSTIGLIA STATION

(.) WAGON 7470756 26 - 355 HOS 17 - 152 HOS 112 - 100 HOS 220 - 104 HOS 223 - 26 HOS 1018 16 (.) WAGON 105575 117 - 240 HOS 1018 17 (.) WAGON 157230 114 - 448 HOS 1018 14 (.) WAGON 2474575 113 - 200 HOS 113 - 138 HOS 1018 15 (.) WAGON 432512 116 - 96 HOS 116 - 260 HOS 1018 18 (.)

ADVISE HOS RECENTLY WITHIN SEVEN DAYS (.)

First Shipments
File 76

FILE: 22.2.2/63/6 4 048 45 CHB

See Original 1st. P. 1020

MILITARY SPAN. File

Originator's No.

222 UNCLASSIFIED (.) FOLLOWING BEEN WAGNER PRICING DISPATCHED
TO YOU TODAY RE THERESA ADHERED C/O I.S.H. OSTIGLIA STATION
(.) WAGNER 7470736 86 - 355/809 87 - 192/803 812 - 100/803
820 - 104/804 823 - 26/803 824 - 138/803 825 - 138/803 826 - 138/803
827 - 138/803 828 - 138/803 829 - 138/803 830 - 138/803 831 - 138/803
832 - 138/803 833 - 138/803 834 - 138/803 835 - 138/803 836 - 138/803
837 - 138/803 838 - 138/803 839 - 138/803 840 - 138/803 841 - 138/803
842 - 138/803 843 - 138/803 844 - 138/803 845 - 138/803 846 - 138/803
847 - 138/803 848 - 138/803 849 - 138/803 850 - 138/803 851 - 138/803
852 - 138/803 853 - 138/803 854 - 138/803 855 - 138/803 856 - 138/803
857 - 138/803 858 - 138/803 859 - 138/803 860 - 138/803 861 - 138/803
862 - 138/803 863 - 138/803 864 - 138/803 865 - 138/803 866 - 138/803
867 - 138/803 868 - 138/803 869 - 138/803 870 - 138/803 871 - 138/803
872 - 138/803 873 - 138/803 874 - 138/803 875 - 138/803 876 - 138/803
877 - 138/803 878 - 138/803 879 - 138/803 880 - 138/803 881 - 138/803
882 - 138/803 883 - 138/803 884 - 138/803 885 - 138/803 886 - 138/803
887 - 138/803 888 - 138/803 889 - 138/803 890 - 138/803 891 - 138/803
892 - 138/803 893 - 138/803 894 - 138/803 895 - 138/803 896 - 138/803
897 - 138/803 898 - 138/803 899 - 138/803 900 - 138/803 901 - 138/803
902 - 138/803 903 - 138/803 904 - 138/803 905 - 138/803 906 - 138/803
907 - 138/803 908 - 138/803 909 - 138/803 910 - 138/803 911 - 138/803
912 - 138/803 913 - 138/803 914 - 138/803 915 - 138/803 916 - 138/803
917 - 138/803 918 - 138/803 919 - 138/803 920 - 138/803 921 - 138/803
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957 - 138/803 958 - 138/803 959 - 138/803 960 - 138/803 961 - 138/803
962 - 138/803 963 - 138/803 964 - 138/803 965 - 138/803 966 - 138/803
967 - 138/803 968 - 138/803 969 - 138/803 970 - 138/803 971 - 138/803
972 - 138/803 973 - 138/803 974 - 138/803 975 - 138/803 976 - 138/803
977 - 138/803 978 - 138/803 979 - 138/803 980 - 138/803 981 - 138/803
982 - 138/803 983 - 138/803 984 - 138/803 985 - 138/803 986 - 138/803
987 - 138/803 988 - 138/803 989 - 138/803 990 - 138/803 991 - 138/803
992 - 138/803 993 - 138/803 994 - 138/803 995 - 138/803 996 - 138/803
997 - 138/803 998 - 138/803 999 - 138/803 1000 - 138/803

First Shipment - checked up
File 76

FILE: 88-4-2/63/6

4 OCT 45

UFG

See Original Let. P.

items

1000

MILITARY SPARE. File

Do you have complete file on weapons?

This message may be sent
AS WRITTEN by any means
except WIRELESS.

If liable to be intercepted or so fall
into enemy hands this message must
be sent IN CIPHER.

Time System Op.

Time TH or TOR

Signed. *[Signature]*

Signed. *[Signature]*

Time Cleared

1873

ARMY FORM C-136 (Small)

Call

Ext. No.

Priority

MESSAGE FORM

Transmission Instructions

Register No.

OFFICE DATE STAMP

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM (AY)

IN MAIN ROOM

Originator

Date - Time of Origin

15

For Action

333 T.S.D.

TO

(W) For Information (INFO)

Message Instructions

GR

Originator's No. 548 TYPE UNCLASSIFIED (.) ARRANGE LOCAL MOVEMENT AND DISPATCH FOLLOWING
BOTH VANTER MATERIAL CONSIGNED TO LT. SKOUSE A.C. OSTIAIA STATION W/ 4 A END CHORDS
SHORT 24 NOS (.) W 4 B END CHORDS SHORT 24 NOS (.) W 6 CHORD BRIDGE ANGLES 552 NOS (.)
W 8 END POSTS 34 NOS (.) W 10 DIAGONALS 394 NOS (.) W 23 STRINGER CORR 50 NOS (.)
TOTAL WEIGHT APPROX 120 TONS (.) ACK AND ADVISE DETAILS DISPATCH AND CONDUCTED (.)
To: Sub-Commissioner A.C.

COPIES OF THIS MESSAGE TO BE FORWARDED TO THE FOLLOWING:

TO: 1. 2/6/6.

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

IF CLEARANCE IS REQUIRED TO BE INTERCEPTED OR TO FALL INTO ENEMY HANDS, THIS MESSAGE MUST BE SENT IN CIPHER

Signed [Signature]

TO: Sub-Commissioner A.D.

ORIGINATOR'S INSTRUCTIONS
DEGREE OF PRIORITY 1059

Time	System	Ops
TH or TOR		
Time cleared		

1874

Declassified E.O. 12356 Section 3.3/NND No. 785021

file 76

75

To (Inc. Sub-Commission)
Maj. NOLE c/o Signals Milan
E.L.O. Signal Office Bologna
c/o Signal Office Ancona

261210

036 RESTRICTED(.) CEMENT RELEASE NUMBER 738(.) 10TH OCTOBER(.)
ON SENICALLIA FACTORY 1000 TONS FOR LINE 86 NORTH ISR ARRANGING CARS(.)
DETAILS BOTH WAGNER OSTIGLIA BDOE POSTED YOU(.)
PLEASE RETURN OFFICERS SHOP CARD URGENT PING LEAVING LIAP(.)
BUCKLEY(.)

Information

Roma, li-19 ottobre 1945-

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO
DIREZIONE GENERALE
SERVIZIO LAVORI E COSTRUZIONI

N°-I. 6/16/68968/G.III.113(24)I

= OGGETTO =

Linea Bologna-Verona.
Ripristino ponte sul Po presso
Ostiglia.-

ALLA COMMISSIONE ALLEATA
- Sottocommissione Trasporti -

S E D E

+==++==++==++==++==++

1° - Pel montaggio delle due travate Roth-Wagner nelle
luci quarta e quinta del ponte sul Po presso Osti-
glia della linea Bologna-Verona occorre la apposita
grue di montaggio tipo Fiat.

2° - Si prega pertanto di disporre che insieme col mate-
riale delle due travate sia spedita ad Ostiglia an-
che la su citata grue.

3° - Si gradirà un cenno di conferma.

IL CAPO DEL SERVIZIO

I. - For the erection of the two Roth Wagner spans on the Nos. four
and five of the bridge over the river Po near Ostiglia a crane type
Fiat is needed.

2. Will you please send to Ostiglia the above mentioned crane with
the spans.

3. Your early reply will oblige.

/s/ LO CIGNO
CHIEF OF WORKS SERVICE

1038

OGGETTO =

Linea Bologna-Verona.
Ripristino ponte sul Po presso Ostiglia..

=====

ALLA COMMISSIONE ALLEATA

- Sottocommissione Trasporti -

S E D E

+==+==+==+==+==+==+==+

1° - Pel montaggio delle due travate Roth-Wagner nelle luci quarta e quinta del ponte sul Po presso Ostiglia della linea Bologna-Verona occorre la apposita grue di montaggio tipo Fiat.

2° - Si prega pertanto di disporre che insieme col materiale delle due travate sia spedita ad Ostiglia anche la su citata grue.

3° - Si gradirà un cenno di conferma.

IL CAPO DEL SERVIZIO

1. For the erection of the two Roth Wagner spans on the Nos. four and five of the bridge over the river Po near Ostiglia a crane type Fiat is needed.

2. Will you please send to Ostiglia the above mentioned crane with the spans.

3. Your early reply will oblige.

/s/ IO CIGNO
CHIEF OF WORKS SERVICE

1058

76 71
Tn INC (Transportation Sub-Comm.). 2216.00

Major MOLE, c/o Tn Signals - Milano

R.L.O. Signal Office - Bologna

a/o Signal Office - Ancona.

G.20 RESTRICTED (.) OSTIGLIA BRIDGE IO CIGNO ASKING THAT A
CRANE TIPO FIAT BE SUPPLIED FOR BOTH WAGNER SPANS (.) UNDERSTOOD
THAT BADONI OF LUCCA IS TO ERECT THESE (.) THEY SHOULD HAVE BROUGHT PL
PLANT (.)

1037

file 16 70
IN INC (Transportation Sub-Comm.). 1814.30 *File*

192 Rly Operating Coy. c/o Signal Office - ARCONA

192 Rly Operating Coy. c/o Signal Office - Bologna

Major MOLE, S.L.O. Signal Office - Bologna
for Taylor.

0.16 RESTRICTED (.) HLG/18/3 (.) DIRECT AC 401 VERB. BY
REQUESTED 192 RLY OPER. TING COY. BOLOGNA DETACHED TO HOLD BOLOGNA
PENDING FURTHER ORDERS MOLE (.) DIRECT REQUIRED URGENTLY IN WORK (.)
Please order immediate DEPARTURE FOR MOLE (.)

W. B. ...

1836

MAB A V MEGE 0111142 IMPORTANT
FROM MAJOR MOLE C/ O ELD SIGNAL OFFICE BOLOGNA
TO TN (BRITISH) MAIN FOR AC TN SUB ~~COMMISSION~~
COMMISSION FOR STREET

BT

BLG/11/2 (.) RESTRICTED (.) OSTIGLIA BRIDGE (.) CONTRACTORS
COMPRESSOR MAY GIVE TROUBLE (.) IS IT POSSIBLE OBTAIN LOAN OF
COMPRESSOR FROM TN 4

BT

THI 1820

SENTL NR 142 AT 1925A. L H BA PIPS

142 RD TOR 921 WHM DE KKK



R1922
File Ostiglia
Bridge

Lt. Col. Mc Murdo. agreed loan if necessary. 1055

Eggs.

Maj Mole with wire a
Signal



Tn (transportation sub-Comm.) INC 181200

Major HOLL, S.L.O. Signal Office - Bologna.

O.14 RESTRICTED (.) SIG/18/1 (.) FOR TAYLOR FOR CHURCH (.)
ORDERS ISSUED Tn 17th OCTOBER CANCELLING PREVIOUS POSTING
ORDERS (.) CHURCH AND TAYLOR NOW POSTED AD TN 4 (.) BOTH ORDER
ORDERS HOLL (.) WAIT BOLOGNA FOR RETURN OF HOLL APPROXIMATE
21st OCTOBER (.)

EGHole
Holler

1300
IMPORTANT

1054

Tn (Inc Tn Sub-Commission)

1609.45

Lt. Church Major Buckleys Office Tn Signal Milano
Major Role WLO Signal Office Bologna

CIB(.) RESTRICTED(.) MAJOR ROLE WILL ARRIVE IN A FEW DAYS(.)
REFERENCE BT IN SUB-COM SIGNAL CS OF 12TH TO BUCKLEY MILAN FREIGHT
CARS STAYED STILL UNDER LOAD CATTLE LIX I.S.R. CAPO CEMENT LAVERO
BOLOGNA HAS BEEN REPEATEDLY INSTRUCTED BY ROLE OFF LOAD WAGONS
CONTAINING ROTH WAGNER BRIDGING PENDING ARRIVAL CONTRACTOR ON SITE(.)
REPORT BY BOLOGNA OFFICE THIS INSTRUCTION (.) BUCKLEY

66

Tn (Inc. Tn Sub-Commission)

06 10.30

Lt. Skousse c/o Signals Bologna 217 Area

05(.) RESTD (.) REFERENCE YOUR REPORT ON BOTH WAGNER
BRIDGE MATERIALS IN NORTH (.) DO NOT MOVE UNTIL M.R.S.
REQUIREMENTS KNOWN (.)

for Buckley

TRANSLATION

Rome 3 October 1945

N°L.C.6/14/51178

MINISTRY OF TRANSPORTS
ISH WORK SERVICE.

SUBJECT: Bologna-Verona Line
Po bridge at Ostiglia.

TO : Tr.Sub-Commission AG.,
Rail Division
Bldg.

1. Reference is letter N.A.C. Tr/4/14 dated 22 Sept. 1945 from Capt. SKUBSE of Tr.Sub-Commission of Bologna, concerning the non-allotment to "Ferrobeton Co" of works for restoration of the 4th and 1st pier (Ostiglia side) of the Po bridge on Bologna-Verona line.

2. Steps are already being taken for reimbursement to the above firm of all the expenditures she met for any reason concerning assistance, studies, prepared material etc.

3. The above firm is highly esteemed by our Administration, who never failed to invite her to participate to our bids of important works, and we will continue to do so for the future.

Chief of service
Sgd.: Le Cigno

Tr/al/5/10/45.

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO
DIREZIONE GENERALE
SERVIZIO LAVORI E COSTRUZIONI
=====

Roma, li- 3 ottobre 1945-

Nº-L.O.6/14/51178-

= OGGETTO =

Linea Bologna-Verona.
Ponte sul Po ad Ostiglia.
=====

ALLA COMMISSIONE ALLEATA

-Sottocommissione Trasporti -
(Ferrovie)

S E D E

1º - Si fa riferimento alla lettera N.A.O.Tn/4/14 in data 22 settembre 1945 del Cap. SKOUSE della Sottocommissione Trasporti di Bologna, relativa alla mancata assegnazione, alla Società "FERROBETON", dei lavori di ripristino della VI e I pila, lato Ostiglia, del ponte sul Po della linea Bologna-Verona.

2º - Sono già in corso le pratiche per il rimborso alla detta Impresa di tutte le spese da questa incontrate, sotto qualsiasi titolo, per prestazioni, studi e materiale approntato ecc.

3º - La nominata Impresa è molto apprezzata da questa Amministrazione, che non ha mancato mai di invitarla a prendere parte alle gare di appalto ogni qualvolta si è trattato di eseguire lavori importanti. E ciò si seguirà a iare in avvenire.-

IL CAPO DEL SERVIZIO

Delegato

Ponte sul Po ad Ostiglia.
 =====
 Sottocommissione Trasporti -
 (Ferrovie)

S E D E

- 1° - Si fa riferimento alla lettera N.A.O.Tn/4/14 in data 22 settembre 1945 del Cap. SKOUSE della Sottocommissione Trasporti di Bologna, relativa alla mancata assegnazione, alla Società "FERRORETTON", dei lavori di ripristino della VI e I pila, lato Ostiglia, del ponte sul Po della linea Bologna-Verona.
- 2° - Sono già in corso le pratiche per il rimborso alla detta Impresa di tutte le spese da questa incontrate, sotto qualsiasi titolo, per prestazioni, studi e materiale apprezzato ecc.
- 3° - La nominata Impresa è molto apprezzata da questa Amministrazione, che non ha mancato mai di invitarla a prendere parte alle gare di appalto ogni qualvolta si è trattato di eseguire lavori importanti. E ciò si seguita a fare in avvenire.--

IL CAPO DEL SERVIZIO

Boeque

1052

1886

Declassified E.O. 12356 Section 3.3/NND No. 785021

WALK W. HENS SBL 39

FROM TWA/C/BAILE MILANO 29/1600A

TO EN INC HAIN - (FOR COL STREET)

62 42

0/150 . UNCLASSIFIED .

NO A 2 VEHICLE 252 DRIVER PASQUALE VIALE INVOLVED ACCIDENT

1900 HOURS 25TH . BELIEVED TOTAL VEHICLE . POLICE INVESTIGATING .

A 2 INFORMED . I CAN MORE BRING COMMAND WITH HIM . CAN RETURN

WITH ME . FULL REPORT FOLLOWS . I WAS NOT WITH VEHICLE .

EMERSON BUCKLEY

- 29/1600A

SENT WEN - 39

Rd 1620 Ju

1051

1887
MABA V MICE 29121

FROM SKOUSE A C TH BOLOGNA 291700 B .

TO COL STREE T AC TN SUB COMMISSION TN MA IN ROME

BT
POL /17 (.) RESTD (.) AM VISITING RICHARD IN HOSPITAL
TODAY (.) WILL PHONE YOU MONDAY (.) MY CAR OUT OF ACTION
AND SENT TO ROME RICHARDS CAR ALSO NO USE (.) PLEASE
SEND ME IF POSSIBLE TRANSPORT TO HOTEL BAGLIONI
BOLOGNA IN ORDER TO PROCEED TO ROME (.)

BT

THI 1845

CCT LAST LINE VA ORDER TO POXXX PROCEED TO ROME

SENT R 121 AT 1914 A L H B2 K

RD NR 121 WR 1914 B

64
1050

63

A.C. TRANSPORTATION SUBCOMMISSION
ENGINEERING BRANCH
B O L O G N A

Subject: Ostiglia Bridge.

→ To : Lt. Col. A.H. STREET, DSO, GL.
CAPO DEL SERVIZIO LAVORI-Ing. LOCIGNO-ROME=
CAPO SEZIONE LAVORI =BOLOGNA =
DITTA FERROBETON =ROME=
DITTA FERROBETON =MILANO=

Bologna, September 22, 1945
Rfz: AC/Tn/4.14

It is with much regret on the part of Allied Commission (In Sub-Commission Bologna) that it has been found no longer a necessity, to employ the Firm of FERROBETON at Ostiglia Bridge.

This has been caused by the extraordinary progress shown by the Firm of PIAZZOLI in the interim period, and it is evident now that a change of Contractors would be to the detriment of works progress at this stage. This bridge is all important to Italy, and whilst it is felt that Ferrobeton have been badly treated in this matter I must be guided by the importance of the bridge only, and allow the works to go ahead in the quickest way possible.

It is recorded here that the Firm of Ferrobeton did not at first wish to take on this work as it was of too small a size, but on realising the national importance of this bridge, they showed a very good spirit and energy and agreed to do the work. Ferrobeton must be commended for this, and again it is repeated that their spirit is very much appreciated by the Allied Commission.

I would recommend that the compressed chamber now being constructed at Rome be completed as there is a necessity for these in Italy to day and it is of a useful size.

In conclusion it is recommended that all expenses incurred by Ferrobeton be re-imbursed, and a suitable contract for further work be given to this Firm, which is one of the most capable there seems to be in Italy, and who came forward to help without question when it was found they were required.

W. H. Skouse
A.C. TRANSPORTATION SUB-COMMISSION
ENGINEERING BRANCH

W. H. SKOUSE
LIEUT. R.E.



CAPO DEL SERVIZIO LAVORI-Ing. LOCCINO-ROME=
CAPO SEZIONE LAVORI -BOLOGNA =
DITTA FERROBETON -ROME=
DITTA FERROBETON -MILANO=

It is with much regret on the part of Allied Commission (In Sub-Commission Bologna) that it has been found no longer a necessity, to employ the Firm of FERROBETON at Ostiglia Bridge.

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W. H. Skouse
A.C. TRANSPORTATION SUB-COMMISSION
ENGINEERING BRANCH

W.H. SKOUSE
LIEUT. R.E.



601

A.C. TRANSPORTATION SUB-COMMISSION
ENGINEERING BRANCH
B O L O G N A

Oggetto: Ponte di Ostiglia.

Bologna, Settembre 22, 1945
Rfz: AC/TN/4;14

→ Al: Lt. Col. A.H. STREET, DSO, GL.
CAPO DEL SERVIZIO LAVORI-Ing. LOCIGNO-ROMA=
CAPO SEZIONE LAVORI-BOLIGNA=
DITTA FERROBETON-ROMA=
DITTA FERROBETON-MILANO=

E' con sommo rammarico da parte della Commissione Alleata (in Sotto-Commissione di Bologna) di essersi trovata nella necessità di non impiegare la Ditta Ferrobeton al Ponte di Ostiglia come era suo desiderio.

Questo è dovuto agli straordinari progressi dimostrati dall'Imprenditore Piazzoli in tale spazio di tempo, ed è evidente che un cambiamento di Impresa sarebbe andato tutto a detrimento dei lavori nella fase di avanzamento in cui ora si trovano. Tale ponte è tanto importante per l'Italia, e mentre si è sentito che Ferrobeton sarebbe stata trattata male in questa cosa, lo dovevo essere condotto solamente dall'importanza del Ponte, e tenere conto dei lavori che progredissero nel modo più rapido possibile.

Occorre far presente che la Ditta Ferrobeton dapprima non desiderava assumere questo lavoro, ~~parata~~ perchè per essa era di esigue dimensioni, ma rivestendo questo ponte una importanza Nazionale, essa avanzò, con buono spirito ed energia per accordarsi ad eseguire il lavoro. La Ditta Ferrobeton fu raccomandata per questo e di nuovo ripeto che il suo spirito è molto apprezzato dalla Commissione Alleata.

Raccomando che la camera di compressione ora costruita a Roma venga ultimata dato che essa è di utili dimensioni, e pronta per quando si ha necessità oggi in Italia.

A conclusione si raccomanda che tutte le Spese sostenute dalla Ferrobeton siano rimborsate, e un'adatto contratto per un nuovo lavoro sia dato a questa Ditta che è una delle più capaci come dimostra essere in Italia, e che venga favorita e rimediare senza discussioni quanto fu stabilito che fossero richieste.

A.C. TRANSPORTATION SUB-COMMISSION
ENGINEERING BRANCH

W.H. SKOUSE
LIEUT. R.E.



1048

AHS/em

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

Tel : B43239
Ref : AC/Tn/76/62 C.R.

27th September 1945.

SUBJECT : Ostiglia bridge.

TO : Lt. W.H. Skouse.

1. I understand that the top booms of girders either 5 or 6 ? are badly damaged, although the girders are still in place.
2. Please let this office have a sketch shewing the method to be employed in repairing these girders.
3. This work must proceed simultaneously with the other work.
4. A weekly report on progress will be appreciated. This could be sent by signal.

A.H. STREET, Lt. Colonel.

Subject: Ostiglia Bridge.

Military Railway Servi
G.M.

Tel. Firebox 9328.

File: Tn.A.2/65/6.

25 Sept. 45.

To: Ing. Bracci,
Chief of Stores Section,
H.Q. I.S.R.

Copy to: Tn. Sub-Commission, A.C.
Tn. 4.

1. Further to our Tn.A.2/65/6 dated 15 Sept. 1945, the following items of Roth Wagner are also required for Ostiglia Bridge:-

W. 6. Chord splice angles	Each	352
W. 10. Diagonals	"	319
W. 25. Stringer connectors	"	26

2. Please confirm that these items are located at Tibertina Depot, and that they can be loaded with remainder of Bridge during period 1 - 14 Oct. 45.

C.W. Canham

C.W. CANHAM, S/Capt.,
for Brigadier,
Director, Military Railway Service.

1046

1893

60

Military Railway Service,
C.M.F.
Tel :- Firebox 9526
Tn.A.2/55/6
15. Sep 45

Subject :- Ostiglia Bridge.

To :- Ing. G. Bracchi,
Chief of Stores Section,
I.S.R.

Copy to :- In. Sub-Commission, A.C.
Tn.4

1. The following Roth Wagner Bridging material is required for Ostiglia Bridge, and is at present located at Tiburtina Depot :-

Mark Ref.	Description	Total Required
1.	Stringer	96
2.	Cross Girders	100
3.A	End Chords	24
3.B	End Chords	24
5	Inter Chord	304
7	Chord Diaphragms	192
8.	End Posts	8
9.	Inter Posts	363
12.	Centre Gusset	100
13.	Gusset	200
14.	Lateral Bracing	448
16.	Chord Stiff	96
17.	Diag. Gusset	240
18.	Horiz. Gusset	260
19.	Top strut Lattice	50
20.	Horizontal Bracing	104
35.	X girder conn. angles	138
Bolts.		
1.	35 mm. x 177	8448
2.	35 mm. x 196	18100
3.	35 mm. x 224	2852
4.	20 mm. x 117	9830
5.	20 mm. x 142	6036
6.	20 mm. x 167	36

2. Please confirm that this material can be loaded by the I.S.R. and give an estimated daily tonnage which can be loaded to enable us to place movement bid.

3. The total weight is approx. 590 tons.

1855

Edgardo

1. The following Roth Wagner Bridging material is required for Ostiglia Bridge, and is at present located at Tiburtina Depot :-

Mark Ref. 'V'	Description	Total Required.
1.	Stringer	96
2.	Cross Girders	100
3.A	End Chords	24
3.B	End Chords	24
5	Inter Chord	504
7.	Chord Diaphragms	192
8.	End Posts	8
9.	Inter Posts	368
12.	Centre Gusset	100
13.	Gusset	200
14.	Lateral Bracing	448
16.	Chord Stiff	96
17.	Diag. Gusset	240
18.	Horiz. gusset	260
19.	Top strut lattice	50
20.	Horizontal Bracing	104
35.	X girder conn. angles	138
Bolts.		
1.	35 mm. x 177	8443
2.	35 mm. x 196	18100
3.	35 mm. x 224	2352
4.	20 mm. x 117	9830
5.	20 mm. x 142	6036
6.	20 mm. x 167	36

2. Please confirm that this material can be loaded by the I.S.R. and give an estimated daily tonnage which can be loaded to enable us to place movement bid. 1053

3. The total weight is approx. 590 tons.

C.W. Canham
C.W. CANHAM, S/Capt.,
for Brigadier,
Director, Military Railway Service.

VMADA V MEKS SRL 7 QVR 2
FROM CONWAY TN SNC GENOVA 24/1000A
TO TRANSPORTATION SUB COMM (RAILS) BOLOGNA (ATT SKOUSE)
INFO TN INC MAIN ROME (ATTN STREET)

GR 72

REF SIGNAL BOL/13/210000 POSITION AS FOLLOWS . BY CEASING
PCODUCTION FOR TWO OTHER BRIDGES CONTRACTOR CAN SUPPLY THE
3000 CUBIC FEET TO SPECIFICATION IN FORTNIGHT . SIZE IS NOT
STANDARD AND WILL HAVE TO BE CUT . PRICE 15,000 LIRE PER
CUBIC METRE . OFFICIAL ORDER MUST BE SENT BY WORKS SECTION
BOLOGNA TO WORKS SECTION TORINO (ATTN CAPT CONWAY) . ON
RECEIPT OF SAME WILL EXPEDITE AND COMMENCE DELIVERY BY ROAD .
SIGNAL CONFIRMATION TO MENAT GENOVA AND TORINO AND WILL START
ACTION

- 24/1120A

SENT WRH - B

1044

MAEA V MJFV NR 117 URGENT
FROM AC TN RAILS FLORENCE 02
TO TN INC MAIN FOR TN AC BUCKLEY

GR --- BT

RESTRICTED (.) RETEL PRESENT CONDITIONS DUE TO RAINS
PRATO - BOLOGNA LINE - DIVERSIONS ETC NOT IN DANGER (.)
CONDITIONS MAY CHANGE WITHIN TEN DAYS TO MAKE TEMPORARY
LINE INSECURE (.) THIS IS NOT EXPECTED TO HAPPEN (.) FORTY
TO EIGHTY PERCENT OF THIS RECONSTRUCTION HAS BEEN

ACCOMP

ISHED (.) WILL BE COMPLETED DECEMBER THIRTY FIRST (.)

IF REQUIRED CEMENT IS RECEIVED AND ~~ADAPTABLE~~ ADEQUATE TIME IS

~~ALLOWED~~ ALLOWED FOR UNLOADING MATERIALS AT THE VARIOUS WORKS (.)

RECEIVED 1550 TONS CEMENT IN SEPTEMBER (.) ONLY 1211 TONS

RECEIVED IN OCTOBER WHILE 2300 TONS REQUESTED (.) 2500 TONS

CEMENT NECESSARY FOR NOVEMBER DELIVERED AT PRATO (.) STRONG

SPECIFIC ORDERS FROM ROME FOR THIS CEMENT AND SIMILAR

INSTRUCTIONS TO BOLOGNA ISR AND MILITARY MOVEMENTS

ALLOWING THREE HOURS PER DAY FOR UNLOADING ABSOLUTELY

NECESSARY FOR THE SECURING OF THIS LINE FOR THE WINTER (.)

PISA - FLORENCE LINE - ALL OBSTRUCTIONS FOR DRAINAGE

REMOVED (.) ~~RECONSTRUCTION~~ RECONSTRUCTION NEARING COMPLETION (.)

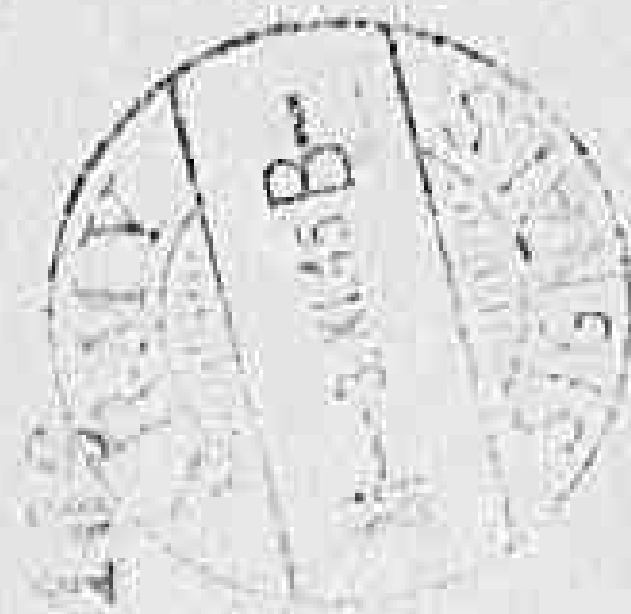
EXPECT COMPLETE DECEMBER THIRTY (.) 925 TONS CEMENT

DELIVERED AT EMPOLI REQUIRED IN NOVEMBER (.) AREZZO - FLORENCE

LINE - ONLY POSSIBLE DANGER FROM LAND SLIDES AT RECONSTRUCTION

OF TUNNELS (.) 350 TONS CEMENT DELIVERED AT PIESIEVE AND

350 TONS AT AREZZO REQUIRED IN NOVEMBER (.) 1100 TONS OF



ALLOWED ALLOWED FOR UNLOADING MATERIALS
 RECEIVED 1552 TONS CEMENT IN SEPTEMBER (..) ONLY 1211 TONS ²⁵⁰⁰
 RECEIVED IN OCTOBER WHILE 2392 TONS REQUESTED (..) 2522 TONS ¹²⁸⁹
 CEMENT NECESSARY FOR NOVEMBER DELIVERED AT PRATO (..) STRONG

SPECIFIC ORDERS FROM ROME FOR THIS CEMENT AND SIMILAR
 INSTRUCTIONS TO BOLOGNA ISR AND MILITARY MOVEMENTS
 ALLOWING THREE HOURS PER DAY FOR UNLOADING ABSOLUTELY
 NECESSARY FOR THE SECURING OF THIS LINE FOR THE WINTER (..)

PISA - FLORENCE LINE - ALL OBSTRUCTIONS FOR DRAINAGE
 REMOVED (..) ~~RECONSTRUCTION~~ RECONSTRUCTION NEARING COMPLETION (..)
 EXPECT COMPLETION DECEMBER THIRTY (..) 925 TONS CEMENT

DELIVERED AT EMPOLI REQUIRED IN NOVEMBER (..) AREZZO - FLORENCE
 LINE - ONLY POSSIBLE DANGER FROM LAND SLIDES AT RECONSTRUCTION
 OF TUNNELS (..) 350 TONS CEMENT DELIVERED AT PISTOIESE AND

854 TONS AT AREZZO REQUIRED IN NOVEMBER (..) 1188 TONS OF
 THIS FOR LINE FROM FORTULIV TO GIOVANNI (..) LINE FROM
 OPEN FLORENCE TO PISTOIESE (..) PISA - LA SPEZIA LINE -

NO SERIOUS FLOOD CONDITIONS (..) 322 TONS CEMENT REQUIRED IN
 NOVEMBER (..) CHIUSI - EMPOLI LINE NO SERIOUS FLOOD
 CONDITIONS (..) 1722 TONS CEMENT REQUIRED NOVEMBER

NOVEMBER (..) PARMA - SARZANA LINE AND LEGHORN - VADA
 LINE - ENGINEER PELAGATTI ROME HAS FULL INFORMATION (..) PETROL
 REQUESTED AND OTHER MATERIALS SUCH AS BOTH WAGNER BRIDGING

WHICH COOL STREET IS SECURING ABSOLUTELY *Check if on our record*
 NECESSARY TO ACCOMPLISH THE WORK ON ALL LINES (..) ALL
 INFORMATION WITH RESPECT TO ONE TRACK LINES (..) CRANE STILL

AT CHIARA BRIDGE NEAR AREZZO (..) NEEDED TWO MORE MONTHS (..)
 COSTIGLIA BRIDGE - BOLOGNA STATES RIVER FLOODING NOW HERE
 PETERS AT CHANNEL UP TO TRACKS MILITARY SPAN TRAINS NO

CROSSING NO KNOWLEDGE CONDITION OF PIERS (..) ISR STATE RIVER
 HIGHEST IN MANY YEARS (..) PIACENZA HIGHWAY BRIDGE DESTROYED
 DESTROYED (..) RAILROAD BRIDGE AND 22 KM IN

THIS FOR LINE FROM FLORENCE TO PISTOIA -
 OPEN FLORENCE TO PISTOIA (.) PISA - LA SPEZIA LINE -
 NO SERIOUS FLOOD CONDITIONS (.) 350 TONS CEMENT REQUIRED IN
 NOVEMBER (.) CHIUSI - FIORENTINE LINE NO SERIOUS FLOOD
 CONDITIONS (.) 1700 TONS CEMENT REQUIRED NOVEMBER//
 NOVEMBER (.) PAVIA - SABBONA LINE AND LEGHORN - VEDA
 LINE - ENGINEER PELAGATTI ROME HAS FULL INFORMATION (.) PETROL
 REQUESTED AND OTHER MATERIALS SUCH AS BOTH WAGNER BRIDGING
 WHICH COL STREET IS SECURING ABSOLUTELY *Check if on our request -*
 NECESSARY TO ACCOMPLISH THE WORK ON ALL LINES (.) ALL
 INFORMATION WITH RESPECT TO ONE TRACK LINES (.) CRANE STILL

AT CHIARA BRIDGE NEAR AREZZO (.) NEEDED TWO MORE MONTHS (.)

COSTIGLIA BRIDGE - BOLOGNA STATES RIVER PILING NOW NINE
 METERS AT CHANNEL UP TO TRACKS MILITARY SPAN TRAINS NO
 CROSSING NO KNOWLEDGE CONDITION OF PIERS (.) ISP STATE RIVER
 HIGHEST IN MANY YEARS (.) FIPONZA HIGHWAY BRIDGE DESTROYED//

DESTROYED (.) RAILROAD BRIDGE AND 20 KM IN

PAVIA// VISITING TRACKS UNDER WATER NO TRAFFIC (.) PAVIA

BRIDGE - TRACKS UNDER WATER (.) NO REPORTS ON OTHER

BRIDGES (.) BOLOGNA REQUESTED TO SIGNAL ROME COMPLETE

REPORT THIS AFTERNOON

BT

SENT NR 117 ALP AR K K

INFORMATION RESTRICTED - LINE 1 -

RESTRICTED (.) ROME - LINE 1 -

PP SPL 117 03-1055A GWW B2 TIC

1899

58

To: Capt. D. J. Conboy
Allied Commission
I.R.A.
Genova

Subject: Iron bridge at Genoa.

According to your wish, we inform you of the proceeding of our workshop works for the reconstruction of two per girder for the bridge into question.

As we have already told you verbally, we have started the execution of the outline of some parts of the transversal section according to a drawing of this section sent by the I.S.R. We have also begun, besides the cutting, to cut and to work some small parts of this same section using the few material that we have available in our warehouse. But when we foresee to stop this working soon, if we shall not have shortly the material required and the drawing we have required.

As for materials we have written to the Works Section of I.S.R. Rome; herewith copy of our letter SMO.543.252; dated 10th inst. From our letter it results that it is necessary to decide and to inform us how the order must be done and above all it is necessary that this material is supplied as soon as possible because without it, we shall be obliged to suspend the work, within some days.

Referring to the drawings, we received only one copy that we have actually been obliged to give to our agents who has been sent to Cagliari to take the reliefs on the girders to be repaired and so to proceed with security in the workshop works we need as soon as possible from the I.S.R. a reproducible copy of these drawings (building drawings) or at least four or five copies on normal paper. We have written a letter No. 502.279 dated 4th inst. about this matter to the Works Section of Rome; herewith a copy of it.

We beg you to hasten as much as possible the arrival of the materials that we are waiting in order to begin a regular work. At the same time we inform you that the timber required for the iron at Cagliari, of which we have spoken in our course, unfortunately has not yet arrived on the spot. Owing to this we have begun again our researches for this timber, hoping to find it shortly because it is absolutely necessary for the construction of the part without which we shall not be able to send the machines we need for the workshop.

Herewith we would like to inform you, be so kind to inform us, even by telephone about this timber or which you already concerned yourself. We shall be at your disposal for all informations you

execution of the outline of some parts of the transversal section according to a drawing of this section sent to the I.S.M. We have also begun a casting the outlines, to cut and to work some small parts of this same section using the few material that we have available in our warehouse. But now we foresee to stop this working soon if we shall not have shortly the material required and the drawing we have required.

As for materials we have written to the Works Section of I.S.M. Rome; herewith copy of our letter 888.94.252; dated 10th inst. From our letter it results that it is necessary to decide and to inform us how the order must be done and above all it is necessary that this material is supplied as soon as possible because without it, we shall be obliged to suspend our work, within some days.

Referring to the drawings, we received only one copy that we have actually been obliged to give to our agent who has been sent to Cagliari to take the reliefs on the cylinder to be received and so to proceed with security in the workshop works we need as soon as possible from the I.S.M. a reproducible copy of these drawings (building drawings) or at least four or five copies on normal paper. We have written a letter 88.502.279 dated 4th inst. about this matter to the Force Section of Rome; herewith a copy of it.

We beg you to hasten as much as possible the arrival of the material so that we are waiting in order to begin a regular work.

At the same time we inform you that the timber required for the hull at Cagliari, of which we have spoken in the course, unfortunately has not yet arrived on the spot. Owing to this we have begun again our researches for this timber, hoping to find it shortly because it is absolutely necessary for the construction of the hull without which we shall not be able to send the machines we need for the workshop.

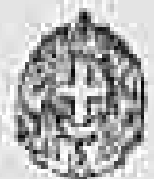
XXXXXXXXXXXXXXXXXXXXX Would you be so kind to inform us, even by telephone about this point of which you already concerned yourself?

We are always at your disposal for all informations you could need regarding the works of this office.

1022

2 encl.

Amelio S.M.
 Sub. Contr. Carpenteria
 II Direzione
 via Caracciolo



MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE

Roma 23-9-45

N. C.S. 496

194 - N

(1) SERVIZIO LAVORI E COSTRUZIONI

Al N. del

OGGETTO. RIPRISTINO PONTE AD OSTIGLIA

SOTTOCOMMISSIONE TRASPORTI
SIG. COLONNELLO STREET

Trasmetto due copie della lettera C.S.493 inviata
ieri alla Ferrobeton in relazione agli accordi presi con la S.V.

IL CAPO DEL SERVIZIO LAVORI

Locegas



Capit
MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO - DIREZIONE GENERALE
SERVIZIO LAVORI E COSTRUZIONI

ROMA, li 22 Settembre 1945 - A.....

N. C.S. 493

Al N. del

OGGETTO. Ripristino ponte di Ostiglia

On. SOCIETA' FERROBETON

In relazione ad analoga disposizione del Comando Alleato, non potendosi assegnare il materiale metallico occorrente per la costruzione del cassone da costruire per il ponte di Ostiglia, non riesce possibile affidare a codesta Impresa il ripristino delle pile del ponte suddetto.

Prego confermare.

IL CAPO DEL SERVIZIO

F.to) Lo Cigno

Servizio.

1903

Subject : Ostiglia Bridge.

Military Railway Service,
C.M.F.

Tel : Firebox 9312.
Outside line 843071.
Ref : Tn. 4/172.

13 September 1945

To : R.C.E. 1212.

Copy to : Tn. (E). (Mag).
Tn. Sub-Commission, A.C. (Blac).

Will you please ask the I.S.R. to produce the following Roth
Wagner material either from the Bedoni workshops or by manufacture and
sent by rail to Lt. Srouse, A.C., Ostiglia Station.

<u>Mark.</u>	<u>Description.</u>	<u>No. req'd.</u>
W 8.	End Posts.	2.
W 35.	X girder conn. angles.	54.
W 60.	Top Rocker Plates.	8.
W 61.	Rocker Plates, Free.	4.
W 62.	Rocker Plates, Fixed.	4.
W 63.	Replacers.	8.
W 64.	Rollers.	4.

(E. M. FUNDY). Major, R.E.
for Brigadier.
Director, Military Railway Service.

SOCIETA A RESPONSABILITA LIMIT.

Ing. GUIDO PIAZZOLI

MILANO- Via Verri 4 -Tel 70654

Risposta N°61

Ostiglia 19 /9 /1945

LIEUT. R.E. W.H. SKOUSE
TRANSPORTATION SUB-COMM;
Rail Division.

Vi confermiamo che il nostro cassone in cemento armato può essere ultimato entro il 5 ottobre. Questo ci metterà al sicuro da ogni aumento di livello del Po.

Il nostro cassone potrà poi entrare in funzione tra il 20 e il 25 ottobre.

Se il montaggio di un altro cassone dovesse tardare oltre il periodo di aumento di livello del Po ,previsto per il prossimo ottobre, il suo montaggio non potrà avere luogo prima del periodo di magra del Po, previsto per dicembre.

Si avrebbe quindi un ritardo di quattro mesi della esecuzione della pila n°3.

Impresa Generale di Costruz
Ing. E. Guido Piazzoli

1029

Str/Br

Roma, li 29 Settembre 1945

On. Commissione Allente
Sub Commissione Trasporti

R O M A
Piazza Croce Rossa

Ponte sul Po a Ostiglia.-

Con riferimento alla ns/ del 19 corr. ci permettiamo di farVi presen-
te che non abbiamo ancora potuto ottenere dalle Autorità competenti di Na-
poli il permesso di uscita dall'area portuale del macchinario di cui al-
l'elenco in calce alla suddetta ns/ lettera, destinato all'esecuzione del
lavoro in oggetto, poichè dette Autorità Portuali hanno richiesto la dimo-
strazione che il materiale stesso è di proprietà della S.I.M.

Pertanto, mentre prepariamo un'estratto notarile del ns/ inventario
comprovante detta proprietà, che trasmetteremo appena pronto tramite ns/
cantiera di Napoli al Comando di quel Porto, Vi preghiamo di voler solle-
citare direttamente detto Comando perchè dia senza indugio il necessario
permesso di uscita per il ns/ macchinario.

Con l'occasione Vi comunichiamo, per i provvedimenti del caso, che an-
che il ferro necessario per la costruzione del cassone ad aria compressa
non è a tutt'oggi stato consegnato alla ns/ officina di Casalbortone.

Con osservanza.

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

53
[Handwritten signature]

MILITARY URGENT PRIORITY WORKS

Ing. VALENZIANI Enrico
Milano- Corso Vercelli 62
Identity Card N°149255
Of Messrs Ferrobeton
Corso Carlo Alberto 15
MILANO

Has permission to travel
in a Military Vehicle, in connection
with his duty as Engineer in charge
of the reconstruction of Ostiglia
Bridge.

Routes: Milano-Verona-Venezia-
Merano-Mantova-Bologna-
Roma-Genova.

URGENTE PRECEDENZA MILITARE PER
LAVORI

Ing. VALENZIANI Enrico
Milano- Corso Vercelli 62
Carta Identità N°149255
Della S;A;I; Ferrobeton
Corso Carlo Alberto 15
MILANO

Ha il permesso di viaggiare in
un veicolo militare per le sue
esigenze di lavoro, quale ingegnere
in carica della ricostruzione del
del Ponte di Ostiglia.

Strade: Milano-Verona-Venezia-
Merano-Mantova-Bologna-
Roma-Genova.

[Handwritten signature]
P;S; Buckley
Major R;E;

Roma Sept. 18 1945
n.A. 761

52,

I S R Stores Service

Subject: materials for Ostiglia bridge

to Military Railway Service - Rome
~~no. 2. Transportation Sub Commission n. 4~~ Rome
Stores Depot - Rome Tuscolana

- 1) With reference to your letter n. Tn A 2/85/6 dated 15 September, concerning bridge materials weighing some 590 tons, required for Ostiglia bridge.
- 2) It is confirmed that this Service will arrange the loading of these materials at Rome Tiburtina Stores Depot, where are located, through our personnel. It is pointed out, however, that no crane is available at that point.
- 3) As some items are not numbered, whilst others are double-numbered, in order to avoid uncertain collection of the materials to be loaded, it is deemed opportune that the loading operations be attended by a technician, being familiar with such materials.
- 4) Two wagons per day could be despatched, unless the loading operations might allow to despatch three wagons per day.

Chief of Service
Eng. Bracci

ca ng 20/9

to Military Railway Service - Rome
 c.c. Transportation Sub Commission No. 4 Rome
 Stores Depot - Rome Tuscolana

- 1) With reference to your letter n. Tn A 2/65/6 dated 15 September, concerning bridge materials weighing some 590 tons, required for Ostiglia bridge.
- 2) It is confirmed that this Service will arrange the loading of these materials at Rome Tiburtina Stores Depot, where are located, through our personnel. It is pointed out, however, that no crane is available at that point.
- 3) As some items are not numbered, whilst others are double-numbered, in order to avoid uncertain collection of the materials to be loaded, it is deemed opportune that the loading operations be attended by a technician, being familiar with such materials.
- 4) Two wagons per day could be despatched, unless the loading operations might allow to despatch three wagons per day.

Chief of Service

Eng. Bracci

ca ng 30/3

1807



MINISTERO
DELLE COMUNICAZIONI
FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO APPROVVIGIONAMENTI

OGGETTO

MATERIALE per il ponte

Ostilia

ALLEGATI N. _____

Roma 18 SET 1945
Settembre 1945 - A

NA

Al N. _____

del _____

MILITARY RAILWAY SERVICE

ROMA

p.c.

SOTTOCOMMISSIONE TRASPORTI tn. 4

ROMA

MAGAZZINO APPROVVIGIONAMENTI

ROMA - TIBURTINA

- 1) Si fa riferimento alla lettera di codesto Comando E.Tn.A.2/65/6 del 15 corrente, relativa al materiale da ponti, per il peso approssimativo di 530 tonnellate, occorrente per il ponte di Ostilia.
- 2) Si conferma che questo Servizio provvederà al carico del materiale nel Magazzino di Roma Tiburtina, ove trovasi depositato, con proprio personale, facendo peraltro presente che l'impianto non è provvisto di gru.
- 3) Poichè vari pezzi sono mancanti di contrassegno numerico ed altri sono distinti con numerazione doppia, ad evitare incertezze nella scelta del materiale da caricare si ravvisa l'opportunità che detta operazione venga presenziata da un tecnico, che abbia conoscenza di tale genere di materiale.
- 4) Le spedizioni potrebbero avvenire in ragione di due carri al giorno, salvo ad esaminare se le operazioni di carico consentiranno di portare le spedizioni giornaliere a tre carri.

IL CAPO DEL SERVIZIO

[Signature]

1036

CML/av 51.

INTER-OFFICE MEMO

File N. AC/Mat/21/95/Tn 4

SUBJECT : Coal for Contractor Piazzoli - Ostiglia.

TO : Chief of Civil Engineering Branch Bldg.

1. Reference request of Lt. Kouse of 7 September to have 20 tons of coal despatched to a/m contractor required for use at Ostiglia bridge.
2. On 8 September the I.S.R. gave instructions by telephone to have 20 tons of coal despatched from the Bologna depot.
3. This for your information.

for *Quichay* *CE*
Chief
Rail Division

Transp. Sub-Commission (Rail Div.)
18 September 1945
Tel: 843191-11

SH

1993

Memo to En. 2.

Subject: Ostiglia Bridge.

Copy to: Tn Sub Commission,
A.C. (Your AC/TN/76/47/C.S. of 8 Sept. refers).

Will you please arrange to have the Roth Wagner material listed below, sent to Ostiglia Station addressed to Lt. Scouse, A.C.

Mark Ref. #	Description	Total reqd	Available at Depot.
1	Stringer	96	Rome
2	Cross Girders	100	Rome
3.A	End chords	24	Rome
3.B	End chords short	24	Rome
4.A	End chords short	24	333 T.S.D.
4.B	End chords short	24	333 T.S.D.
5.	Inter. Chord	504	Rome
6.	Chord splice angles	552	333 T.S.D.
7.	Chord diaphragms	192	Rome
8.	End posts	62	Rome 8 (remainder 333 T.S.D.)
9.	Inter. posts	368	Rome
10.	Diagonals	384	Rome and 333 T.S.D.
12.	Centre Gusset	100	Rome
13.	Gusset	200	Rome
14.	Lateral bracing	448	Rome
16.	Chord stiff.	96	Rome
17.	Diag. Gusset	240	Rome
18.	Horiz. Gusset	200	Rome
19.	Top strut lattice	50	Rome
20.	Horizontal bracing	104	Rome
23.	Stringer conn.	50	333 T.S.D.
35.	X girder conn. angles	138	Rome
1.	35 m.m x 177	2448	Rome
2.	35 m.m x 196	18100	Rome
3.	35 m. x 224	2852	Rome
4.	20 m.m x 117	9830	Rome
5.	20 m.m x 142	6036	Rome
6.	20 m.m x 167	36	Rome

1034

H.M. Puddy Engr. R.E.

(H.M. Puddy) Major, R.E.
D.A.D. Tn (Bridging).

at Depot.

read

Description

Ref. No.

1	Stringer	96	Rome
2	Cross Girders	100	Rome
3.A	End chords	24	Rome
3.B	End chords short	24	Rome
4.A	End chords short	24	333 T.S.D.
4.B	End chords short	24	333 T.S.D.
5.	Inter. Chord	204	Rome
6.	Chord splice angles	552	333 T.S.D.
7.	Chord diaphragms	192	Rome
8.	End Posts	62	Rome 8 (remainder 333 T.S.D.)
9.	Inter. posts	368	Rome
10.	Diagonals	304	Rome and 333 T.S.D.
12.	Centre gusset	100	Rome
13.	Gusset	200	Rome
14.	Lateral bracing	446	Rome
16.	Chord stiff.	95	Rome
17.	Ida. Gusset	249	Rome
18.	Horiz. Gusset	260	Rome
19.	Top strut lattice	50	Rome
20.	Horizontal bracing	104	Rome
23.	Stringer conn.	50	333 T.S.D.
35.	X Girder conn. angles	138	Rome
1.	35 m.m x 177	3440	Rome
2.	35 m.m x 196	18100	Rome
3.	35 m. x 224	2852	Rome
4.	20 m.m x 117	9830	Rome
5.	20 m.m x 142	6036	Rome
6.	20 m.m x 167	36	Rome

1034

H.M. Paddy Major, R.E.

H.M. Paddy Major, R.E.
D.A.D. In (Bridging).



MINISTERO DEI TRASPORTI
~~MINISTERO DEI TRASPORTI~~
FERROVIE DELLO STATO - DIREZIONE GENERALE
(1) Servizio Lavori e Costruzioni

Roma, 11 settembre 1945-A

N. C.S/476

Al N.

del

OGGETTO. Ponte sul Po ad Ostiglia.

All: N° 1 -

A.C. SOTTOCOMMISSIONE TRASPORTI
Signor Colonnello STREET

- 1) Il lavoro di sistemazione delle pile 4^a e 6^a del ponte sul Po ad Ostiglia è stato affidato alla Ferrobeton.
- 2) E' stato inviato il 10 corrente alla Sezione di Bologna il telegramma di cui si unisce copia.
- 3) I lavori debbono essere ultimati entro il corrente anno.

IL CAPO DEL SERVIZIO

[Handwritten signature]

1945

Servizio.

INTER OFFICE MEMO.

Subject : Materials - Ostiglia Bridge.

Military Railway Service,
C.N.F.

Tel : Firebox 9351.
Outside line 843476.

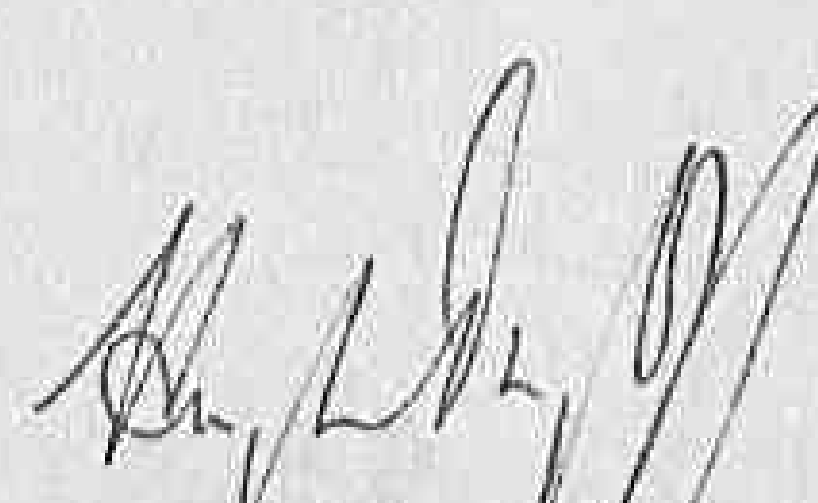
Ref : Tn.A.4/172.

8 September 1945.

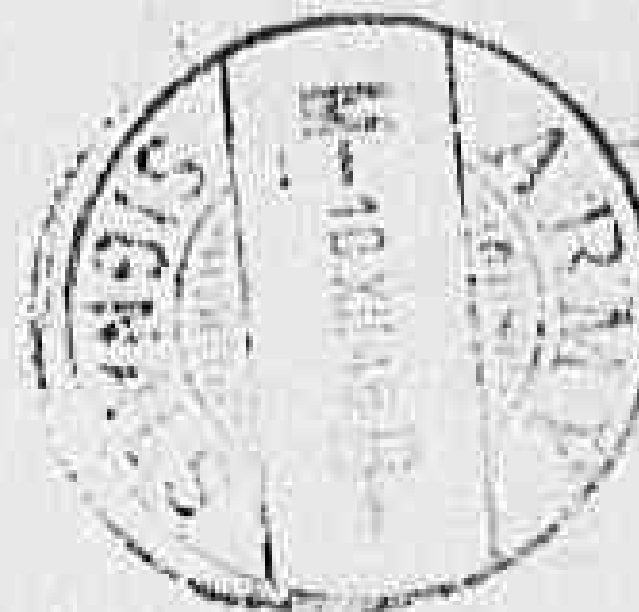
To : Tn. 2.

Copy to : Tn. Sub-Commission,
Allied Commission,
(Rails Division).

Please despatch as soon as possible, consigned to
Lt. SHOUSE, A.C. at OSTIGLIA, 60 tons of rapid hardening cement
for use in repairs to the FO Bridge, line 69.


(H. INGLIS). S/Capt.
for Lt. Col. R.E.
A.D.Tn. (Constr).

1032



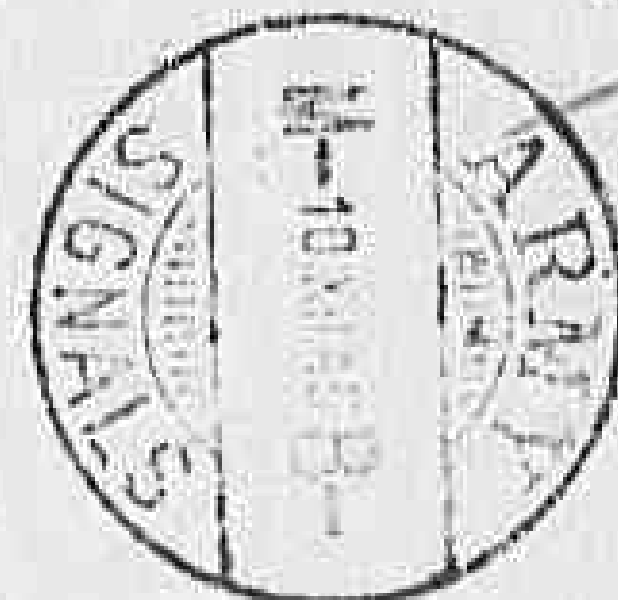
TN INC (~~Transportation~~ Sub-Comm.). 10 09230

TN. SIGNAL OFFICE - BOLOGNA

O.B RESTRICTED (.) COULD YOU PLEASE PASS THIS MESSAGE TO MY
SECRETARY Dr. TESTONI (.) EXPECT ME IN OFFICE TUESDAY MORNING (.)
INFORM CAPO THAT FERROBETON WILL DO OSTIGLIA BRIDGE BUT DO NOT
INFORM PIAZZOLI UNTIL I ARRIVE (.) SKOUSE (.)
08 1200 B.

Rel. 101015 B. Graw

Street



TN INC (Transportation Sub-Comm.). 10 09,30

O.C. 187 M.E. (Tn) COY. R.E. o/o M.R.S. MILAN

O,9 RESTRICTED (.) MUST POSTPONE MY VISIT (.) LEAVING ROME FOR
NORTH MONDAY AND HOPE TO BE UP YOUR WAY ABOUT THURSDAY (.) VERY
URGENTLY IN NEED OF A FORWARD CROWD SHOVEL 10 R.B. SIZE (.) I
KNOW YOURS ARE ALL TIED UP BUT DO YOU KNOW OF ANY AVAILABLE (.)
SKOUSE TN. SIGS. BOLOGNA
07 1200 B.

Rd 101015 B *Quinn*

1000

W. H. H. H.

CML/ev 45

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

U R G E N T

Tel: 843191-11
Ref: AC/Mat/21/87/Tn 4

7 September 1945

SUBJECT : Coal for Ostiglia Bridge.

TO : Chief of Stores Service I.S.R. Bldg.
Attn: Ing. Bracci

1. Please arrange to deliver 20 tons of coal from your stocks to Contractor Piazzoli, I.S.R. contractor on a/a bridge, to Ostiglia station.
2. This work is high priority and it is necessary that the coal be dispatched at once. Please issue the necessary orders.
3. Payment for the coal will be made by the contractor through your regular procedure but do not let this matter retard the delivery of the coal.

for C. M. F. May. 18.
DIRECTOR

cc. Lt.Col. Street - Bldg. ✓

AHS/ef

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

44
8th September 45

44
Tel : 843239
Ref : AC/Tn/76/47/C.E.

SUBJECT : Ostiglia bridge

TO : Military Railway Service
Attn: Lt.Col. McMurdo

1. Reference your Tn A.4 172.
2. Will you please have the materials as per list attached to above letter, despatched to Ostiglia station.
3. The contractor is now on the site and will arrange for unloading.

A.H. STREET, Lt. Col.

Copy : Lt. Skouse

1028

AHS/em

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

43

7th September 1945.

Tel : 843239
Ref : AC/Tn/76/43 C.E.

SUBJECT : Ostiglia bridge

TO : M.R.S.
(Attn. Col. Mc Murdo).

1. Will you please advise if you can supply 60 tons of rapid hardening cement for the above bridge.
2. This cement is required for the Underwater repair of pier No 3.
3. If the Cement is available please despatch same as soon as possible to the I.S.R. Ostiglia Station.

A.H. STREET, Lt. Colonel.

1920

21

42



WABA V WERE IMPORTANT SML 25
 FROM SMOUSE IN SIGNALS BOLGONA CROUZE
 TO COL STREET (IN SUB COMMISSION RAILS) 670 TO MAIN ROME
 IT
 201/9 . RESTO . SUBJECT OSTILIA BRIDGE . THIS BRIDGE WAS
 INSPECTED AFTERNOON OF 1 SEP . REPORT NOW FOLLOWS . WORKS PROGRESS
 CONSIDERABLY IMPROVED AND DANGER FROM HIGH WATER ALMOST OVERCOME .
 THE 3000 SIDE OF PIER NO.3 IS NOW RECONSTRUCTED 5 FEET ABOVE PRESENT
 WATER LEVEL . FILING AROUND EAST SIDE OF PIER ~~NO.3~~ NO.3 SOLID BETTER
 THAN EXPECTED AND HOPE TO GET FERRORETTON TO DO THE UNDER WATER
 CONSTRUCTION USING THESE PILES AND A COMPRESSION CHAMBER WHICH HE
 HAS INTACT AT GENOA AND I HAVE SEEN . FERRORETTON WAS ON SITE WITH
 HIM . OWING TO THE SMALLNESS OF THE JOB FERRORETTON IS DOUBTFUL IF
 IT WILL PAY HIM TO MOVE A MASS OF HIS MATERIAL TO THE SITE AND MAKE
 A PROFIT . HE IS NOW COSTING THE JOB AND WILL PHONE I S R AND MYSELF
 ON WED . I CONSIDER FERRORETTON ONLY PEOPLE AVAILABLE WHO ARE COMPE-
 TENT . COULD YOU PLEASE ADVISE I S R TO ACCEPT AS DOOMAL CAPS HERE
 ARE SITU TO DEAL WITH PRICES WITHOUT SOME AUTHORITY . ANSALDO
 ADVANCE PARTY HERE BUT WITHOUT TIMBER STILL . COULD YOU PLEASE
 SUPPLY ME WITH WAGON NO ETC OF THIS TIMBER . COULD YOU PLEASE LET
 MR RICHARD READ THIS MESSAGE ON HIS ARRIVAL AT ROME TODAY
 BT 333022B

END 12 AT END PSI READ
 SITE AND MAKE
 SENT 100 4 X AR

Wally 1055

1026

MABA V MBWU 187
FROM 333 T S D 071000B
TO TN INC (TN SUB COMMISSION)
BT

3/51. UNCLASSIFIED. YOUR SIGNAL O E OF 2 SEPT
TIMBER FOR ANSALDO OSTIGLIA BRIDGE. WAGON 39761
CONTAINING ~~121000XX~~ 1210 FT RUN 5 X 5 TIMBER AND WAGON
7769378 CONTAINING 10293 FT OF 1 INCH TIMBER ~~DESPATCHED~~
DESPATCHED 6 SEPT. ~~XXXXX~~ 3 X 3 TIMBER IN 24 FT LENGTHS
NOT YET AVAILABLE. MATTER STILL IN HAND WITH OTHER T S D.

BT 071000B

SENT SPR 1901 AR K

1025

1922

Declassified E.O. 12356 Section 3.3/NND No. 785021

1
TN INC (Tn Sub-Commission)

3.9 15.30

333 T.S.D.

0.3 (.) RESTRICTED (.)

Advise number of wagons with timber despatched to Ansaldo for
Vstiglia bridge (.)

1024

MABA V MEBW 50027

FROM CONWAY TN S C GENOA 050900
TO TN INC MAIN ROME (ATT STREET)

QSH GR 32

UNCLASSIFIED (.) HAD ACCIDENT ON RETURN JOURNEY INJURIES NOT SERIOUS
SHALL BE AWAY FROM OFFICE ABOUT WEEK BUT AM IN CONSTANT TOUCH.
ANSALDO REPORTS NO TIMBER ARRIVED AT OSTIGLIA UP TO 1ST SEPT.

THI 1000

SENT NR 27 ~~11077~~ 1116WHH AR K
RD SRL 27-1110B GWV AR

1023

1 9 2 4

Declassified E.O. 12356 Section 3.3/NND No. 785021

18



WASA V 1300U IMPORTANT SEL 19
 FROM SMOUSE TO SIGNALS BOLOSHA 236330Z
 TO RICHARD C/O COL STREET CTN SUB COMMISSIONED 270 TH MAIN
 DT
 236410 . SMOUSE COULD NOT CONTACT VGM SATURDAY . MEETING ENDED
 1400 HRS . WENT TO BRIDGE WITH ALL IN AFTERNOON . SMOUSE WAS
 AT FERRINGTON DUTY IN GENOA . HAVE TELEGRAPHED A REPORT ON BRIDGE
 TO COL STREET
 BT 236330
 COTN TA WAS AT :- FERRINGTON 2363
 SENT WLD BR
 19 21 130 1000 WLD BR NR

1022

32²⁸


MABA V MEXS SRL 16

FROM LT SKOUSE TN SIGNALS BOLOGNA 05/1030D

TO COL STREET A C (TN SUB COMMI ION) TN MAIN ROME

BOL/12 . RESTRICTED .

THE FOLLOWING FOR RICHARD . YOUR OFFICE AT FLORENCE PHONED
ME TO SAY THAT YOUR FERROBETON HAD CALLED TO SEE YOU . HE
STATE THAT HE HA ONLY BEEN RELEA ED TWO THIRD OF HIS PETROL
DEMAND AND STATE THIS IS INSUFFICIENT TO HIS NEEDS . I AM
SENDING THIS INFORMATION AS YOU MIGHT BE ABLE TO SORT IT OUT
AT ROME

- 05/1015B

ENT WRH - AR

FERROBETON FERROBETON

RD SRL 16 05- 1102B GWW

1021

MINISTRY OF TRANSPORTS

I.S.R.

Supply Service

5 September 1945

N. A 38/4868/B.

SUBJECT : Steel for Ostiglia Bridge.

TO : Transportation Sub-Commission (Rail Div.)

1. Reference your AC/Mat/1/84/Tn 4 dated 5 September.
2. We do not have the materials required in our stock.
3. For the construction of 2 bridge beams over the Po near Ostiglia we ordered from the Society "Terni" about 600 tons of steel as follows:

N. 114 steel sheets of 5 mm. instead of 4 mm.
U iron of 12 m. length from 4800 mm. to 5200 mm.
Angular iron equal angles of 50 x 50 mm. 80 x 80, 90 x 90,
100 x 100, 120 x 120 all in determinate lengths.

The delivery is expected in October.

The Chief of the Service
Ing. Bracci

AHS/em

35

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

6th September 1945.

Tel : 843239

Ref : AC/Tn/76/35 G.E.

SUBJECT : Ostiglia Bridge.

TO : Eng. Lo Cigno
Chief of Works Service.

1. Reference conversation of yesterday.
2. Please arrange to cancel contract, for repairs to pier No 3 of above bridge, with Piazzoli, as this firm are incapable of completing the work.
3. This contract should be reawarded to Ferrobeton.

A.H. STREET, Lt. Colonel.

1019

1 9 2 8

Declassified E.O. 12356 Section 3.3/NND No. 785021

271

MABA V MBWU

FROM CONWAY TN S/C GENOVA 291500B

TO TN INC MAIN ROME (ATT STREET)

BT

RESTRICTED. REFERENCE YOUR 0/28 ANSALDO DESPATCHED

WORKMEN AND TECHNICIANS TO OSTIGLIA BRIDGE ON 24/845

AS AGREED WITH HQ I S R WILL BE IN OFFICE FRIDA Y MORNING.

BT 1900B

ON 24/8/45

SENT

SPR

2017

B

R. 2030



TRANSPORTATION SUB-COMMISSION

(RAIL DIVISION)
c/o Transportation Increment
C.M.P.

To Regional Commission for attention

TO Regional Transport Officer A.M.G.
Milan./Torino.

Subject : R.T. Replacements.
Ref : AC/TP/44 CE.

22nd August 1945

1. Messrs E. Guido Piazzioli of Milano, are contractors for the reconstruction of Ostiglia Bridge for the Italian State Rly. which work is priority. This bridge being a vital Rly link from North to South.

2. It is Request that you will release to them from FIAT Torino the following spare parts for Fiat 500, Motor 883017, Chassis No. 063079:

- 1. Giunto Masticco
- 1. Scatola Cambio
- 1. Supporto Cambio.

Would you consider that this is urgent, please.

M.P.S.
R.L.O. HQ 59 Area
Phone 13844, Corso Magenta
" 2703 Central Station.

P.S. Buckley
Major R.E.

1018

MARA V NEWU 60
FROM SKOUSE TN SIGNALS BOLOGNA 281530B
TO COL STREET AC TN SUB COMMISSION C/O TN MAIN ROME
BT

BOL/5. RESTRICTED. SUBJECT OSTIGLIA BRIDGE.
TODAY A ~~CONFERENCE~~ CONFERENCE WAS HELD WITH I S R
ENGINEERS - ORIGINAL CONTRACTOR - PROSPECTIVE CONTRACTORS
IN COMPANY WITH RICHARD. THIS BRIDGE WAS THOROUGHLY
THRASHED OUT. STIPULATED NIGHT WORK AND MORE ~~OPERATORS~~
OPERATORS. ~~HOPE~~ HOPE TO HAVE THE SATISFACTORY SOLUTION
SATURDAY MORNING. WILL WIRE YOU THEN.

BT 281530B
SENT SPR 1605

1017

MABA MBWU NR7 IMPORTANT
FROM LT. SKOUSE - TN SIGNALS BOLOGNA 271000B
TO COL STREET - A.C. (TN) SUB- COMM TN MAIN ROME
BT.
EOL/3. RESTD. FOR YOUR INFORMATION. AMERICAN M R S ENGINEERS
NOW INSPECTING OSTIGLIA MILITARY BRIDGE WITH A VIEW TO REINFORCING
BY M.R.S. NEW AND LIVELY CONTRACTOR
FOR A.C. BRIDGE BEING ARRANGED TOMORROW AND HOPE TO INCORPORATE
NIGHT WORK. ANSALDO TECHNICIANS VISITED SITE AND HOPE TO COMMENCE
ACTUAL CUTTING ON OR ABOUT 14TH. SEP. ANSALDO URGENTLY IN NEED
OF TIMBER ORDERED THROUGH MAJOR LONG ON 18TH. DO YOU HAVE ANY
INFORMATION ON THIS TIMBER PLEASE.
BT 271000B
CCN THIS
SENT 1003B AGR AR TKS.
RD AM 1005 JFW AR

1016

Subject: Line 69 - Po. Bridge Caissons.

Military Railway Service.
C.M.R.

Tele. Fivebox 2344
Outside Line 845256
Ref. Tn.A.4/172
25th August 1945.

To: Lt. Col. Street, Engineering Branch,
Tn. Sub-Commission (Rails) A.C.

1. I return herewith report reference 40/Tn/C/234C.D. which I have noted.

2. As discussed yesterday, in order that the question of responsibility for bridge repairs at this point is clearly understood by all concerned, I set out our agreement in para. 3.

3. In accordance with para. 5 (a) of my Tn.A.4/95 of 28th May 1945, the responsibility for providing direction and assistance to the I.S.R. in all matters effecting the permanent reconstruction of the bridge, falls on A.C.

M.R.S. are responsible for maintenance and protection works on the piled deviation.

4. It seems to be a most unfortunate state of affairs, that after twelve weeks of dry weather have elapsed, the contractor is found "to have little or nothing to show for his efforts", and that further, the Capo Compartimento "holds no faith in the contractor".

5. The importance of this bridge does not need to be stressed. Whilst everything possible will be done to keep the piled bridge in operation throughout the Winter, the I.S.R. must relax no effort in their permanent repairs, as the piled bridge cannot be guaranteed.

6. I consider that drastic steps should at once be taken to put competent contractors to work in that the I.S.R. is asked to state why they have allowed the present obviously incompetent contractor to remain on the job, apparently against the better judgment of the Capo Compartimento at Bologna.

Platten.
(J. Better)
Colonel,
for Brigadier,
Director, Military Railway Service.

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J. Ratter
(J. Ratter)
Colonel,
For Brigadier,
Director, Military Railway Service.

1015

1934

TRANSPORTATION SUB COMMISSION (RAILS)
ENGINEERING BRANCH
FLORENCE

August 21, 1945

Ref.: AC/TN/8/2320.3.
Tel.C.13 & C.14

To : TN. INC. MAIN - ROME -
For Lt.Col.A.H. STRUET

Subject : CORTIGLIA BRIDGE

Pursuant to your request on inspection and investigation were made with respect to the bridge in question. Complete details thereof are given in the attached report of Lt.W.H. Skouse who accompanied the writer on this assignment.

There is no question that with the present contractor "Piazzoli", the old structure will not be ready for traffic this winter and that the Military span with proposed strengthening of piers will not stand when the river rises this winter.

If a live wire contractor or contractors can move in with adequate equipment immediately the reconstruction of the old bridge, using the German spans mentioned in tel. C.13, can be accomplished before the Military span is endangered by high water. As this is probable, it is my opinion that the Military span should be secured all possible and instructions to that end have been given as explained in the attached report.

The damaged part of pier No 3 is that on the Railway side. To speed up the reconstruction of the old structure, it is recommended that separate contracts be given for the removal of the old span, the reconstruction of pier No 3, reconstruction of other damaged piers, reconstruction of embankment, and replacing of steel spans.

The following named contractors, from reports of Major Patterson and others appear to be responsible and capable and it is recommended that they be investigated, contacted, and if possible those found O.K. secured for the work.

It is recommended that immediate instructions by I.S.R. in Rome be given the Capo Compartimento to take necessary action in accordance with your ultimate decision in the matter.

FERROBETON, Rome. (Have equipment and are able to take job immediately.

IMP.CARRONI, Naples. (Efficient and capable contractor under Maj.Patterson W.R.S.)

IMP.RICCIA, Bologna. (Considered good by Maj.-Patterson.)

CONTRACTOR who built ITRI tunnel (name

Edward Richard
Chief Engineer

Subject : OSTIGLIA BRIDGE

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IMP. CARROLI, Naples. (Efficient and capable contractor under Maj. Patterson M.R.S.)

IMP. RICCIA, Bologna. (Considered good by Maj. Patterson.)

CONTRACTOR who built ITRI tunnel (name unknown) considered very good by Maj. Patterson.

Edward Richard
Chief Engineer

1014

TRANSPORTATION SUB COMMISSION (RAILS)
ENGINEERING BRANCH
FLORENCE

August 20th, 1945

From : Lt.W.H. SKOUSE R.E.(A.C./TN/Rails - Bologna -
To : Mr. Edward Richard AC/TN/RAILS - Florence -

Subject : OSTIGLIA Bridge

17th August : By previous arrangement a meeting was held with Mr. E. Richard and myself and the Capo del Compartimento Bologna together with his engineers directly concerned with OSTIGLIA River bridge at 11.00 hrs.to-day.
Firstly, it was evident that no faith was held in the contractor responsible for the reconstruction of the masonry piers, and abutments. This contractor's name is PLAZZOLI of MILAN and has been working 65 days on site.

Secondly : Timber ordered through the contractor ^{via} ~~Major Wright~~ M.R.S. Milan on 4th Aug.had not yet ^{been} ~~advised~~ and was causing the most serious delay on the works.

Thirdly : The Capo Compartimento stated that he had started another contractor(Vareschi)on reinforcing the Military Bridge by placing stone filled Gabions all around the piers. Judgement on this was reserved until seeing the work in progress.
Vareschi has also been sub- contracted one abutment (the one on the Ostiglia Bank)

Fourthly :It was decided that all should proceed to the bridge and talk with the contractors who would also be on site.

INSPECTION OF WORKS ON SITE

1) General impressions : Considering that PLAZZOLI has been on site 65 days he has little or nothing to show for his efforts except a little preparatory work which is negligible. Nothing constructive has been accomplished. I met PLAZZOLI and questioned him as to his difficulties and he complained that the timber he had ordered for piling had not arrived (ordered on or about 7 Aug.)also that his pile driver was lying in the river bed and would be irretrievable until the water dropped considerably. (This is doubtful).He also stated he has another pile driver at Milan which would take 8 days to get to Ostiglia. I promised to call at his Milan office and have it sent out immediately.

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2) VARESCHI : This contractor seemed to be working consciently well but slowly (not enough men or materials) but was concentrating only on placing Gabions against the Military bridge piers.

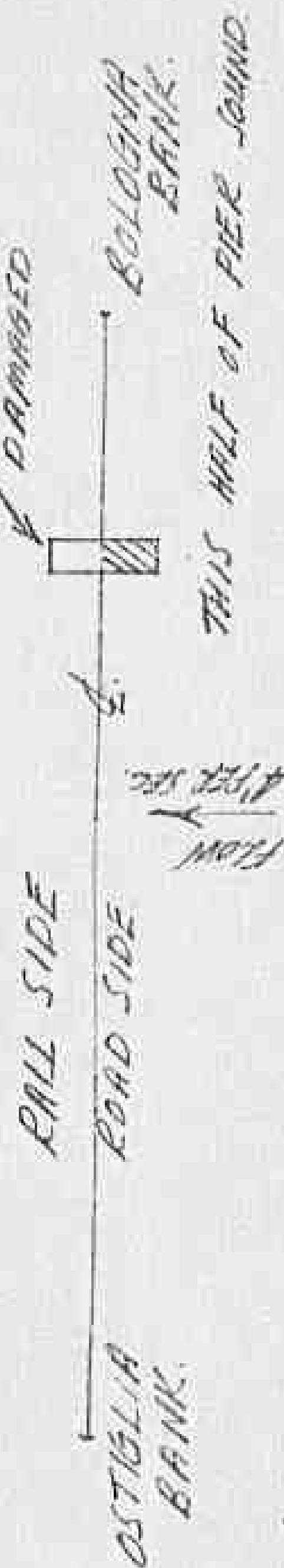
PROGRAMME OF WORKS AS IN PROGRESS :-

1) To re-erect pier N°3 : This is now completely under water to a depth of 4-5 metres. PIAZZOLI plans to erect

1043

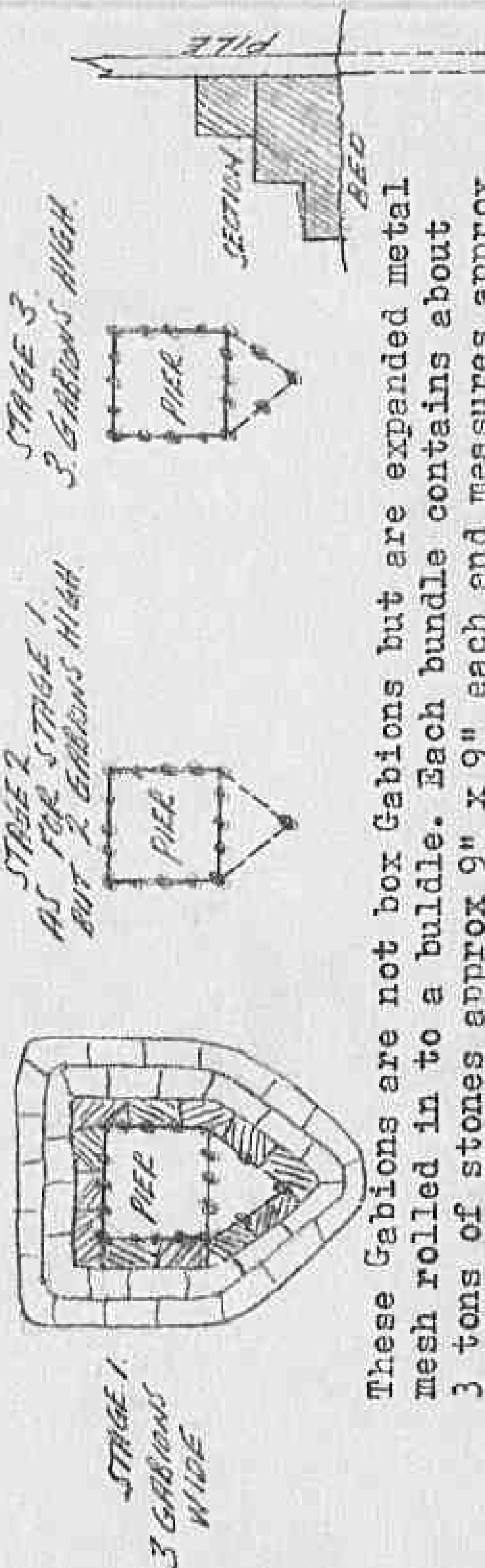
a pile pier over this and construct a platform thereon from which he would lower a compression chamber (yet to be made) onto the masonry pier. Men working in the compression chamber would remove the rubble of pier No 3 down to where it is still solid. From there they would then commence to build the Pier.

It should be noted here that it is the rail half of Pier 3 which is destroyed (see sketch)



2) PLACING OF GABIONS : Vareschi up to date has reinforced

3 Military pile piers in the following fashion :-
Gabions are placed according to sketch

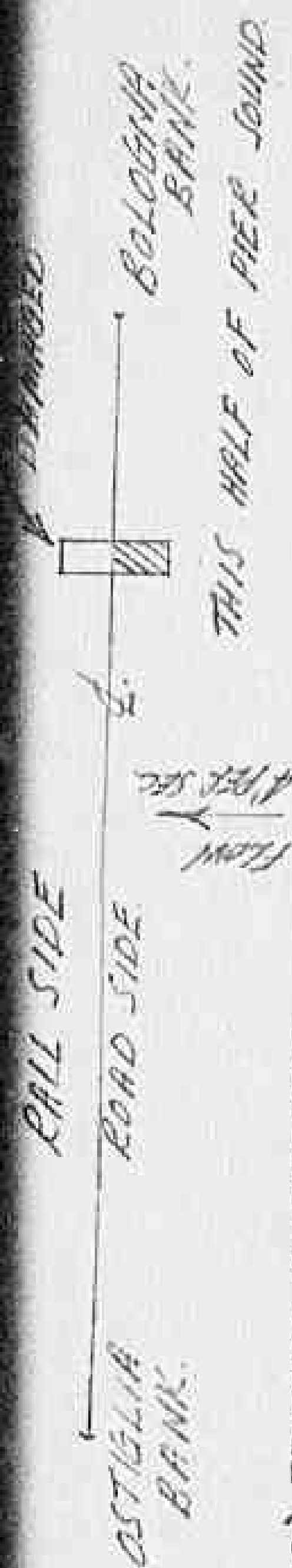


These Gabions are not box Gabions but are expanded metal mesh rolled in to a buldle. Each bundle contains about 3 tons of stones approx 9" x 9" each and measures approx 1 1/2 metre high by 1.1 1/4 metre long by 1 1/2 metre side.

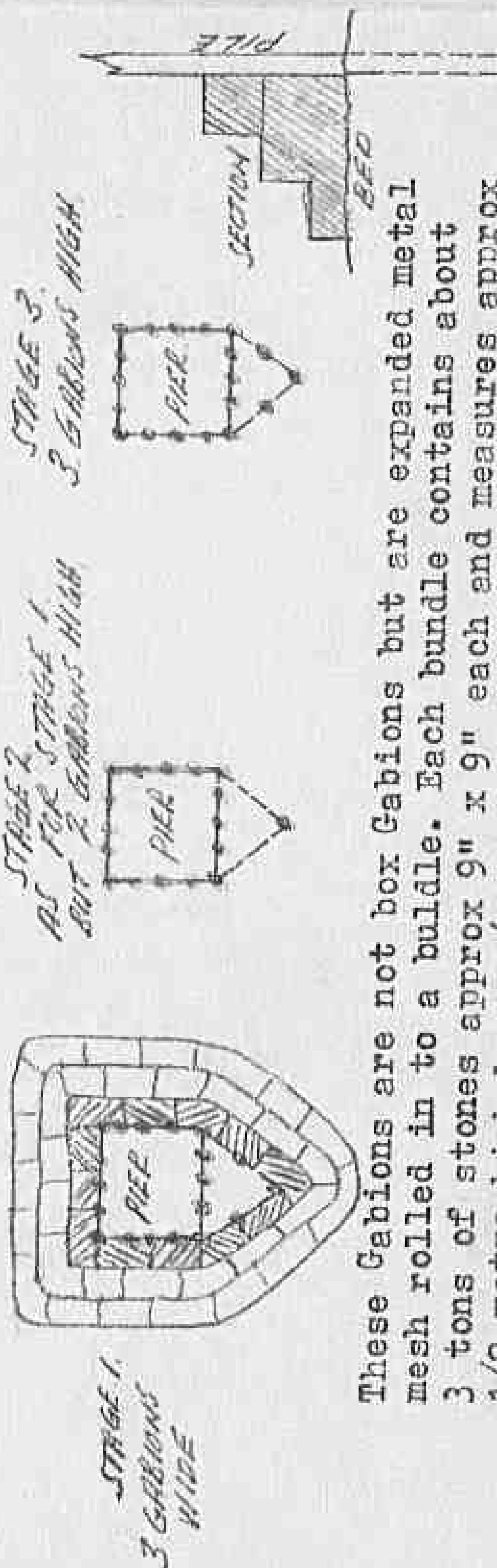
3) ABUTMENTS : Timber work for repairs to abutments is in progress but very slow and unsatisfactory ~~(North end only)~~

4) EARTHWORKS : (North end only) The original embankments running off and onto the bridge were robbed to make the embankments for the military bridge. These embankments rise to a ~~minimum~~ height of approx 15'. PLAZZOLI is now filling in the approaches to the masonry bridge with earth from the river side using decauville tracks and small electric motors to haul the cars. He has requested 150 quintals of coal per day for steam road roller with which to consolidate his earthwork. Progress here is very slow and could not be finished by winter with the present output.

5) DAMAGED PIER AT OSTIGLIA BANK : This pier is reputed sound 4' below present water level. All the pier above that point must be demolished and a temporary pier built beforehand. There is negligible progress here.



- 2) PLACING OF GABIONS : Vareschi up to date has reinforced
 3) Military pile piers in the following fashion :-
 Gabions are placed according to sketch



These Gabions are not box Gabions but are expanded metal mesh rolled in to a buldle. Each bundle contains about 3 tons of stones approx 9" x 9" each and measures approx 1 1/2 metre high by 1.1 1/4 metre long by 1/2 metre side.

- 3) ABUTMENTS : Timber work for repairs to abutments is in progress but very slow and unsatisfactory ~~XXXXXXXXXXXX~~

4) EARTHWORKS : (North end only) The original embankments running off and onto the bridge were robbed to make the embankments for the military bridge. These embankments rise to a ~~minimum~~ height of approx 15'. PLAZZOLI is now filling in the approaches to the masonry bridge with earth from the river side using decauville tracks and small electric motors to haul the cars. He has requested 150 quintals of coal per day for steam road roller with which to consolidate his earthwork. Progress here is very slow and could not be finished by winter with the present output.

5) DAMAGED PIER AT OSTIGLIA BANK : This pier is reputed sound 4' below present water level. All the pier above that point must be demolished and a temporary pier built beforehand. There is negligible progress here.

7) DEMOLISHED STEELWORK AND LINECONCRETE IN RIVER BED : Nothing has been done on this and is causing considerable back eddying on the downstream side of the military piers. Ansaldo is noticeable by this absence.

(sheet 3)

8) CONCLUSION OF VISIT TO BRIDGE : to hasten the work on the bridge it was decided to proceed to MILAN and ask the M.R.S. there ~~As~~ to the whereabouts of the timber ordered on or about 7 Aug.; also procure the pile driver for Piazzoli from his firm there. A general discussion on the works and programme which is summarised at the end of this report.

18th August : To-day at 14.00 hrs a meeting was held at M.R.S. MILANO with D.A.D. In advanced, M.R.S. Bridging officer, and Mr.E.Richard together with Lt.W.H.Skouse R.E.

1)(a) It was ascertained from the above M.R.S. officers that M.R.S. was taking no definite constructive action on the bridge other than helping the contractor to get his materials (e.g. Timber which was to be bought ex CLUSONE by rail)

(b) This timber has not yet arrived on site but M.R.S. were unaware of this.-

2) It was then explained to both M.R.S. Engineers the present condition of both bridges. i.e. the military one and that under reconstruction.

3)(a) In support of remarks by A.C. Engineers both thought it would be the correct thing to do to prepare the Military bridge for Winter.

(b) The present Gabion method of strengthening the military piers was then explained to them along with counsel that this method in its present application is unsuitable.

(c) Both M.R.S. Engineers deferred from advising on this until they had seen the bridge on site.

4)(a) The question was then raised as on to whom the responsibility for design of the winterisation of the Military Bridge would be.

(b) Both opined that this would be the responsibility of the 701 Grand Division who constructed the bridge and advised that Major Patterson of the 701 Grand Division should be consulted.
Here the meeting ended.

19th August : Mr.E.Richard and Lt.W.H.Skouse R.E. proceeded to CLUSONE nr. Bergamo where it was ascertained that the timber for Ostiglia had been dispatched on 16 Aug.
The wagons had arrived on 14 Aug. Therefore no delay was occasioned at Clusone.
A further 20/25 in metres was ready for dispatch on or about 22 Aug.

17.00 hrs. : Major Patterson of the 701 Grand Division was

that M.R.S. was taking no definite constructive action on the bridge other than helping the contractor to get his materials (e.g. Timber which was to be bought ex CLUSONE by rail)

(b) This timber has not yet arrived on site but M.R.S. were unaware of this.-

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17.00 hrs. : Major Patterson of the 701 Grand Division was now consulted at VERONA.

(a) Major Patterson stated that personnel of 701 Grand Division would not be available to reinforce the military Bridge.

(b) Major Patterson was most helpful in giving information re penetration of piles at the bridge and condition of ¹⁰¹¹river bed. He also assisted by giving his advice on design

(sheet 4)

for reinforcement founded on his knowledge of the bridge and river. Major Patterson also supplied names of Contractors he knew were suitable to reconstruct the original bridge. (c) Mr. E. Richard and Lt. Skouse proceeded to Bologna 19.30 hrs.

20th August :

08.30 hrs. Mr. E. Richard and Lt. W. H. Skouse conferred with the I. S. R. Engineers at Bologna.
(a) Wagon Nos of timber cars were given to the I. S. R. with instructions to chase them on to Ostiglia bridge.
(b) Instructions were given to the I. S. R. as to the immediate works policy on the bridge. These are set out in the summary below:

SUMMARY

1)(a) The contractor Piazzoli will not finish the masonry bridge by Winter.

(b) This contractor must be removed as his showing up to present is worse than poor. He also lacks plant and initiative.

2)(a) The Military bridge must be reinforced to stand Winter flooding.

(b) A proper design for the reinforcing of the Military bridge must be produced a suggested scheme is set out below. This will require your approval.

3) Steps must be taken to speed up the reinforcing of the Military piers right away, and instructions have been given to the I. S. R. to get their contractor (Vareschi) to double up on this work by employing more men and work two shifts.

4) The steelwork and lineconcrete of the demolished bridge is causing considerable back eddying. Nothing has been done on this but a teleprint has been sent to Capt. Conway at Genoa to get Ansaldo out to the bridge right away.

5) It follows from all the above that the only solution to keep this line open in the winter is to re-inforce the Military Bridge with a proper design and if necessary 3 contractors. An example is shown ~~on the sketch attached~~ para 5 above.

6) Could you please contact Rome office on the matter set out above and advice me of your recommendations. Meanwhile I will continue on the method set out in para 5 above. *W. H. Skouse*

PRECIS : Proposed method of reinforcing military piers using 3 contractors.

W. H. Skouse
W. H. Skouse Liemt. R.E.
military piers on all piers as already described.

SUMMARY

- 1)(e) The contractor Piazzoli will not finish the masonry bridge by winter.
- (b) This contractor must be removed as his showing up to present is worse than poor. He also lacks plant and initiative.
- 2)(a) The Military bridge must be reinforced to stand winter flooding.
- (b) A proper design for the reinforcing of the Military bridge must be produced a suggested scheme is set out below. This will require your approval.
- 3) Steps must be taken to speed up the reinforcing of the Military piers right away, and instructions have been given to the I.S.R. to get their contractor (Vareschi) to double up on this work by employing more men and work two shifts.
- 4) The steelwork and lineconcrete of the demolished bridge is causing considerable back eddying. Nothing has been done on this but a teleprint has been sent to Capt. Conway at Genoa to get Ansaldo out to the bridge right away.
- 5) It follows from all the above that the only solution to keep this line open in the winter is to re-inforce the Military Bridge with a proper design and if necessary 3 contractors. An example is shown ~~on the sketch attached~~.
- 6) Could you please contact Rome office on the matter set out above and advice me of your recommendations. Meanwhile I will continue on the method set out in para-5-above. *W.H.*

PRECIS : Proposed method of reinforcing military piers using 3 contractors.

- 1) One contractor plants gabions on all piers as already described.
- 2) Second contractor shutters in completely with timber planking. Triangular shield on upstream side of piers.
- 3) Third contractor places sacks of moist sand and cement from top of the gabions to a distance of 15' out from pier edge.
- 4) Further : Similar sacks to be placed in the piers i.e. between the piles.

1010

1944

66



ABA V MARZ 260300 RVN2
FROM THW/3/4/45 MILAN 251130

TO MAJOR BLAIR-RICHARDS
FM. INC. C/CHIEF, FIDRANCE

INFO: TO BERNING FOR MAJOR STAMPT
NY 30 30

D 116 BERNING STICHELIA 1002. CONWAY REPORTS ARRIVAL NOW YET COMING
AT 211. TOWER FOR WORKS SITE THERE ORDERED MAJOR LONG TWO
WEEKS AGO. FOR STAMPT ALSO REPORTED. TADALLO NOW CANCELLED.
FOR PER BERNING AUGUST 45.

BT 251130

CONF- LIT 1 TOWER STICHELIA INC. 251130

1009

NY 30 30 1012 NY INC

24,
TN INC (Transportation Sub-Comm.). 23 16.30

M.R.S. FLORENCE FOR ELAIR FOR RICHARD + FLORENCE
Lt. SEOUSE, Tn Signals - BOLOGNA.

O.27 RESTRICTED (.) OSTIGLIA BRIDGE M.R.S. ARE RESPONSIBLE
FOR REINFORCING TEMPORARY BRIDGE (.) YOUR EFFORTS MUST BE SOLELY DIRE
DIRECTED TO THE RECONSTRUCTION OF PERMANENT BRIDGE (.) IF PLAZZOLI
IS NOT COMPETENT TO FINISH WORK ARRANGE WITH I.S.R. TO EMPLOY ANY
SUITABLE CONTRACTOR OR CONTRACTORS (.) SPEED IS ESSENTIAL AND DOUBLE
SHIFT WORKING MUST BE EMPLOYED (.)

8068

22

LROF V NJFV NR 7

T QVR 2

FROM TRANS SUB COM (RAILS) ENGR BRANCH, FLORENCE 201655B
TO (1) CAPT CONWAY AC(TN SUB COM) RAILS, GENOA
INFO (2) COL STREET TRANS SUB COM ROME
GR 92 BT

RESTRICTED

FROM TRANSPORTATION SUB COMMISSION BRACKET RAILS BRACKET ENGINEERING
BRANCH FLORENCE FOR ACTION TO CAPTAIN CONWAY ALLIED COMMISSION BRACKET
TRANSPORTATION SUB COMMISSION) BRACKET RAILS GENOA FOR INFORMATION TO
COLONEL STREET TRANSPORTATION SUB COMMISSION ROME PD PAREN PLEASE CONTACT
ANSALDO GEFERENCE CLEARING REPEAT CLEARING OF DEMOLISHED STEEL WORK

AT OSTIGLIA BRIDGE PD GET HIM THERE RIGHT AWAY PD THIS IS A MILITARY
PRIORITY ONE JOB PD PLEASE REPORT ACTION TAKEN AND CAUSE OF PRESENT
~~PRIORITY ONE 97 06 013-3 230045 -1589, 3-03, -3 1-75 91 6483,5~~

DELAY PD REPORT ACTION TO COLONEL STREET AND ALSO TO SKOUSE C/O

MAJOR

ELAIR MRS FLORENCE

BT 201655B

1007

SENT NR 7 KB B1 K
RD R 7 PTC AT 1840 AR TKS K 1

MAEA V HEDH DT 44 DT 2

FROM CONWAY TN S.C. GENOVA 211000
TO SKOUSE C/O BLAIR MES FLORENCE
INFO TO MAIN HOME (ATT. STREET)
CCX GR 53 BT

RESTRICTED. REF YOUR 2022 ANY DELAY BY ANSALCO DUE TO HQ ISR HOME
FIRSTLY NO ACCEPTANCE OF CONTRACT UNTIL TWO DAYS AGO SECONDLY NO
ACCOMMODATION ON SITE FOR LABOUR. HAVE ARRANGED ACCOMMODATION AND NO
FURTHER REASON FOR DELAY EXCEPT HIGH AVAILABILITY OF DIVING TEAM.
INCIDENTALLY MY RESPONSIBILITY IS ONLY CONSTRUCTION WORK HERE.

BT

2210

SENT 12Z 44 ES 2 TKS VN K

23 12Z 44 1400 12Z 51 K

ARR/em

TRANSPORTATION SUB-COMMISSION, A.C.,
(RAIL DIVISION)
c/o Transportation (Ry) Main,
C.N.P.

Tel : 843239
Ref : AC/Tn/76/20 C.E.

22 August 1945.

SUBJECT : Cattalia Bridge.

TO : Eng. Lo Cigno
Chief of Works Service.

1. Herewith detailed list of material required for 2 Roth Wegner spans of 72 metres, each for above bridge.
2. You will note that certain parts are deficient. Please arrange to have the manufacture of these put in hand at once.
3. On receipt of advice from you that the contractor is ready to receive the material, it will be made available.
4. You will note that the proposed type of bridge is 16 P.S. units of 2 deck triple chord.
5. Please send drawings showing proposed method of erection.

For the Director.

A.H. STUBBS, Lt. Colonel.

[9 4 9]

SUBJECT : Castalia Bridge.

TO : Eng. Lc Ciano
Chief of Works Service.

1. Herewith detailed list of material required for 2 Roth Wagner spans of 72 metres, each for above bridge.
2. You will note that certain parts are deficient. Please arrange to have the manufacture of these put in hand at once.
3. On receipt of advice from you that the contractor is ready to receive the material, it will be made available.
4. You will note that the proposed type of bridge is 16 M.S. units of 2 deck triple chord.
5. Please send drawings showing proposed method of erection.

For the Director.

A.D. STRENT, Lt. Colonel.

1006

AHS/GM

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

22 August 1945

Tel : 843239

Ref : AC/TA/76/19 G.M.

SUBJECT : Ostiglia Bridge.

TO : Mr. Richard.

1. Herewith list of parts required for the above bridge.
2. The type proposed is Roth Wagner 2 spans of 27 mts 16 S.S. units of 2 deck triple chord.
3. The I.S.R. have been requested to place orders for the manufacture of the missing pieces.
4. Arrangements will be made to ship the remainder as soon as advice is received that the contractor is prepared to accept delivery on site.

A.H. STERNI, Lt. Colonel.

Copy to : Major Buckley.

Ref : AG/TN/76/19 C.T.

SUBJECT : Ostiglia Bridge.

TO : Mr. Richard.

1. Herewith list of parts required for the above bridge.
2. The type proposed is Roth Wagner 2 spans of 27 mts 16 H.S. units of 2 deck triple chord.
3. The I.S.R. have been requested to place orders for the manufacture of the missing pieces.
4. Arrangements will be made to ship the remainder as soon as advice is received that the contractor is prepared to accept delivery on site.

A.H. STREET, Lt. Colonel.

Copy to : Major Buckley.

1003

TULLIA BRIDGE - BOTH WAYS MATERIAL.

No 2 Through Spans each 72 m. 16 B.S.Units.
of 2 Deck Triple Chord.

sk if "w"	Description	No per span	Total reqd	Available at depot.	Deficient.
2	Stringer	43	96	Rome	
3.A	Cross girders	50	100	Rome	
3.B	End chords	12	24	Rome	
4.A	End chords	12	24	Rome	
4.B	End chords short	12	24	La Comina	
5.	End chords short	12	24	La Comina	
6.	Inter. Chord	252	504	Rome	
	Chord splice angles	275	552	Pizzighetone	
7.	Chord diaphragms	96	192	Rome	
8.	End posts	32	64	Rome (3)	2
9.				La Comina (31)	
				Pizzighetone (23)	
9.	Inter. Posts	134	368	Rome	
10.	Diagonals	192	384	Rome & La Comina	
12.	Centre Gusset	50	100	Rome	
13.	Gusset	100	200	Rome	
14.	Lateral bracing	224	448	Rome	
16.	Chord Stiff	43	96	Rome	
17.	Diag. Gusset	120	240	Rome	
18.	Horiz. gusset	130	260	Rome	
19.	Top Strut lattice	25	50	Rome	
20.	Horiz. bracing	52	104	Rome	
23.	Stringer conn.	25	50	Pizzighetone	
35.	X girder conn. angles	96	192	Rome (138)	54
60.	Top rocker plate	4	8		8
61.	Rocker plate free	2	4		4
62.	Rocker plate fixed	2	4		4
63.	Bedplate	4	8		8
64.	Rollers	2	4		4
1.	35 mm x 177	4224	3443	Rome	
2.	35 mm x 196	9050	18100	Rome	
3.	35 mm x 224	1426	2352	Rome	
4.	20 mm x 117	4915	9630	Rome	
5.	20 mm x 142	3013	6036	Rome	
6.	20 mm x 167	13	36	Rome.	

3.A	Cross girders	50	100	Rome	
3.B	End chords	12	24	Rome	
4.A	End chords	12	24	Rome	
4.B	End chords short	12	24	La Gomina	
5.	End chords short	12	24	La Gomina	
6.	Inter. Chord	252	504	Rome	
	Chord splice				
7.	angles	276	552	Pisaighetone	
8.	Chord diaphragms	96	192	Rome	
9.	End posts	32	64	Rome (8)	2
9.	Inter. Posts	134	368	La Gomina (31)	
10.	Diagonals	192	384	Pisaighetone (23)	
12.	Centre Gusset	50	100	Rome	
13.	Gusset	100	200	Rome & La Gomina	
14.	Lateral bracing	224	448	Rome	
16.	Chord Stiff	43	86	Rome	
17.	Diag. Gusset	120	240	Rome	
18.	Horiz. gusset	130	260	Rome	
19.	Top Strut lattice	25	50	Rome	
20.	Horiz. bracing	52	104	Rome	
23.	Striger conn.	25	50	Rome	
35.	X girder conn.			Pisaighetone	
50.	angles	96	192	Rome (138)	54
61.	Top rocker plate	4	8		8
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63.	Rocker plate fixed	2	4		4
64.	Bedplate	4	8		4
	Rollers	2	4		2
1.	35 mm x 177	4224	8448	Rome	
2.	35 mm x 196	2050	18100	Rome	
3.	35 mm x 224	1426	2352	Rome	
4.	20 mm x 117	4915	9830	Rome	
5.	20 mm x 142	3018	6036	Rome	
6.	20 mm x 167	18	36	Rome.	

1954

Declassified E.O. 12356 Section 3.3/NND No. 785021

ARMY FORM 2136 (Small)			MESSAGE FORM		Register No.
Call	Srl. No.	Priority	Transmission Instructions		
ABOVE THIS LINE FOR SIGNALS USE ONLY					
FROM (A)		Originator	Date - Time of Origin		Office Date Stamp
TH MAIN ROME			19		
For Action					
533 TSD					
TO		(W) For Information (INFO)	Message Instructions - GR		
Originator's No. 433					
TH.2 UNCLASSIFIED (.) DESTROYED TO WITH AREA 100 OFFICIA					
STATION 110000 5 BY 1 INCH BY 15MT. 20 METRE CUBE (.) 5 BY 1 INCH BY					
24FT. 4 METRE CUBE (.) 5 BY 1 INCH BY 15MT. 6 METRE CUBE (.) OR					
HARVEST (.) REQUIRED FOR OFFICIA BRIDGE (.) FORNER TO I.S.M. UNDER					
T.I. 38 (.)					
TH.A 12/51. COPY TO: TH A.C. SUB COMMISSION.					
15 AUG 45.					
THIS MESSAGE MAY BE SENT AS WRITTEN		IF LIABLE TO BE INTERCEPTED OR TO FALL INTO ENEMY HANDS, THIS MESSAGE MUST BE SENT IN CIPHER		ORIGINATOR'S INSTRUCTIONS: Degree of Priority	
BY ANY MEANS { EXCEPT WIRELESS		SIGNED		Time System Op.	
THI or TOR					
Time clear				1003	

3531 G10P

URGENT 1000Z APR 14
FM JCRC
TO SECDEF
SUBJ: 141200
INFO: 141200



18

Replied 16845

RESTRICTED
REF YOUR 04-051000 AND MY 101000 RE DISTILLER
BRIDGE. HAVE JUST INTERVIEWED ENGR BR. FTS AT ANSALDO POSITION
AS FOLLOWS. NO DEFINITE ACTION TAKEN YET THEY STATE THAT THE
PROJECT CONSTRUCTION PLANS FOR THE BRIDGE FOR WORK HAVE NOT
YET BEEN RECEIVED FROM HQ. LSA THEY HAVE STARTED LOOKING FOR
MATERIALS BUT NEED PROMPTLY REPLY BUT ACCOMMODATION FOR 90 DOK
AT WORK 677 SITE ON FILLING. TIME TO BRIDGE (20 CHIEF OFFICER
3 1/2 BY 20 CH BY 2 CH) 4 COPS WITHIN OF 1 1/2 OF BRIDGE 3 CH
MR 12 CH BY 12 CH ALSO NEED TWO DIVING TEAM AND AVAILABLE
BEING USED BY NAVY AUTHORITIES.

Ordered May Long 16845

I WILL CONTACT NAVY ABOUT THIS. FOR CONSTRUCTION OF BRIDGE NEED
NEED 200 TONS STEEL AND ONLY HAVE 250 TONS AVAILABLE.
I CAN TAKE CARE OF THIS END IF CONSTRUCTIONAL PLANS
ARE SENT IMMEDIATELY BUT SMALL BRIDGE NEED 14 PILING
EXTRA 250 TON.

as I.S.R. will
use Roth-Wagen
Span, time
now available
to find this
material

THE 1-10
IN APRIL (ATT STREET)
CENT NEWS AT 1420/14 JCR
VRS BR 1 141200 LOT MK

Copied to Cyano
where marked
type on Top of
Memo.

1002

C O P I A
^ ^ ^ ^ ^ ^ ^

GENOVA 6 AGOSTO 1945

MINISTERO TRASPORTI - SERVIZIO LAVORI
CAPO SERVIZIO LO CIGNO

R O M A
^ ^ ^ ^ ^ ^ ^

Riferimento vostro ordine telegrafico lavoro ponte Po Ostiglia
disponiamo inizio lavori pregando conferma urgente accettazione
condizione nuova offerta spedita venerdi tre corrente. 3rd. August

ANSALDO SA

*Ans. Genov. order to
we stand the work*

*Al f. Colonnello Treet
avvertendo che l'offerta viene senz'altro
accettata. -*

*Il Genio Civile affidera alla S.A.
e riparerà
Ansaldo il taglio delle travate del
ponte stradale.*

8/8 645

Deligio

*File Po Bridge -
Line 69
17*

1957

16
4525

THROU V. LEON NR40

T. HANA

FRESH COMWAY TR 3.C. (NR LS) GENOVA 101300

TO THING HAIN ROME (ATT. STREET)

GR33 IT

RESTRICTED. REF YOUR G. 4 08130. CONTACT MADE WITH ANSALDO

WHO ARE DEALING DIRECT WITH MINISTRY OF COMMUNICATION AND BOLAGNA

COMPARTMENTS. NOTHING CONCRETE BEEN DONE YET CAN YOU LET

~~ME HAVE FULLER DETAILS AND COPIES OF CORRESPONDENCE INVOLVED~~

~~CONSIDERABLE ESTABLISHED~~

BY THE 1800

~~1-2150~~

SENT NR40 2150 ADM 3 K
RE NR 40 1-2150 ADC AR KENWIK

RPT ALL AFTER LOT TO END OF MSGD FSI

N

T NR40 2150 ADM VAVAVAVA K

13

1000

AHS/em

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

File

15

Tel : 843239

11 August 1945

Ref : AC/Tn/44/38 C.M.F.

SUBJECT : Ostiglia bridge over River PO.

TO : Ing. Lo Cigno
Chief of Works Service.
Attn. Ing. Pelagatti.

1. Telegram received, 13.00 hrs dated 10th August 1945 "ANSALDO" dealing direct with Ministry of Communications and Bologna Com-partimento nothing concrete being done yet.

2. Your report stated "ANSALDO" told to commence and give first Priority. Please investigate the position. Urgent.

1. Ricevuto telegramma del 10 Agosto 1945 in cui si dichiara che l'ANSALDO tratta direttamente con il Ministero dei Trasporti Col Compartimento di Bologna e che niente di concreto ha ancor concluso.

2. Il vostro rapporto riferiva che l'ANSALDO ha detto di incominciare e di dare la priorità assoluta. Prego di investigare la situazione. Urgente.

PB

S.P. BUCKLEY, Major R.E.

Copy to : Ing. Pelagatti.
Capt. Conway.



DEI TRASPORTI
MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE
SERVIZIO LAVORI E COSTRUZIONI

OGGETTO. Ponte sul Po ad Ostiglia

Roma; li 12 Agosto 1945 - A

N. C.S. 440

Al NA.C/Tn/44/38/C.E. dell'11/8/45

COMMISSIONE ALLEATA
SIG. MAGGIORE BUCKLEY

14

- 1) - La S.A. Ansaldo ha restituito lo schema di contratto per riparare il ponte sul Po ad Ostiglia costruendo due nuove travate e recuperando i materiali caduti sul fiume.
- 2) - Questo Servizio ha accettato le condizioni della Società Ansaldo ordinandole di iniziare subito l'impianto del cantiere.

IL CAPO DEL SERVIZIO

Delegato

*1. Col. Stat.
to Comand.*

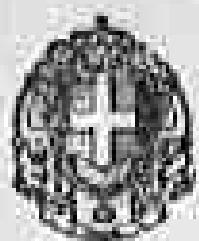
Look Brig: repair, about 15 July.

*See Col. Raftery Signal
Mapa work*

998

Servizio.

Stato. Tip. Quot. - Ancona - Ord. 37 - 3084-XX - 1701.020 N. 4.



MINISTERO DEI TRASPORTI
~~DELLE COMUNICAZIONI~~

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO LAVORI E COSTRUZIONI

OGGETTO

Ponte sul Po ad Ostiglia

Roma, 12 Agosto 1945 - A.

N. N.C.S. 438

Al N. del

SOTTOCOMMISSIONE ALLEATA
SIG. COLONNELLO STREET

S E D E

ALLEGATI N.

- 1) - Il rinforzo delle fondazioni del nuovo ponte sul Po ad Ostiglia viene eseguito con gabbioni ripieni di ciottoloni. E' stato completato il rinforzo della sesta pila con gradimento del Genio Civile. - Intanto continua l'approvvigionamento dei gabbioni, dei sacchi e dei ciottoloni. -
- 2) La struttura in calcestruzzo che ostruisce la luce libera del Po ad Ostiglia determinando una maggiore velocità dell'acqua e dei vortici, è precisamente l'impalcatura del ponte stradale che si è disposta verticalmente. -
- 3) E' stato avvertito l'Ufficio Idrografico del Po di Parma, ma se questo non provvede subito, provvederà l'Amministrazione Ferroviaria con la Ditta Piazzoli. -
- 4) La Società An. ANSALDO ha restituito lo schema di contratto da noi approvato. - Si è confermato l'ordine di iniziare subito l'impianto del cantiere. -

IL CAPO DEL SERVIZIO

Delegato

MINISTERO DEI TRASPORTI



~~MINISTERO DELLE OPERE PUBBLICHE~~

FERROVIE DELLO STATO - DIREZIONE GENERALE

(1) Servizio Lavori e Costruzioni

Roma, 17 agosto 1945 - A

N. C.S/449

Al N. del

OGGETTO. Ponte sul Po ad Ostiglia.

SOTTOCOMMISSIONE TRASPORTI
Sig.Col. STREET

1) Ho preso atto che verranno inviate travi Roth Wagner per sostituire le due travate cadute nel Po ad Ostiglia.

2) La Sezione di Bologna sta costruendo un cassone pneumatico per ripristinare la parte più disastrosa della 6ª pila, parte corrispondente alla Sede Ferroviaria.

3) Il cassone, secondo intese con l'Ing. Monetti, sarà pronto per la metà di settembre.

Ad ogni modo il sottoscritto e l'Ing. Orlandini si recheranno nella prossima settimana ad Ostiglia per sollecitare l'esecuzione dei lavori.

IL CAPO DEL SERVIZIO

Collegno

996

TN INC (Tn Sub-Commission)

0.16

15.00

MAJOR BLAIR FOR RICHARD M.R.S. FLORENCE

0.14 (.) RESTRICTED (.)

URGENT (OSTIGLIA BRIDGE (.) SIGNAL IS THE DAMAGE TO PIER N° 3
ON THE RAILWAY OR ROAD BRIDGE CENTER LINE (.) IS IT POSSIBLE
TO BUILD UP TO FORMATION LEVEL (.) SKOUSE SHOULD KNOW (.)

1740
Enure



TH INC (Th Sub-Commission 16. 11.00

Major Blair for Richard (Skouse) M.R.S. Florence

O. 13 (.) RESTRICTED (.)

OSTIGLIA BRIDGE (.) TWO COMPLETE ROTH WAGNER (GERMAN SPANS) FROM
M.R.S. WILL BE DESPATCHED TO OSTIGLIA (.) THIS OWING TO DELAY IN
COMMENCING NEW SPANS AT ANSALDO WKS GENOVA (.) THESE TO BE ERECTED
AS SOON AS OLD SPANS REMOVED BY ANSALDO.

Deilly
page

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO
DIREZIONE GENERALE
SERVIZIO LAVORI E COSTRUZIONI
=====

Roma, 11-13 agosto 1945-

Nº-L.C.6/16/44618-

= OGGETTO =

Linea Bologna-Verona.
Ripristino ponte sul Po ad
Ostiglia.

ALLA SOTTOCOMMISSIONE TRASPORTI
A.C. - Ufficio Trasporti (Br)

S E D E
+==+==+==+==+==+

- 1) - Si fa riferimento alla lettera di codesta Sottocommissione nº-843239 - A.C./Tn/44/37 C.E. del 7 corrente;
- 2) - L'Impresa PIAZZOLI, cui risultano ~~non~~ affidati i lavori per il ripristino delle pile in muratura del ponte di Ostiglia ha già ricevuto tutte le istruzioni necessarie e ha iniziato la costruzione di stilate che consentano l'isolamento e la ricostruzione delle murature disestate di una delle pile da ripristinare.
- 3) - Per la liberazione dell'alveo del fiume e la ricostruzione delle travate demolite, la Società ANSALDO di Genova ha confermato telegraficamente l'accettazione del lavoro e dichiarato che disponeva senz'altro per l'inizio dei lavori;
- 4) - Si è interessata la Sezione di Bologna ~~la~~ provvedere subito per la rimozione delle strutture di calcestruzzo che ostruiscono una luce del ponte, con pericolo di scalzamento delle stilate. Al riguardo il Ministero dei Lavori Pubblici ha dato assicurazioni che il Genio Civile, previo accordi con le Autorità Militari Alleate provvederà senza indugio a far rimuovere i relitti delle travate stradali abbattute;
- 5) - La Sezione di Bologna è stata inoltre sollecitata a trasmettere disegni con la indicazione dei danni subiti dalle opere murarie e metalliche del ponte nonché una perizia della spesa occorrente per il ripristino;
- 6) - La stessa Sezione provvederà, a partire dal giorno 15 corrente a rimettere a questa Sede un rapporto grafico periodico con la rappresentazione del progressivo avanzamento dei lavori.-

IL CAPO DEL SERVIZIO

995

Linea Bologna-Verona.

Ripristino ponte sul Po ad

Ostiglia.

A.C. - Ufficio Trasporti (Br)

S E D E

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- 1) - Si fa riferimento alla lettera di codesta Sottocommissione n° 843239 - A.C./Tn/44/37 C.E. del 7 corrente;
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- 6) - La stessa Sezione provvederà, a partire dal giorno 15 corrente a rimettere a questa Sede un rapporto grafico periodico con la rappresentazione del progressivo avanzamento dei lavori.

IL CAPO DEL SERVIZIO

995



MINISTRY OF TRANSPORTS
WORKS SERVICE.

Rome, 13th August 45

SUBJECT : Bologna-Verona line
Po river bridge
Ostiglia.

TO : Tn Sub-Commission
Rome.

1. Reference your letter AC/Tn/44/37/C.E. of 7th August 45.

2. The contract for the reconstruction of the brick piers has been awarded to the firm of PIAZZOLI. Instructions have already been given to the firm re the work to be carried out. The firm has already started with the construction of the supports, and scaffolding, as well as the repairs to the damaged brickworks.

3. Concerning the clearing of the river bed and the reconstruction of the demolished girders, the firm of ANSAIBO confirmed telegraphically to carry out the work, and to start same.

4. The Section in Bologna has been advised to start at once with the removal of the limeconcrete structures, which obstruct the span of the bridge, and are likely to cause scour near the piles. The Ministry of Public Works assured that the Civil Engineers, previous agreement with the Allied Military Authorities, will remove the fallen road girders.

5. The Works Section in Bologna has been requested to submit urgently the drawings showing the damaged steel and brickworks of the bridge, as well as the estimated cost.

6. The Works Section, will submit - starting from the 15th August - as ~~method~~ a progress diagram.

THE CHIEF OF THE WORKS SERVICE
/s/ Lo Cigno

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THE CHIEF OF THE WORKS SERVICE
/s/ Lo Cigno

904

AHS/ef

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

Tel : 843239
Ref : AG/Tn/76/7/6.E.

13th August 1945

SUBJECT : Spans for Ostiglia Bridge

TO : Director; M.R.S.
Attn: Col. Batter, Tn 4

1. Reference conversation Street - Williams re above.
2. May I be informed please from where the Roth Wagner spans (2 of 72 Mts) can be drawn, for the repair of the above bridge.

A.E. STREET, Lt. Col.

TN A 4/172
993

SPB/em

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

Bologna File 1212 HG

Tel : 843239

7 August 1945

Ref : AC/Tn/44/37/ C.E.

SUBJECT : Ostiglia Permanent bridge
over river Po. Line 69

TO : Eng. Lo Cigno
Chief of Works Service. I.S.R.R.

1. This is shown as being in the Compartimento of Bologna. 1. Da quanto risulta, questo ponte è sotto la giurisdizione del Compartimento di Bologna.

2. Contractor Pazzoli does not appear to have any proper plans. 2. All'Impresa Pazzoli, non sono stati consegnati dei disegni.

3. Also it is stated that Ansaldo Steel Works, Genova are the Contractors for the steel work and have not yet commenced work on site. 3. Risulta, che le Acciaierie Ansaldo a Genova, debbono eseguire i lavori di acciaio. Detta Impresa non ha finora iniziato il lavoro sul ponte.

4. There is a span in the river that has been partly concreted, this should be cleared as it is likely to cause scour near the piles of the temporary bridge. 4. Esiste una luce nel fiume che è stata parzialmente fatta in calcestruzzo, e che va rimossa, dato che può causare uno scalfamento presso i pali del ponte provvisorio.

5. It is requested that the Capo Servizio Lavori, Bologna submit at once two copies of plans showing damage, proposed method of repair and considered Progress diagram. 5. Si richiede che il Capo Servizio Lavori di Bologna, invii due copie di disegni, da cui risultino i danni, nonché il metodo per le riparazioni, e il diagramma dei progressi.

6. To be followed by the estimated cost. 6. Pregasi inviare anche il preventivo, vo della spesa.

7. Please treat this as very urgent. 7. Questo va trattato con tutta urgenza.

over river Po. Line 69

TO : Eng. Lo Cigno
Chief of Works Service. I.S.E.R.

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7. Please treat this as very urgent. 7. Questo va trattato con tutta urgenza.

A.H. STREET, Lt. Colonel.

Copy to : Major WRIGHT R.E. DAD. TH.
Milano.

902

1971

TH. INC (TRANSPORTATION SUB-COMM) 1 17.00

Major BUCKLEY, ELL.S. H.Q. 59 AREA

6.79. RESTRICTED (.) PLEASE SUBMIT DETAILED REPORT GIVING
DETAILS OF PROPOSED REPAIR AND PROGRESS OF WORK AND TARGET DATE OF
COMPLETION OF PERMANENT BRIDGE OSTIGLIA (.)

W. Steel
L. Col.

991

19 10.30

Major HUCKLEY, H.L.S. H.Q. 59 AREA.

O.62 RESTRICTED (.) URGENT REQUEST FOR ONE HUNDRED TONS
CEMENT FOR OSTIGLIA BRIDGE RECEIVED FROM I.S.R. (.) THIS HAS BEEN
DISPATCHED FROM ROME (.) WHAT IS TOTAL REQUIREMENT AND CAN YOU SUPPLY
FROM NORTH (.)



TH INC (Tn Sub-Commission) 0.8 10.30

CAPT. CONWAY, E.L.O. 151 SUBAREA (TURIN)
CAPT. CONWAY, E.L.O. 60 SUBAREA (GENOA)

0.4 (.) RESTRICTED (.)

CONTACT IMMEDIATELY ANSALDO AT GENOVA CONEGLIANO AND REPORT IF
THEY HAVE ALL MATERIALS AND HEAVY PLANT¹ NECESSARY FOR REPAIR TO
OSTIGLIA BRIDGE (.) THIS WORK IS PRIORITY N° 1 ~~XXI~~ AND MUST BE
PUSHED IN EVERY WAY POSSIBLE (.)

YOU WILL BE RESPONSIBLE FOR MANUFACTURE OF NEW GIRDERS AT CONEGLIANO
(.) WEEKLY REPORT ON PROGRESS BY SIGNAL WILL BE REQUIRED (.)
ACKNOWLEDGE (.)

CAPT. CONWAY, E.L.O. 151 SUBAREA (TURIN)
CAPT. CONWAY, E.L.O. 60 SUBAREA (GENOA)

0.4 (.) RESTRICTED (.)

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ACKNOWLEDGE (.)

990

AHS/ef

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

21st May 1945

Tel : 843239
Our ref: AC/Tn/44/C.E.

TO : Eng. Lo Cigno
Chief of Works Service

SUBJECT : Line 69. Bologna-Verona.
Reconstruction of Po bridge
Ostiglia.

1. Reference letter TNA4/172 of 19th May from D.M.R.S. on above subject.
2. Please ensure that a contract is let for the above work as soon as possible and that an estimate and detailed list of materials required, are forwarded to this office.

For the Director.

A.H. STREET, Major.

Copy to : D.M.R.S.
Attn: Col. Ratter.

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

TO : Eng.Lo Cigno
Chief of Works Service

SUBJECT : Line 63.Bologna-Verona.
Reconstruction of Po bridge
Ostiglia.

1. Reference letter TNA4/172 of 13th May from D.M.R.S. on above subject.
2. Please ensure that a contract is let for the above work as soon as possible and that an estimate and detailed list of materials required, are forwarded to this office.

For the Director.

A.H.STREET, Major.

Copy to : D.M.R.S.
Attn:Col.Ratter.

989

Subject: Line 69, Bologna - Verona,
reconstruction of Po Bridge, Ostiglia.

Military Railway Service--
C.M.F.
Tel. Wirebox 41.
Outside Line 843236.
Tn. 4.4/172.
19 May '45.

To : A.C.
(Rail) Tn-Sub Commission.

Copy to: Director General, I.S.R.
Ing. Lo Cigno, I.S.R.
Major Stull (M.R.S.)

1. It has been decided that to obtain the quickest results in opening the line between Bologna and Verona, it is necessary to construct a new temporary bridge on piled foundations adjoining the damaged permanent structure.

2. Whilst every effort will be made to make this bridge safe against flood conditions to be expected in the winter of 1945, it is considered of the greatest importance that the I.S.R. should put in hand at once a contract for the repair of the permanent structure. The permanent structure consisted of 7 spans of 73 metres. Two of these are completely demolished, but the remaining five can be repaired in situ. I would be prepared to consider the supply of Roth Wagner bridging to replace the demolished spans.

3. Please take steps to ensure that a contract is let at the earliest opportunity.

Matter

(J. Ratter) Colonel,
for Brigadier,
Director, Military Railway Service.

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3. Please take steps to ensure that a contract is let at the earliest opportunity.

Matu

(J. Ratter) Colonel,
for Brigadier,
Director, Military Railway Service.

989

1979