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10000/148/1744

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VARIOUS WORKS
APR. - NOV. 1945

LINEA FIRENZE - PRATO

Progressiva Km.	Indicazione dell'opera				Danni riportati	Tipo della struttura provvisoria				Proprietà delle trav
	Opera	Luci		Genere della struttura		L u c i		Travi o travate		
		No	Ampiezza metri			No	Ampiezza metri	Tipi	Dimensioni	
12+142	Sottopas- saggio	1	6	muratura	Parzialmente distrutti vol- to e piedritti	1	6	N.P.50	m.8,60	Amm/ne Ferr
15+480	Sottovia	1	10,55	Calce- struzzo	Completamente distrutto	1	10,55	Travi gemelle	alteza m.0.48	Alleati

LINEA FIRENZE = PRATO

all'opera		Danni riportati	Tipo della struttura provvisoria				Proprietà delle travi	Studio della Proposta
Amplezza metri	Genere della struttura		L u c i		Travi o travate			
			No	Amplezza metri	Tipo	Dimensioni		
6	muratura	Parzialmente distrutti vol- to e piedritti	1	6	N.P.50	m.8,60	Amm/ne Ferr.	Da iniziare
10,55	Calce- struzzo	Completamente distrutto	1	10,55	Travi gemelle	alteza m.0.48	Alleati	

LINEA LIVORNO = PISA

Progressiva Km.	Indicazione dell'opera			D A N N I RIPORTATI	Tipo della struttura provvisoria				Proprietà del travi
	Opera	L u c i			Luci		Travi o travate		
		No	Ampiezza		Genere della struttura	No	Ampiezza metri	Tipo	
95+489	Ponte	1	5.91	Cemento armato	Distrutto completamente	1	8	travi a I	10.60x0.84x0.40 ALLE
95+433	Ponte	3	6.38-6.55-6.35	Metallica	" "	3	8-8,63-8,28	travi di ferro	10.60x0.84x0.40 10.60x0.84x0.40 10.60x0.84x0.40 "
95+337	Ponte	2	6.12-6.04	Cemento arm.	" "	3	8=8=12,76	"	10.60x0.84x0.40 "
95+318	Ponte	1	9.32	metallica	" "				10.60x0.84x0.40 15.60x0.84x0.40 "
94+966	Ponte	1	9.41	Metallica	" "	1	10,30	travi a I	12.60x0.90x0.42 "
94+9444	Ponte	1	9.41	Cemento armato	" "	1	9	idem c.s.	10.60x0.84x0.40 "

LINEA LIVORNO = PISA

Descrizione dell'opera		D A N N I RIPORTATI	Tipo della struttura provvisoria				Proprietà delle travi	STUDIO DELLE PROPOSTA
Luogo	Genere della struttura		Luce		Travi o travate			
Ampiezza			N°	Ampiezza metri	Tipo	Dimensioni metri		
5.91	Cemento armato	Distrutto comple- tamente	1	8	travi a I	10.60x0.84x0.40	ALLEATI	Da Iniziare
6.38-6.55- 6.35	Metallica	" "	3	8-8,63- 8,28	travi di ferro	10.60x0.84x0.40 10.60x0.84x0.40 10.60x0.84x0.40	"	021
6.12-6.04 9.32	Cemento arm. metallica	" "	3	8=8=12,76	"	10.60x0.84x0.40 10.60x0.84x0.40 15.60x0.84x0.40	"	
9.41	Metallica	" "	1	10,30	travi a I	12.60x0.90x0.42	"	
9.41	Cemento armato	" "	1	9	idem c.s.	10.60x0.84x0.40	"	

LINEA PRATO - PISTOIA

Progressiva Km.	Indicazione dell'opera			Genere della struttura	Danni riportati	Tipo della struttura provvisoria				Pr del o t
	O p e r a	L u c i	Am piezza metri			L u c i	Travi e Travate	Dimensioni		
No	No	No	No	No	No	No	No	No	No	No
17+499,76	Ponte	5	8,70	muratura	Distrutto comple- tamente	(1 (4	a traliccio-cop- pie di travi ge- melle	Altezza m. 2,09 altezza m. 0,90. briglia m. 0,25	Al	
18+025	Soppasag- gio	1	4,50	metallica	Piedritti distrut- ti, travate spezza- te	1	Coppie di travi gemelle	Altezza m. 0,55 briglia m.0,24	A	
18+216,44	Sottovia	1	4,12	"	idem c.s.	1	ferri al	Altezza m. 0,48-larghez- za m.0,30	A	
19+001,95	Sottopas- saggio	1	3,47	"	idem c.s.	1	travi ge- melle	altezza m/m. 365- briglia m/m. 200	A Fe	
19+463,90	Sottopas- saggio	1	3,45	muratura	Distrutti impalca- ture e piedritti	1	Travi ge- melle a doppio T	Altezza m/m.365 briglia mm. 200		
19+897,77	Sottopas- saggio	1	4=	metallica	Piedritti distrut- ti, travate riuti- lizzabili	1	Travi gemelle a doppio T.	Altezza m/m. 550- briglia m/m. 240		
20+999,83	Ponticel- lo	1	9,88	"	Piedritti distrut- ti, travate spezza- te	1	Ferri a I	Altezza mm. 885, larghez- za mm.225		
23+843,57	Ponticel- lo	1	9,50	"	Piedritti distrutti travate riutilizza- bili	1	Travi ge- melle a doppio T.	Altezza mm.670- bri- gliamm.240	Fe	
26+48227	Ponte	1	16,55	"	Piedritti distrut- ti, travate spez- zate	1	A tralic- cio a dop- pia parete	Altezza mt.2,09 briglia mt.0,46		

LINEA PRATO = PISTOIA

ne dell'opera		Danni riportati	Tipo della struttura provvisoria		Proprietà delle travi o travate	Studio della proposta
L u c i	Genere della struttura		L u c i	Travi e Travate		
Ampiezza metri			N° Ampiezza metri	Tipo Dimensioni		
8,70	muratura	Distrutto completamente	(1 (4	a traliccio-coppie di travi gemelle Altezza m. 2,09 altezza m. 0,90. briglia m. 0,25	Alleati	Da iniziare
4,50	metallica	Piedritti distrutti, travate spezzate	1	Coppie di travi gemelle Altezza m. 0,55 briglia m. 0,24	Amminist. Ferrov.	
4,12	"	idem c.s.	1	ferri a Altezza m. 0,48- larghezza m. 0,30	Alleati	
3,47	"	idem c.s.	1	travi gemelle Altezza m/m. 365- briglia m/m. 200	Amminist. Ferrov.	
3,45	muratura	Distrutti impalcature e piedritti	1	Travi gemelle a doppio T Altezza m/m. 365 briglia mm. 200	" "	
4=	metallica	Piedritti distrutti, travate riutilizzabili	1	Travi gemelle a doppio T. Altezza m/m. 550- briglia m/m. 240	3 "	
9,88	"	Piedritti distrutti, travate spezzate	1	Ferri a I Altezza mm. 885, larghezza mm. 225	Alleati	
9,50	"	Piedritti distrutti, travate riutilizzabili	1	Travi gemelle a doppio T. Altezza mm. 670- briglia mm. 240	Amminist. Ferroviaria	
16,55	"	Piedritti distrutti, travate spezzate	1	A traliccio a doppia parete Altezza mt. 2,09 briglia mt. 0,46	Alleati	

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LINEE ATTORNO A LIVORNO S. MARCO

Progressiva Km.	Indicazione dell'opera			DANNI RIPORTATI	Tipo della struttura provvisoria				Proprietà delle travi	
	Opera	L u c i			L u c i		Travi o travate			
		N°	ampiezza metri		N°	ampiezza metri	Tipo	Dimensioni metri		
	Ponte di Tor- retta	-	-	ferro e muratura	Parte in ferro: compl.distrutto= Parte in muratura danneggiata	3 1	In ferro In muratura	Travi a I	10.60x0.84x 0.40	Allesti
	Ponte sul Canale Firenze	1	-	metallica	Distrutta comple- tamente la parte in ferro - Parte in muratura dan- neggiata.	1		due travi a I	10.60x0.84x 0.40	Allesti

LINEE ATTORNO A LIVORNO S. MARCO

dell'opera		D A N N I R I P O R T A T I	Tipo della struttura provvisoria				Proprietà delle travi	STUDIO DELLA PROPOSTA
1 pezzo metri	Genere della struttura		L u c i		Travi o travate			
			N°	ampiezza metri	Tipo	Dimensioni metri		
-	ferro e muratura	Parte in ferro: compl.distrutto= Parte in muratura danneggiata	3 1	In ferro In muratura	Travi a I	10.60x0.84x 0.40	Alleati	Da iniziare
-	metallica	Distrutta comple- tamente la parte in ferro - Parte in muratura dan- neggiata.	1		due travi a I	10.60x0.84x 0.40	Alleati	OO 60 VI

Linea Pisa - Lucca (da Pisa a Cipassetta)

Progressiva Km	Indicazione dell'opera			Danni riportati	Tipo della struttura provvisoria				Br o le	
	Opera	Perci			Perci		Travi o Travate			
		N	ampiezza m		N°	ampiezza metri	Tipo	Dimensioni		
99+357	Ponte	5	19 ciascuna	Ferro	completamente distrutto	5	21,14 - 22,65 21,14 - 22,65 22,65	Travate in ferro ad elementi reticolari	tipo "Molmic"	AB
99+482	Sottovia	1	9	Ferro	travate distrutte	1	10	Due travi speciali composte	altezza m/m 940	AB

Linea Pisa - Lucca (da Pisa a Cipighetta)

nell'opera		Danni riportati	Tipo della struttura provvisoria				Proprietà delle travi	Studio della proposta
N°	genere della struttura		Punti		Travi o Travate			
			N°	ampiezza metri	Tipo	Dimensioni		
9	Ferro	completamente distrutto	5	21,14 - 22,65 21,14 - 22,65 22,65	Travate in ferro ad elementi reticolari	tipo "Molmic"	Alleati	Da iniziare
	Ferro	travate distrutte	1	10	Due travi speciali composte	altezza m/m 940	Alleati	167

Linea Vada Viareggio

Progressiva Km	Indicazione dell'opera			Danni riportati	Tipo della struttura provvisoria				Gra d tu	
	Opera	Luci			Luci		Travi o Travate			
		Nº	ampiezza metri		genere della struttura	Nº	ampiezza metri	Tipo		Dimensioni
291+678	Ponte	1	4	muratura	distrutto completamente	1	3,98	travi a I	altezza m/m 685 larghezza m/m 255	ALL
293+295	Ponte	1	40	ferro	" "	3	13,12-12,40 12,90	" " I	altezza m/m 930 larghezza m/m 420	ALL
297+872	Ponte	1	13,60	ferro	" "	1	12,45	" " I	altezza m/m 1510 larghezza m/m 620	ALL
298+711	Ponte	1	7,90	ferro	" "	2	7 - 7	" " I	altezza m/m 845 larghezza m/m 290	ALL
						1	10,40	" " I	altezza m/m 1000 larghezza m/m 300	
						1	7	" " I	altezza m/m 600 larghezza m/m 300	
						1	7	" " I	altezza m/m 1000 larghezza m/m 300	
299+902	Ponte	1	13,16	ferro	" "	3	4,50 ciascuno	" " I	altezza m/m 680 larghezza m/m 250	ALL
312+484	Ponte	2	12,15 ciascuna	ferro	" "	1	6,50	" " I	altezza m/m 930 larghezza m/m 420	ALL

Linea Vada Vicarello

Linee dell'opera		Danni riportati	Tipo della struttura provvisoria				Proprietà delle travi	Studio della proposta
Punti	genere della struttura		Punti		Travi o Travate			
			N°	ampiezza metri	Tipo	Dimensioni		
4	muratura	distutto completamente	1	3,98	travi a I	altezza m/m 685 larghezza m/m 255	Alleati	da iniziare
40	ferro	" "	3	13,12-12,40 12,90	" " I	altezza m/m 930 larghezza m/m 420	Alleati	CO Cm quad
13,60	ferro	" "	1	12,45	" " I	altezza m/m 1510 larghezza m/m 620	Alleati	
7,90	ferro	" "	2	7 - 7	" " I	altezza m/m 845 larghezza m/m 290		
			1	10,40	" " I	altezza m/m 1000 larghezza m/m 300	Alleati	
			1	7	" " I	altezza m/m 600 larghezza m/m 300		
			1	7	" " I	altezza m/m 1000 larghezza m/m 300		
13,16	ferro	" "	3	4,50 ciascuno	" " I	altezza m/m 680 larghezza m/m 250	Alleati	
12,15 ciascuna	ferro	" "	1	6,50	" " I	altezza m/m 930 larghezza m/m 420	Alleati	

Linea Pistoia - Pisa S.R.

Progressiva Km.	Indicazione dell'opera			Generi della Struttura	Danni riportati	Tipo della struttura provvisoria				Proprietà della Travi
	Opera	Luci				Luci		Travi e travate		
		nr°	Ampiezza metri			nr°	Ampiezza metri	Tipi	Dimensioni naturali	
1+759.11	Ponte	5	10,55	muratura	distrutte le arcate e le pile	3		travate I	altezza m. 10,00 ala m. 3,00	Alleanza
2+288.03	Sottopassaggio	1	11,41	muratura	distrutte le arcate e piedritti	1		travi a I	altezza m. 11,00 ala m. 3,50	"
2+500.81	Sottovia	1	3,25	muratura	idem. es.	1		travate I	altezza m. 4,00 ala m. 3,00	"
4+406.12	Ponticello	1	5,45	metallici	distrutti i piedritti spezzate le travate	1		travate a I	altezza m. 6,10 ala m. 3,00	"
7+507.85	Sottopassaggio	1	6	muratura	distrutta l'arcata	1	7,50	travi I	lunghezza m. 10,25 altezza m. 6,62 ala m. 2,50	"
	Ponticello	1	6	"	gravemente lesionata l'arcata	1	7,50	travi a traliccio	altezza m. 2,90 larghezza m. 2,20	Ammonia Fer
8+057.18	Ponte	2	4,94	muratura	muro nodatore distrutto	1	9,80	travi a traliccio	altezza m. 2,00 larghezza m. 15,20	Alleanza
		1	27,94	metallica	spezzato la travata danneggiata la spalla	1	14,95	travi a I	altezza m. 2,00 larghezza m. 15,20	Alleanza
						1	8,75	ferro a I	lunghezza m. 10,65 altezza m. 6,60	Alleanza
						1	9,55	"	lunghezza m. 6,19	"
13+783.81	Sottopassaggio			metallica	Completamente distrutta	2		ferro a I	lunghezza m. 10,60 altezza m. 6,85 ala m. 2,40	Alleanza
	Ponticello	1	1,05							
10+744.90	Sottopassaggio	1	6	muratura	distrutto volto e piedritto	3		travi a I	lunghezza m. 4,60 altezza m. 6,69 ala m. 2,80	Alleanza
10+217.44	Ponticello	1	6	muratura	idem. es.					
13+311.73	Ponticello	1	5,50	metallica	Piedritti distrutti travata spezzata	1		travi a I	lunghezza m. 8,60 altezza m. 6,85 larghezza m. 2,50	Alleanza
11+205.73	Sottopassaggio	1	8	metallica	Piedritti distrutti travate poco dannegg.	1		travi a I	lunghezza m. 9,40 altezza m. 6,62 larghezza m. 2,50	Alleanza
14+476.18	Ponticello	1	6,98	muratura	lesionato il volto e i piedritti	1		travi a I	altezza m. 6,42 lunghezza m. 6,19	Alleanza
14+493.72	Ponticello	1	7,73	metallica	Spezzate le travate distrutti i piedritti	1		travi a I	lunghezza m. 10,70 altezza m. 6,62 larghezza m. 2,50	Alleanza
14+011.27	Sottopassaggio	1	6,89	muratura	lesionato nel volto e nei piedritti	1		ferro a I	lunghezza m. 10,70 altezza m. 6,62 larghezza m. 2,50	Alleanza

Linea Pistoia - Pisa S.R.

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All' opera		Danni riportati	Tipo della struttura provvisoria				Proprietà della Travi	Studio della Proposta
N°	Genere della Struttura		Travi		Travi o travate			
			N°	Ampiezza metri	Tipi	Dimensioni metri		
40,55	muratura	distrutte le arcate e pile	3		travate I	altezza mm. 1000 ala mm. 300	Alleati	Da iniziare 165
41,41	muratura	distrutte arcate e piedritti	4		travate I	altezza mm. 1100 ala mm. 300	"	
43,25	muratura	idem. c.s.	4		travate I	altezza mm. 1100 ala mm. 300	"	
5,45	metallici	distrutti i piccioni spezzate le travate	1		travate I	altezza mm. 610 ala mm. 200	"	
6	muratura	distrutta l'arcata	1	7.50	travi I	lunghezza m. 10.15 altezza m. 0.62 ala m. 0.25	"	
6	"	gravemente lesionate l'arcata	1	7.50		altezza m. 2.30		
4,94	muratura	marco caduto e distrutto	1	9.80	travi e travate	lunghezza m. 2.30	Armin. Ferr.	
27,94	metallica	spezzate le travate danneggiate le spalle	1	14.25	travi e travate	altezza m. 2.09 larghezza m. 15.20	Alleati	
			1	8.75	ferri e I	lunghezza m. 10.15 altezza m. 0.66	Alleati	
			1	9.55	" " "	larghezza m. 0.19		
	metallica	completamente distrutta	2		ferri e I	lunghezza m. 10.60 altezza m. 0.85 ala m. 0.30	Alleati	
1,03	muratura	distrutto volto e piccioni	3		travi e I	lunghezza m. 4.60 altezza m. 0.64 ala m. 0.25	Alleati	
6	muratura	idem. c.s.						
6,20	metallica	Piedritti distrutti travate spezzate	1		travi e I	lunghezza m. 8.60 altezza m. 0.85 larghezza m. 0.30	Alleati	
8	metallici	Piccioni distrutti travate poco dannegg.	1		travi e I	lunghezza m. 9.40 altezza m. 0.62 larghezza m. 0.25	Alleati	
6,98	muratura	lesionate il volto e i piedritti	1		travi e I	altezza m. 0.62 lunghezza m. 0.14	Alleati	
7,73	metallica	Spezzate le travate di- strutti i piedritti	1		travi e I	lunghezza m. 10.70 altezza m. 0.62 larghezza m. 0.30	Alleati	
6,89	muratura	lesionato nel volto e nei piedritti	1		ferri e I	lunghezza m. 10.50 altezza m. 0.62 larghezza m. 0.30	Alleati	

13+31.73	Ponticello	1	5.30	metallica	Piedritti distrutti travata spezzata	1	travio I	lunghezza m. 6.60 altezza m. 0.85 larghezza m. 0.39	Alciati
11+205.73	Bellapassaggio	1	8	metallica	Piedritti distrutti travata spezzata	1	travio I	lunghezza m. 9.40 altezza m. 0.85 larghezza m. 0.39	Alciati
14+476.41	Ponticello	1	6.38	muratura	lesionato il volte e i piedritti	1	travio I	altezza m. 0.85 lunghezza m. 0.39	Alciati
14+493.72	Ponticello	1	7.73	metallica	Spezzate le travate distrutti i piedritti	1	travio I	lunghezza m. 10.70 altezza m. 0.85 larghezza m. 0.39	Alciati
14+511.27	Bellapassaggio	1	6.59	muratura	lesionato il volte e i piedritti	1	ferro I	lunghezza m. 10.70 altezza m. 0.85 larghezza m. 0.39	Alciati
15+657.44	Bellapassaggio	1	6.88	"	Distrutti volte e piedritti	1	travio I	lunghezza m. 8.45 altezza m. 0.85 larghezza m. 0.39	Alciati
15+710.81	Bellapassaggio	1	5.97	"	idem c.a.	1	travio I	lunghezza m. 8.45 altezza m. 0.85 larghezza m. 0.39	Alciati
15+744.35	Ponticello	1	6	"	idem c.a.	1	travio I	lunghezza m. 8.45 altezza m. 0.85 larghezza m. 0.39	Alciati
15+400.85	Bellapassaggio	1	4	"	idem c.a.	1	travio I	lunghezza m. 8.45 altezza m. 0.85 larghezza m. 0.39	Alciati
15+518.46	Bellapassaggio	1	6	"	idem c.a.	1	travio I	lunghezza m. 8 altezza m. 0.85 larghezza m. 0.39	Alciati
15+729.32	Bellapassaggio	1	7	"	Completo distrutto	1	travio I	lunghezza m. 8.65 altezza m. 0.85 larghezza m. 0.39	Alciati
	Ponticello	2	0.95-0.48	"					
16+101.20	Bellapassaggio	1	4	"	Distrutti volte e piedritti	1	ferro I	lunghezza m. 7.35 altezza m. 0.85 larghezza m. 0.39	Alciati
17+355.25	Viadotto	7	1	muratura	Intatto				
		1	7	Cemento armato	Intatto				
		1	7	muratura	distrutto	1	travio I	lunghezza m. 8.60 altezza m. 0.85 larghezza m. 0.39	Alciati
		1	2.05	muratura	Intatto				
17+899.63	Bellapassaggio	1	5.84	"	Distrutti volte e piedritti	1	travio I	lunghezza m. 15.60 altezza m. 0.85 larghezza m. 0.39	Alciati
	Ponticello	1	1.27	"					

5.50	metallica	Piedrilli distrutti - travata spezzata	1	travata I	lunghezza m. 8.60 altezza m. 0.85 larghezza m. 0.30	Alicati
8	metallica	Piedrilli distrutti travata poco danneggiata	1	travata I	lunghezza m. 9.10 altezza m. 0.85 larghezza m. 0.30	Alicati
6.98	muratura	Lesionate il volto e i piedrilli	1	travata I	altezza m. 0.85 larghezza m. 0.30	Alicati
7.73	metallica	Spezzate le travate e i piedrilli	1	travata I	lunghezza m. 9.10 altezza m. 0.85 larghezza m. 0.30	Alicati
6.89	muratura	Lesionate il volto e i piedrilli	1	ferro I	lunghezza m. 8.70 altezza m. 0.85 larghezza m. 0.30	Alicati
6.88	"	Distrutti sotto epincanti	1	travata I	lunghezza m. 8.60 altezza m. 0.85 larghezza m. 0.30	Alicati
5.47	"	idem c.a.	1	travata I	lunghezza m. 8.60 altezza m. 0.85 larghezza m. 0.30	Alicati
6	"	idem c.a.	1	travata I	lunghezza m. 8.60 altezza m. 0.85 larghezza m. 0.30	Alicati
4	"	idem c.a.	1	travata I	lunghezza m. 8.60 altezza m. 0.85 larghezza m. 0.30	Alicati
6	"	idem c.a.	1	travata I	lunghezza m. 8.60 altezza m. 0.85 larghezza m. 0.30	Alicati
7	"	Complet. distrutto	1	travata I	lunghezza m. 8.65 altezza m. 0.85 larghezza m. 0.30	Alicati
4.15 0.48	"	"	1	ferro I	lunghezza m. 7.80 altezza m. 0.85 larghezza m. 0.30	Alicati
4	"	Distrutti sotto epincanti	1	ferro I	lunghezza m. 7.80 altezza m. 0.85 larghezza m. 0.30	Alicati
7	muratura	totale				
8	Corrente armata	totale				
7	muratura	distrutta	1	travata I	lunghezza m. 8.60 altezza m. 0.85 larghezza m. 0.30	Alicati
4.05	muratura	totale				
5.84	"	Distrutti sotto e piedrilli	1	travata I	lunghezza m. 8.60 altezza m. 0.85 larghezza m. 0.30	Alicati
4.27	"	"				

Segue retro

18+38.2	Sotto passaggio	1	8.12	metallica	Spezzata la travata distruzione i piedritti	1		travi a I	lunghezza m. 12.30 altezza m. 0.90	Alleanza
19+88.3	Viadotto	8	8.48 ciascuno	muratura	Distruzione arcate pile e spalle lato buca	2	6.35	ferri a I	altezza m. 0.62	
						1	8.50	" "	larghezza m. 0.19	
						2	9.00	" "		
						2	9.35	" "		Alleanza
						1	10.80	travi a I	altezza m. 0.62	
						1	11.20	" "	larghezza m. 0.25	
19+978.06	Ponticello	1	8.30	muratura	Distruzione volte e piedritti	1	7.60	ferri a I	altezza m. 0.62	Alleanza
						1	7.20	" "	larghezza m. 0.19	
20+254.80	Viadotto	3	16 ciascuno	muratura	Distruzione arcate pile e spalle ad eccezia-	1	6	ferri a I	altezza m. 0.62	
		39	9 ciascuno		ne delle spalle lato Pi-	1	8	" "	larghezza m. 0.19	
					so, ed di quella lato Pi-	1		travi a I	lunghezza m. 12.30 altezza m. 2.08	
					sola e di 4 pile in-	2		" "	lunghezza m. 9.50 altezza m. 2.08	
					termedie	8		ferri a I	lunghezza m. 10.30 altezza m. 0.62 larghezza m. 0.19	Alleanza
						7		" "	altezza m. 0.62 larghezza m. 0.19	
						10		" "	altezza m. 0.62 larghezza m. 0.19	
						1		travi a I	lunghezza m. 12.30 altezza m. 0.62 larghezza m. 0.25	
22+001.14	Ponte	2	14 ciascuno	metallica	Complet. distruzione	2		travi a I	lunghezza m. 10.30 altezza m. 2.08	Alleanza
23+799.37	Viadotto	21	7.97 ciascuno	muratura	Distruzione			Sostituito parte con travi a I	lunghezza m. 10 altezza m. 0.62 larghezza m. 0.30	
		1	5.97		Danneggiate			travi a I	lunghezza m. 5.10 altezza m. 0.30 larghezza m. 0.30	Alleanza
		2	4					travi a I	lunghezza m. 5.10 altezza m. 0.30 larghezza m. 0.30	
		1	3					travi a I	lunghezza m. 5.10 altezza m. 0.30 larghezza m. 0.30	
		1	4.50					travi a I	lunghezza m. 5.10 altezza m. 0.30 larghezza m. 0.30	

8.12	metallica	Spezzata la travata distretti i piedritti	1		travi ferre	lunghezza m. 12.30 altezza m. 0.90	Alleanza
8.18 asemo	muratura	Distretti arcate, pile e spalle lato bessa	2	6.55	ferri a I	altezza m. 0.62	
			1	8.50	" "	larghezza m. 0.19	
			2	9.00	" "		
			2	9.55	" "		Alleanza
			1	10.80	travi ferre	altezza m. 0.62	
			1	11.20	" "	larghezza m. 0.25	
8.90	muratura	Distretti ved. e piedritti	1	7.60	ferri a I	altezza m. 0.62	Alleanza
			1	7.20	" "	larghezza m. 0.19	
16 muratura	muratura	Distretti arcate pile e spalle ad eccezio-	1	6	ferri a I	altezza m. 0.62	
3 distretti		ne delle spalle lato Pi-	1	8	" "	altezza m. 0.62	
		so, ed i quela lato Pi-	1		travi a I	lunghezza m. 12.30	
		storia e di 4 pile in-	2		" "	altezza m. 2.01	
		termedia	8		" "	lunghezza m. 9.80	
					" "	altezza m. 2.01	
					ferri a I	lunghezza m. 10.70	
					" "	altezza m. 0.62	
					" "	larghezza m. 0.19	
			7		" "	altezza m. 0.62	
					" "	larghezza m. 0.19	
			10		" "	altezza m. 0.62	
					" "	larghezza m. 0.19	
			1		travi a I	lunghezza m. 12.30	
					" "	altezza m. 2.01	
					" "	larghezza m. 0.25	
14 distretti	metallica	Compl. distretto	2		travi a I	lunghezza m. 16.80	Alleanza
					" "	altezza m. 2.01	
1.94 distretti	muratura	Distretti			travi a I	lunghezza m. 10	
5.97					" "	altezza m. 0.40	
					" "	larghezza m. 0.30	
		Danneggiate			12 travi I	lunghezza m. 5.10	Alleanza
					" "	altezza m. 0.40	
					" "	larghezza m. 0.30	
1.50					4 travi I	lunghezza m. 9.60	

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Declassified E.O. 12356 Section 3.3/NND

No. 785021

								altezza m. 1.62 larghezza m. 0.19	A"
						1		altezza m. 0.62 larghezza m. 0.19	
						10		altezza m. 0.62 larghezza m. 0.19	
						1	travi I	larghezza m. 0.30 altezza m. 0.62 larghezza m. 0.30	
22+104.44	Ponte	2	14 Cassone	metallica	Compl. ^a distrutta	2	travi I	larghezza m. 1.30 altezza m. 2.04	Alleati
23+199.37	Viadotto	21	7.97 Cassone	muratura	Distrutta	Sostituita parte con travi coperte e travi con travi diverse	travi I	larghezza m. 1.0 altezza m. 0.40 larghezza m. 0.30	Alleati
		1	5.97		Danneggiata		travi I	larghezza m. 5.10 altezza m. 0.40 larghezza m. 0.30	
		2	4				travi I	larghezza m. 9.10 altezza m. 0.62 larghezza m. 0.30	
		1	3				travi I	larghezza m. 9.10 altezza m. 0.62 larghezza m. 0.30	
		1	4.50						
25+191.88	Salopannaggio	1	5.01	muratura	Compl. ^a distrutta	1	4 ferri I	larghezza m. 8.10 altezza m. 0.45 larghezza m. 0.30	Alleati
28+138.10	Salopannaggio	1	4	muratura	idem c.s.	1	4 ferri I	larghezza m. 5.0 altezza m. 0.45 larghezza m. 0.30	Alleati
33+180.87	Salopannaggio	1	5.53	metallica	idem c.s.	1	4 ferri I	larghezza m. 1.0 altezza m. 0.62 larghezza m. 0.19	Alleati
34+324.02	Porticello	1	7.30	metallica	idem c.s.	1	4 ferri I	larghezza m. 1.0 altezza m. 0.62 larghezza m. 0.30	Alleati
35+129.36	Porticello	1	6.80	metallica	idem c.s.	1	4 ferri I	larghezza m. 1.0 altezza m. 0.62 larghezza m. 0.30	Alleati
35+781.30	Porticello	1	8.61	metallica	idem c.s.	1	Travi femelle	larghezza m. 1.2 altezza m. 0.40	Alleati
41+182.13	Porticello	1	5.90	muratura	Volto ed un piedritto distrutta	1	2 ferri I	larghezza m. 1.0 altezza m. 0.45 larghezza m. 0.30	Alleati
44+444.51	Porticello	1	9.24	muratura	Distrutta forata e lesionati i piedritti	1	travi femelle	larghezza m. 1.0 altezza m. 0.45 briglia m. 0.20	Alleati
48+095.16	Ponte	3	8 Cassone	muratura	Distrutti volto, pile e spalle	1	travi metalliche	larghezza m. 2.0 altezza m. 2.10	Alleati

				altezza m. 0.14 larghezza m. 0.14	A
		1		altezza m. 0.12 larghezza m. 0.14	
		10		altezza m. 0.12 larghezza m. 0.14	
		1		tronco I lunghezza m. 0.15 altezza m. 0.12 larghezza m. 0.14	
	metallica	Compl. distrutto	1	transversale lunghezza m. 0.15 altezza m. 0.12	Alleati
	maratura	Distrutto	1	tronco I lunghezza m. 0.15 altezza m. 0.12 larghezza m. 0.14	
		Danneggiata		12 ferri I lunghezza m. 0.15 altezza m. 0.12 larghezza m. 0.14	Alleati
				4 ferri I lunghezza m. 0.15 altezza m. 0.12 larghezza m. 0.14	
	maratura	Compl. distrutto	1	4 ferri I lunghezza m. 0.15 altezza m. 0.12 larghezza m. 0.14	Alleati
	maratura	idem c.1	1	4 ferri I lunghezza m. 0.15 altezza m. 0.12 larghezza m. 0.14	Alleati
	metallica	idem c.1	1	4 ferri I lunghezza m. 0.15 altezza m. 0.12 larghezza m. 0.14	Alleati
	metallica	idem c.2	1	4 ferri I lunghezza m. 0.15 altezza m. 0.12 larghezza m. 0.14	Alleati
	metallica	idem c.2	1	4 ferri I lunghezza m. 0.15 altezza m. 0.12 larghezza m. 0.14	Alleati
	metallica	idem c.2	1	4 ferri I lunghezza m. 0.15 altezza m. 0.12 larghezza m. 0.14	Alleati
	metallica	idem c.2	1	4 ferri I lunghezza m. 0.15 altezza m. 0.12 larghezza m. 0.14	Alleati
	maratura	Volto ed un piedritto distrutto	1	2 ferri I lunghezza m. 0.15 altezza m. 0.12 larghezza m. 0.14	Alleati
	maratura	Distrutta l'orizzale e lesioni ai piedritti	1	travi gamelle lunghezza m. 0.15 altezza m. 0.12 larghezza m. 0.14	Alleati
	maratura	Distrutta volto, pile e spalle	1	travi a traliccio lunghezza m. 0.15 altezza m. 0.12	Alleati

TRANSPORTATION SUB-COMMISSION (RAILS)
ENGINEERING BRANCH
FLORENCE

Nov. 20, 1945

TO : The Provost Marshal

This will introduce Mr. Vareschi Telemaco a contractor on the reconstruction of the Ostiglia Bridge. He often carries large sums of money for payrolls and purchase of material. I know him personally and consider him of good character.

If you can give him a permit to carry a gun for protection against robbery, I feel certain he will use it only on such an occasion.

Edward Richard
O/C - AC/TN/RAILS/ FLORENCE

TRANSPORTATION SUB-COMMISSION (RAILS)
ENGINEERING BRANCH
FLORENCE

TO : Major Evans
Ufficio Pubblico
Piazza Montecatini
Milano

Nov. 20, 1945

Subject : Highway Reconstruction

This will introduce Mr. Vareschi Melanico, of Mantova who is interested in securing the contract on the reconstruction of the highway between the Molini Bridge and the Vase di Porto Bridge which I understand is under the Ufficio Comunale of Mantova and the Ufficio Speciale Viabilità Stradale, Genio Civile.

Mr. Melanico's work on the Ostiglia Bridge has been very satisfactory and he has the necessary equipment for highway construction. Any consideration you may give him will be appreciated.

Edward Richard
C/S - AC/TW/RAILS/ FLORENCE

Subject: - CEMENT AND COAL FOR PERMANENT RECONSTRUCTION OF BRIDGES
IN YOUR SECTION.

H.C. No. 4 Ind Rly C & W Group I.E.
 C.M.P., Dated the 21st Sept. 1945.

No. 4087/44/31/31.

G.C. 136 Ind Rly Maint Coy I.E.

There are a great many bridges in your section which need permanent reconstruction to make them safe for the next winter rains.

The situation is as follows:-

1. BOLOGNA - PIACENZA (Line 65).

(1) PRNO Bridge Km 3+717.

- (a) 1500 Tons Cement has been released at 500 Tons per month, starting September (vide signal 65 THZ dated 4 Sept 45).
 (b) 600 Tons Coal for burning 5,000,000 Bricks has been released vide letter THA4/207 dated 15 Sep 45. This Coal is for delivery to ALFREDO TERNOLI's Brick Kiln and should be delivered at 200 Tons Coal in September and 400 Tons in October.
 The Capo Sezione Lavori, Bologna, states that in addition to the 1500 Tons Cement above he will require about 1000 Tons extra Cement as he is proposing to build the Bridge in Cement concrete with a skin of Bricks. As soon as the Capo Sez Lavori informs me exactly how much more Cement he needs, I will arrange supply.

(11) PANARO Bridge Km 32+009.

Requirements are 270 Tons Cement and 160 Tons Coal for burning 500,000 Bricks.

- (a) Cement is being obtained from Cement Factory, Piacenza. We supply them with Coal and in exchange they give us six times the weight of Coal in CEMENT.

Please therefore hand over $\frac{270}{6} = 45$ Tons Coal to the

Cement Factory and obtain 270 Tons Cement. (Coal has been released (vide my letter AGM/BLB/44/22 dated 17 Sept 45).

- (b) For 500,000 Bricks we require 160 Tons Coal. Please hand over the coal to Brick Kiln selected by the I.S.R. at Modena and obtain 500,000 Bricks.

102

(111) SPINONE Bridge Km 11+832.

Requirements are 200 Tons Cement and 140 Tons Coal for

The situation is as follows:-

1. BOLOGNA - PIACENZA (line 65).

(1) REMO Bridge Km 3+717.

- (a) 1500 Tons Cement has been released at 500 Tons per month, starting September (vide signal 55 T42 dated 4 Sept 45.
 - (b) 600 Tons Coal for burning 5,000,000 Bricks has been released vide letter MA4/207 dated 15 Sep 45. This Coal is for delivery to ALFREDO TUMOLLO's Brick Kiln and should be delivered at 200 Tons Coal in September and 400 Tons in October.
- The Capo Sezione Lavori, Bologna, states that in addition to the 1500 Tons Cement above he will require about 1000 Tons extra Cement as he is proposing to build the Bridge in Cement Concrete with a skin of Bricks. As soon as the Capo Sez Lavori informs me exactly how much more Cement he needs, I will arrange supply.

(11) PANARO Bridge Km 32+009.

Requirements are 270 Tons Cement and 160 Tons Coal for burning 800,000 Bricks.

- (a) Cement is being obtained from Cement Factory, Piacenza. To supply them with Coal and in exchange they give us six times the weight of Coal in Cement.

Please therefore hand over $\frac{270}{6} = 45$ Tons Coal to the

Cement Factory and obtain 270 Tons Cement. (Coal has been released (vide my letter 40M2/BJA/44/22 dated 17 Sept 45).

- (b) For 800,000 Bricks we require 160 Tons Coal. Please hand over the coal to Brick Kiln selected by the I.S.R. at Modena and obtain 800,000 Bricks.

(111) STIRORE Bridge Km 112+839. 102

Requirements are 200 Tons Cement and 140 Tons Coal for burning 700,000 Bricks.

- (a) Cement is to be obtained from Cement Factory, PIACENZA. Please hand over $\frac{200}{5} = 40$ Tons Coal to Cement factory

and obtain 200 Tons Cement.

- (b) For 700,000 Bricks we require 140 Tons Coal. Please hand over the Coal to S.L.A.S. Brick Kiln at Salsomaggiore

CEMENT AND COAL FOR PRESENT RECONSTRUCTION OF BRIDGES - Contd.

(iv) MORE BRIDGE KM 139+818.

Requirements are 250 Tons Cement.
Please hand over 250 ⁶ = 42 Tons Coal to Cement Factory,

PIACENZA and obtain 250 Tons Cement.

(v) Minor Protection Works for Bologna - Piacenza Bridges.

Requirements are 150 Tons Cement.
Please hand over 150 ⁸ = 25 Tons Coal to Cement Factory -

Piacenza and obtain 150 Tons Cement.

All minor protection works have already been pointed out to Maj. Mozandar.

Coal for all above Cement and Bricks has been released vide my letter 4017/BJO/44/22 dated 17 Sept 45.

2. BOLOGNA - VERONA (Line 69).

(i) PO River Bridge at OSTIGLIA.

This work is being carried out by the ISR working under A.C. The A.C. are responsible for supplying all materials but you must keep your eye on the work and bring to my notice any help required by the ISR which the A.C. cannot give in time.

(ii) LAVINO Bridge Km 13+914.

For minor repairs to abutments ISR require 60 Tons Cement. This 60 Tons Cement will be released shortly by IM4.

To make the bridge safe for the winter floods a drop wall of steel sheet piling is required, as pointed out to Major Mozandar. Please arrange to indent for sheet piling, pile hammer and boiler as required, through me and then get ISR to carry out the work.

(iii) SASSUOLA Bridge Km 15+008.

The ISR are intending to join the 4 spans together to form one continuous girder. Please see ISR expedite this work. The ISR require 50 Tons Cement for repairs to abutments. Please hand the Cement to the ISR when released by IM4. 401

(iv) PARARO Bridge Km 37+135.

Please ensure ISR expedite removal of old girders in bed of River.
The ISR require 100 Tons Cement for encasing present steel trestles to above High Flood Level.
Please hand over Cement to ISR when released by IM4.

0 6 9 8

placenza and obtain 150 Tons Cement.
All minor protection works have already been pointed out
to Maj. Kommandar.
Coal for all above Cement and bricks has been released
vide my letter 4089/MLG/44/22 dated 17 Sept 43.

2. BOLOGNA - VERONA (June 59).

(1) PO River Bridge at ORTIPALIA.

This work is being carried out by the ISR working under A.O.
The A.O. are responsible for supplying all materials but you
must keep your eye on the work and bring to my notice any
help required by the ISR which the A.O. cannot give in time.

(11) LAVINO Bridge Km 13+214.

For minor repairs to abutments ISR require 60 Tons Cement.
This 60 Tons Cement will be released shortly by UN4.
To make the bridge safe for the winter floods a drop wall
of steel sheet piling is required, as pointed out to Major
Kommandar. Please arrange to indent for sheet piling,
pile hammer and boiler as required, through me and then
get ISR to carry out the work.

(111) SAROGGIA Bridge Km 16+000.

The ISR are intending to join the 4 spans together to form
one continuous girder. Please see ISR expedite this work.
The ISR require 50 Tons Cement for repairs to abutments.
Please hand the Cement to the ISR when released by UN4.

(iv) PANARO Bridge Km 37+155.

Please ensure ISR expedite removal of old girders in bed
of River.
The ISR require 100 Tons Cement for encasing present steel
trestles to above High Flood Level.
Please hand over Cement to ISR when released by UN4.

(v) Bridge at Km 72+227.

Needs 25 tons cement for repairs. Please hand over
25 tons cement to ISR when released by UN4.

(vi) Bridge at Km 10+845.

Needs 15 Tons Cement. Please hand Cement to ISR when
released.

CEMENT AND COAL FOR PERMANENT RECONSTRUCTION OF BRIDGES - Contd.

(vii) Bridge at Km 17+416.

Needs 30 Tons Cement.
Please hand Cement to ISR when released.

(viii) Bridge at Km 16+472.

Needs 20 Tons Cement. Please hand Cement to ISR when released.

From the above it will be seen that 500 Tons Cement is required by the ISR for the Section Bologna - Verona. MM4 is arranging to release the Cement very shortly.

5. BOLOGNA - PRATO (Line 65)

The A.C. are supplying all Cement for works on this Section.

The ISR have asked for 7,500 Tons Cement ~~xxxxxxxxxxxx~~ at 2000 Tons per month, commencing September, and have so far only received 750 Tons Cement. I have brought the above to the notice of MM4 verbally and he is arranging to issue a note to the A.C. in order to get them to expedite supply of Cement, or at least supply 1000 Tons Cement in September and 1000 Tons in October in order to complete the following works which will render the line safe for next winter.

(i) SALENTO Tunnel Km 35/330.

42 metres run of Brick lining still needs to be completed. If not completed there is a danger of small bridge in diversion being washed out.
I.S.R. need 400 Tons Cement.

(ii) Viaduct Km 23/1.

Not inspected by myself but ISR say that unless this Viaduct is completed there is danger of the diversion being washed out.
ISR need 750 Tons Cement. Please inspect and report very early.

(iii) Viaduct Km 29/455.

Unless this viaduct is completed there is a danger of this diversion being washed out.
ISR need 400 Tons Cement.

(iv) MERETO Tunnel Km 22/671 to 23/527.

Unless this tunnel is completed there is a danger of the diversion being washed out.
ISR ~~xxxxxxxx~~ need 500 Tons Cement.
Please make frequent reports on progress of above works.

186

The A.G. are supplying all Cement for works on this Section. The ISR have asked for 7,500 Tons Cement ~~XXXXXXXXXX~~ at 2000 Tons per month, commencing September, and have so far only received 750 Tons Cement. I have brought the above to the notice of TW4 verbally and he is arranging to issue a note to the A.G. in order to get them to expedite supply of Cement, or at least supply 1000 Tons Cement in September and 1000 Tons in October in order to complete the following works which will render the line safe for next winter.

(i) SALOTTO Tunnel Km 35/330.

42 metres run of Brick lining still needs to be completed. If not completed there is a danger of small bridge in diversion being washed out. I.S.R. need 400 Tons Cement.

(ii) Viaduct Km 33/1.

Not inspected by myself but ISR say that unless this Viaduct is completed there is danger of the diversion being washed out. ISR need 750 Tons Cement. Please inspect and report very early.

(iii) Viaduct Km 29/455.

Unless this viaduct is completed there is a danger of this diversion being washed out. ISR need 400 Tons Cement.

(iv) MURRITO Tunnel Km 22/671 to 23/597.

Unless this tunnel is completed there is a danger of the diversion being washed out. ISR ~~XXXXXXXX~~ need 500 Tons Cement. Please make frequent reports on progress of above works.

4. Maintenance Works in Bologna and between BOLOGNA and RIMINI.

TW4 are arranging to release 300 Tons Cement and 300 Tons Coal for this work which includes Road making of 333 TSD; and extra Cement required for Bridges between Bologna and Faenza and extra coal for Brick burning and Drainage work in Bologna Yard.

on the subject of
by order of (J.R. SIMPSON) Lt. Col. R.E.
C.O. 4 Ind Aly C & M Group, I.P.

P.T.O. for Distribution.

DISTRIBUTION.

1. Capo Sezione Lavori, Bologna.
2. " " FIRENZE.
3. Mr. Richards, A.C. Florence.
4. Lt. Skouse, A.C. En. Bologna.
5. File Bologna - Piacenza.
6. File Bologna - Verona.
7. File Bologna - Prato.

011

MABA V MBWU MPORTANT SRL 20

FROM SKOUSE TN SIGNALS BOLOGNA 03090B

TO COL STREET (TN SUB COMMISSION RAILS) C/O TN MAIN ROME
BT

BOL/9 . RESTD . SUBJECT OSTIGLIA BRIDGE . THIS BRIDGE WAS
INSPECTED AFTERNOON OF 1 SEP . REPORT NOW FOLLOWS . WORKS PROGRESS
CONSIDERABLY IMPROVED AND DANGER FROM HIGH WATER ALMOST OVERCOME .
THE GOOD SIDE OF PIER NO.3 IS NOW RECONSTRUCTED 5 FEET ABOVE PRESENT
WATER LEVEL . PILING AROUND BAD SIDE OF PIER ~~NOMEX~~ NO.3 GOING BETTER
THAN EXPECTED AND HOPE TO GET FERROBETON TO DO THE UNDER WATER
CONSTRUCTION USING THESE PILES AND A COMPRESSION CHAMBER WHICH HE
HAS INTACT AT GENOA AND I HAVE SEEN . FERROBETON WAS ON SITE WITH
ME . OWING TO THE SMALLNESS OF THE JOB FERROBETON 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 FERROBETON ONLY PEOPLE AVAILABLE WHO ARE COMPE-
TENT . COULD YOU PLEASE ADVISE I S R TO ACCEPT AS LOCAL CAPO HERE
ARE SHY TO DEAL WITH PRICES WITHOUT ROME 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 030900B

LINE 10 AT END PSE READ

SITE AND MAKE

SENT WJD 4 X AR

159

Wally 1055

5

MABA V MEWU IMPORTANT SRL 19

FROM SKOUSE TN SIGNALS BOLOGNA 030930B

TO RICHARD C/O COL STREET (TN SUB COMMISSION) C/O TN MAIN

BT

BOL/10 . SORRY COULD NOT CONTACT YOU SATURDAY . MEETING ENDED

1400 HRS . WENT TO BRIDGE WITH ALL IN AFTERNOON . SUNDAY WAS

AT FERROBETON JUMP IN GENOA . HAVE TELEGRAPHED A REPORT ON BRIDGE

TO COL STREET

BT 030930B

CCTN WA WAS AT :- FERROBETON DUMP

SENT WJD B

19 RD TOR 1040 WHM AR KK

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0704

Declassified E.O. 12356 Section 3.3/NND No. 785021PISA WORKS GROUP

WORKS UNDERTAKEN FOR RAIL-WAY UNDER THE ALLIED COMMISSION- MONTHLY REPORT UP TO 25 AUGUST 1945

JOB N°	AGENCY	LOCATION	DESCRIPTION	SIZE	PRO- GRESS	ESTIMATE D COMPLET
1	Civil Firm	Leghorn	Locomotives Depot. Repair to T.E T.V. Gazometre-Pumps-Fucine Factories Electrotrain Shed	-	70%	End of Sept
2	Michelotto	Leghorn	Iron cover structure	-	30%	End of Sept
3	G. LENZI	Km.105+826 Pisa - La Spezia line	Bridge on the Serchio at Migliarino P. Km.105+826 Pisa-La Spezia Line. Recovery and placing down of steel spans. 3 spans	26.61 26.61 20.50	50%	End of Sept (Spans for 1

Edward Richard Chief E
AC/Tr/RAILS/ FLORENCE

PISA WORKS GROUP

V-2

FOR RAIL-WAY UNDER THE ALLIED COMMISSION- MONTHLY REPORT UP TO 25 AUGUST 1945

LOCATION	DESCRIPTION	SIZE	PRO- GRESS	ESTIMATE DATE OF COMPLETION
Leghorn	Locomotives Depot. Repair to T.E.T.V. Gazometro-Pumps-Fucine Factories Electrotrain Shed	-	70%	End of September 19
Leghorn	Iron cover structure	-	30%	End of September 19
Km. 105+826 Pisa - La Spezia line	Bridge on the Serchio at Migliarino P. Km. 105+826 Pisa-La Spezia Line. Recovery and placing down of steel spans. 3 spans	26.61 26.61 20.50	50%	End of Sept. 1945 (Spans for 1 track)

Edward Richard Chief Engr.
AC/Tn/RAILS/ FLORENCE

GRUPPO LAVORI PISA

LAVORI INTRAPRESI PER RICOSTRUZIONE FERROVIE SOTTO IL CONTROLLO DELLA COMMISSIONE ALLEATA= REE

25 AGOSTO 1945

Numero Ordine	LAVORI	DITTA	Località	Descrizione dei Lavori	Grandezza	Stato del Lavoro
1	Dep.Loc.Livorno	Ditta Civile	Livorno C.	Riparazione rimessa TE.T.V. Gazometro -Pompe Tabb.Fucine Capannoni Elet- trotreni.	-	70%
2	Dep.Loc.Livorno T.V.	Ditta Michelotto	Livorno C.	Struttura in ferro di coper- ture	-	30%
3	Ponte sul Serchio	Ditta LENZI Guglielmo=LUCCA	Ponte sul fiu- me Serchio a Migliarino P. al Km.105+826 Linea Pisa- Spezia.	Ricupero e sistemazione delle travate in ferro.	Ponte a dop- pia travata in ferro delle luci di m.26,61 la centrale e 20,50 le lateralì.	50%

Il Capo della Sezione Lavori
Clotey

GRUPPO LAVORI PISARICOSTRUZIONE FERROVIE SOTTO IL CONTROLLO DELLA COMMISSIONE ALLEATA= RELAZIONE MENSILE AL
25 AGOSTO 1945

DITTA	Località	Descrizione dei Lavori	Grandezza	Stato del Lavoro	Data prevista per l'ultimazione
Ditta Civile	Livorno C.	Riparazione rimessa TE.T.V. Gazometro -Pompe Fabb.Fucine Capannoni Elet-trotreni.	-	70%	Fine Settembre 1945
Ditta Michelotto	Livorno C.	Struttura in ferro di coperture	-	30%	Fine Settembre 1945
Ditta LENZI Guglielmo=LUCCA	Ponte sul fiume Serchio a Migliarino P. al Km.105+826 Linea Pisa-Spezia.	Ricupero e sistemazione delle travate in ferro.	Ponte a doppia travata in ferro delle luci di m.26,61 la centrale e 20,50 le laterali.	50%	Fine Settembre 1945 (6 le travate di un binario).

zione Lavori

TRANSPORTATION SUB-COMMISSION (RAILS)
ENGINEERING BRANCH
FLORENCE

August 30, 1945

Tel. F.B. 13

Ref: AG/TH/24/48/C/E.

V-2

To : MR. ING. MAIN ROME

For Lt. Col. A. H. STREET

Subject : Railway bridge, Line 216
Borgo S. Lorenzo-Pontassieve

Inclosed is report of Eng. Polo with
English translation on the bridge referred to
in attached copy letter of Maj. Williams dated
Aug. 14/1945

Edward Richard
Chief Engineer

2 Incl.
ER/La

175

COMPARTIMENTO FERROVIARIO
DI FIRENZE
SEZIONE LAVORI DI FIRENZE
OGGETTO: Ponte ferroviario
demolito Dicomano

Piombino, 11

M/105/

Al foglio in data 14 agosto 1945
del C. WILLIAMS, MAGG. R. I.
P/BRIGADIERE

DIREZIONE MILITARE PP. SS.

- 1) Questa Sezione Lavori ha già indetto una gara per il recupero del=
- 1) This Work Section has already established a bid for the recovery of steel spans on the line 216 (Borgo S. Lorenzo - Pontassieve).
- 2) Detta gara è stata annullata, poiché i prezzi delle offerte della Ditta Above mentioned has been annulled for the price offered by different contractors were too high.
- 3) E' già stata indetta una nuova gara per gli stessi lavori.
- 3) A second bid has already started (instituted) for same works.
- 4) Il giorno 3 settembre si procederà all'assunzione delle offerte di questo On the 3rd of September the different offers of this new bid will be examined, con la speranza di aggiudicare i lavori a una ditta.
- 5) Fra detti lavori, è compreso il recupero, la riparazione e il ricollo=
- 5) Amongst these works is included the recovery, the repairs and the putting in opera della travata del ponte sul torrente S. Gaudenzio al punto in cui si trova la linea 216 (Borgo S. Lorenzo - Pontassieve).
- 6) Agli altri lavori, della linea 216, si darà ordine alla Ditta, che risulterà out winner, della presente offerta, in precedenza, al recupero delle travi ostruite che ingombrano i corsi d'acqua e in particolare di quelle del ponte in detto tratto.

IN CAPO DELLA SEZIONE LAVORI.



F.P.

- 1) Questa Sezione Lavori ha già indetto una gara per il recupero del
This work Section has already established a bid for the recovery of
steel trusses on the line 216 (Borgo S. Lorenzo - Pontassieve).
- 2) Above mentioned has been annulled for the price offered by different
contractors were too high.
- 3) È già stata indetta una nuova gara per gli stessi lavori.
A second bid has already started (instituted) for same works.
- 4) Il giorno 3 settembre si procederà all'esame delle offerte di questo
On the 3rd of September the different offers of this new bid will
be examined, con la speranza di aggiudicare i lavori a una ditta.
- 5) Tra detti lavori, è compreso il recupero, la riparazione e il ricollo
Amongst these works is included the recovery, the repairs and the
putting in place of the span on the Torrente S. Gaudenzio al
Km. 45,456 of the 216 (Borgo S. Lorenzo - Pontassieve) line.
- 6) Agli altri lavori, si darà ordine alla Ditta, che risulterà
For the other lines, orders will be given to the firm, who will come
out victorious, di procedere in precedenza al recupero delle travi
ostruite che impediscono i corsi d'acqua e in particolare di quelle del per
in questo progetto.

F.P.

IN CAPO ALLA SEZIONE LAVORI.

[Signature]

102

AHS/ef

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

16th August 1945

Tel : ~~843239~~
Ref : AC/Tn/24/48/C.E.

^{V-2}
SUBJECT : Railway bridge, Line 216
Borgo S. Lorenzo-Pontassieve.

TO : Eng. Lo Cigno
Chief of Works Service.

1. Herewith please find copy of letter received from
M.R.S.

2. Please put this work in hand as soon as possible.

For the Director:

A.H. Street
A.H. STREET, Lt. Col.

*Copy letter for
Eng. Cigno
report.*
Mr. Richard

Go Mr. R. Blean

Mr. R. F. Florence

C o p y .

MILITARY R. SERVICE
C.M.F.

SUBJECT : Demolished railway bridge
DICOMANO.

TO : Rails Division
Tn Sub-Commission.

14th August 1945

1. A new road bridge will shortly be completed at DICOMANO, map reference R.011807 over Torrente S. GAUDENZO.

2. Just downstream are the remains of the demolished railway bridge Line 216, Borgo S. Lorenzo to Pontassieve (Km. 15.256), which from a considerable obstruction of the waterway, and in time of flood are liable to create a dangerous scour which might imperil the foundations of the new road bridge.

3. It is therefore essential that this obstruction be removed from the waterway.

4. It is not known what plans you may have in mind for the reconstruction of this railway. Further it is not known whether it would be possible to salvage all or part of this demolished steel span.

5. It is therefore requested that you will call on the I.S.R. to put work in hand on one of the two following schemes :-
Either

a) Salvage and lifting of the demolished span clear of the waterway,

or

b) Demolition and removal of the demolished span from the waterway.

6. It is further requested that this may be treated as urgent in order that some beneficial progress may have been achieved by the time the railway season begins.

Copy: Mr. Richard

Go Major Blair

Mr R. J. Florence

(C. WILLIAMS)

Major R.E.

for Brigadier

Director, Military Railway Service.

MJV V MAAZ NR 260068

QVR1

FROM TN/AC/RAILS MILAN 25/1730B

TO MAJOR BLAIR -RICHARDS TN. INC. C/O MRS. FLORENCE
TN. MAIN INC. FOR MAJOR STREET

QQX GR 36 BT

0116- RESTD OSTIGLIA EDGE . CONWAY REPORTS ANSALDO NOTYET
COMMENCED AT SITE (.) TIMBER FOR WORKS SITE THERE ORDERED MAJOR
LONG TWO WEEKS AGO (.) FOR STREET ALSO REPORTED (.) RAPALLO
NOW CANCELLED (.) FOR PING EMBARKED AUGUST 43 (.)

BT 1402

SENT (RIP) B1 1500B K

MIN

HEUTUDOMMMNECHHHHHVOMKEVUVMENKMMVMMKHHOTMMNKTTMM

ARE U STILL THEIR MAAZ KK

AFD NR ~~260068~~ 260068 1500B HB

R-2310
AUG 25 1945 152

03
K-2 R

253 MJFV V MABA QVR 1
FROM TN INC (TRANSPORTATION ~~SBXXX~~ SUB - COMM) 231630B
TO MRS FLORENCE FOR BLAIR FOR RICHARD FLORENEXXX FLORECE
LT SKOUSE TN SIGNALS BOLOGNA

BT

55

O.27 2. RESTD . OSTIGLIA BRIDGE M.R.S. ARE RESPONSIBLE FOR REINFORCING
TEMPORARY BRIDGE . YOUR ~~EFFORTSXXX~~ EFFORTS MUST BE SOLELY DIRECTED
TO THE RECONSTRUCTION OF PERMANENT BRIDGE . IF PIAZZOLI IS NOT
COMPETENT TO FINISH WORK ARRANGE WITH ISR TO EMPLOY ANY SUITABLE
CONTRACTOR OR CONTRACTORS . SPEED IS ESSENTIAL AND DOUBLE SHIFT
WORKING MUST BE EMPLOYED

BT 231630B

SENT JFW B

RECD NR 3 -AT 24/1810B NT GA

R-2208

AUG 24 1965 18 20

151

AHS/em

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

22 August 1945

Tel : 843239
Ref : AC/Tn/76/19 C.S.

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 B.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
A.H. STREET, Lt. Colonel.

Copy to : Major Buckley.

OSTIOLIA BRIDGE - HOTH WAGNER MATERIAL.

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

Mark Ref "W"	Description	No per span	Total requd	Available at depot.	Deficient.
1	Stringer	48	96	Rome	
2	Cross girders	50	100	Rome	
3.A	End chords	12	24	Rome	
3.B	End chords	12	24	Rome	
4.A	End chords short	12	24	La Comina	
4.B	End chords short	12	24	La Comina	
5.	Inter. Chord	252	504	Rome	
6.	Chord splice angles	276	552	Pizzighetone	
7.	Chord diaphragms	96	192	Rome	2
8.	End posts	32	64	Rome (8)	
9.				La Comina (31)	
				Pizzighetone (23)	
9.	Inter. Posts	184	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	
15.	Chord Stiff	48	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.	Strigger 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	8448	Rome	
2.	35 mm x 196	9050	18100	Rome	
3.	35 mm x 224	1426	2852	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.	

Item	QTY	DESCRIPTION	UNIT	PRICE	TOTAL
1.	50	Cross girders		100	5000
2.	12	End chords		24	288
3.A	12	End chords		24	288
3.B	12	End chords short		24	288
4.A	12	End chords short		24	288
4.B	252	Inter. Chord		504	12600
5.	276	Chord splice		552	15216
6.	96	angles		192	1824
7.	32	Chord diaphragms		64	2048
8.		End posts			
9.	184	Inter. Posts		368	6824
10.	192	Diagonals		384	7440
11.	50	Centre gusset		100	1000
12.	100	Gusset		200	2000
13.	224	Lateral bracing		448	4480
14.	48	Chord Stiff		96	4608
15.	120	Diag. Gusset		240	2880
16.	130	Horiz. Gusset		260	3380
17.	25	Top Strut lattice		50	1250
18.	52	Horiz. bracing		104	1296
19.	25	Strigger conn.		50	1250
20.	96	X girder conn.		192	2352
21.	4	angles		8	32
22.	4	Top rocker plate		4	16
23.	2	Rocker plate free		4	8
24.	2	Rocker plate fixed		8	16
25.	4	Bedplate		4	16
26.	2	Rollers		4	16
27.	35 mm x 177			4224	14976
28.	35 mm x 196			9050	31650
29.	35 mm x 224			1426	5000
30.	20 mm x 117			4915	17355
31.	20 mm x 142			3018	10878
32.	20 mm x 167			16	58
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TO SKU

RESTRICTED

MJFV V MEBW NR 43 ;QVRQ
FROM CONWAY TN S.C. GENOVA 211088
TO SKOUSE C/O BLAIR MRS FLORENCE
INFO TN INC MAIN ROME (ATT.STREET)GL
QQX GR 53 BT

RESTRICTED. REF YOUR RG92 ANY DELAY BY ANSALDO DUE TO HQ IS

ROME FIRSTLY NO ACCEPTANCE OF CONTRACT UNTIL TWO DAYS AGO SECONDLY
NO ACCOMODATION ON SITE FOR LABOUR. HAVE ARRANGED ACCOMODATION AND NO
FURTHER REASON FOR DELAY EXCPT NON AVAILABILITY ON DIVING TEAM.

INCIDENTALLY MY RESPONSIBILITY IS ONLY CONSTRUCTION WORK HERE.

BT 1210

SENT NR 43 ES ARTKS VM (RPNT SKOUSE

R-2021 2113448
RESTRICTED

AHS/em

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

Tel.: 843239

Ref.: AC/Tn/76/19 C/E.

22 August 1945

SUBJECT : Ostiglia Bridge

TO : Mr. Richard

1. Herewith list of parts required for the above bridge.
1) Qui acclusa una lista di parti richieste per il summenzionato ponte.
2. The type proposed is Roth Wagner 2 spans of 27 mts 16 B.S.
2) Il tipo proposto è il Roth Wagner 2 travate di 27 mt. 16 B.S.
units of 2 deck triple chord.
di due piani e tre briglie.
3. The I.S.R. have been requested to place orders for the
3) Alle FF.SS. è stato richiesto di dare ordini per la
manufacture of the missing pieces.
manifattura dei pezzi mancanti.
4. Arrangements will be made to ship the remainder as soon
4) Saranno prese disposizioni per inviare il rimanente non appena
as advice is received that the contractor is prepared to accept
si saprà che l'appaltatore è pronto ad accettare la consegna
delivery on site.
sul luogo.

Copy to : Major Buckley.

A.H. STREET Lt.Col.

SUBJECT : Ostiglia Bridge

TO : Mr. Richard

1. Herewith list of parts required for the above bridge.
una lista di parti richieste per il summenzionato ponte.
- 1) Qui acclusa the type proposed is Roth Wagner 2 spans of 27 mts 16 B.S.
2) Il tipo proposto è il Roth Wagner 2 travate di 27 mt. 16 B.S.
units of 2 deck triple chord.
di due piani e tre briglie.

- 3) Alle F.F.SS. The I.S.R. have been requested to place orders for the
manifattura dei pezzi mancanti.
3) Alle F.F.SS. è stato richiesto di dare ordini per la
manifattura dei pezzi mancanti.

- 4) Saranno prese disposizioni per inviare il rimanente non appena
es advice is received that the contractor is prepared to accept
si saprà che l'appaltatore è pronto ad accettare la consegna
delivery on site.
sul luogo.

A.E. STREET Lt.Col.

Copy to : Major Buckley.

OSTICA BRIDGE - ROTH WAGNER M.D.R.L.

No 2 Trought Spans each 72 m.16 B.S.Units.
of 2 deck Triple Chord.

Mark Ref num	Description	No per span	Total requd	Available at depot	Deficient
1	Stringer	48	96	Rome	
2	Cross girders	50	100	Rome	
3.A	End chords	12	24	Rome	
3.B.	End chords	12	24	Rome	
4.A.	End chords short	12	24	La Comina	
4.B	End chords short	12	24	La Comina	
5.	Inter.Chord	252	504	Rome	
6.	Chord splice angles	276	552	Pizzighetone	
7.	Chord diaphragms	96	192	Rome	2
8.	End posts	32	64	Rome (8)	
9.				La Comina (31)	
9.	Inter.Posts	184	368	Pizzighetone (23)	
10.	Diagonals	192	384	Rome	
12.	Centre gusset	50	100	Rome & La Comina	
13	Gusset	100	200	Rome	
14.	Lateral bracing	224	448	Rome	
16.	Chord stiff	48	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.	Striger conn.	25	50	Pizzighetone	
35.	X Girder conn. angles	96	192	Rome (138)	54
60.	Top rocker plate	4	8		8
61.	Rocker palte 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	
2.	35 mm x 196	9050	18100	Rome	
3.	35 mm x 224	1426	2852	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	

2	Cross girders	100		Rome		
3	End chords	12	24	Rome		
3.A	End chords	12	24	Rome		
3.B	End chords short	12	24	La Comina		
4	End chords short	12	24	La Comina		
4.A	End chords short	12	24	Rome		
4.B	Inter.Chord	252	504	Pizzighetone		
5	Chord splice	276	552	Rome		
6	angles	96	192	Rome (8)		
7	Chord diaphragms	32	64	La Comina (31)		
8	End posts			Pizzighetone (23)		
9	Inter.Posts	184	368	Rome		
10	Diagonals	192	384	Rome & La Comina		
11	Centre gusset	50	100	Rome		
12	Gusset	100	200	Rome		
13	Lateral bracing	224	448	Rome		
14	Chord stiff	48	96	Rome		
15	Diag.Gusset	120	240	Rome		
16	Horiz.gusset	130	260	Rome		
17	Top strut lattice	25	50	Rome		
18	Horiz.bracing	52	104	Rome		
19	Striger conn.	25	50	Pizzighetone		
20	X Girder conn.	96	192	Rome (138)		
21	angles	4	8			
22	Top rocker plate	2	4			
23	Rocker palte free	2	4			
24	Rocker plate fixed	2	4			
25	Bedplate	4	8			
26	Rollers	2	4			
27	35 mm x 177	4224	8448	Rome		
28	35 mm x 196	9050	18100	Rome		
29	35 mm x 224	1426	2852	Rome		
30	20 mm x 117	4915	9830	Rome		
31	20 mm x 142	3018	6036	Rome		
32	20 mm x 167	18	36	Rome		

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TRANSPORTATION SUB COMMISSION (RAIL)
ENGINEERING BRANCH
FLORENCE

August 21, 1945

Ref.: AC/TM/8/2320.S.
Tel.O.13 & O.14

To : EN. INC. MAIN - ROME -
For Lt.Col.A.M. STREET

Subject : OCTIGLIA BRIDGE

Pursuant to your request an 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 "piaccolis", 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. O.13, can be accomplished before the Military span is endangered by high water. As this is problematic, 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.

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

IMP. GARRONI, 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

Subject : CORTICIA BRIDGE

Pursuant to your request an 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 "Pierzoli", 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. O. 13, can be accomplished before the Military span is endangered by high water. As this is problematic, 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.

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

Imp. CARBONI, Naples. (Efficient and capable contractor under Maj. Patterson M.R.S.)

Imp. RIGGIA, Bologna. (Considered good by Maj. Patterson.)

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

Edmund Richard
Chief Engineer

TRANSFORMATION SUB COMMISSION (RAILS)
ENGINEERING BRANCH
FLORENCE

August 20th, 1945

From : Lt. W. H. SLOUGH R.E. (A.C./TW/Rails - Bologna -
To : Mr. Edward Richard AG/TW/Rails - Florence -

Subject : Cattiglia 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 CATTIGLIA 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 name is PIACOLI of MILAN and has been working 65 days on site.

Secondly : Timber ordered through the contractor via Major Wright M.D.S. Milan on 4th Aug. had not yet arrived 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 Cattiglia Bank)

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

IMPRESSIONS OF WORKS ON SITE

1) General Impressions : Considering that PIACOLI 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 PIACOLI 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 Cattiglia. I promised to call at his Milan office and have it sent out

17th August : By previous arrangement a meeting was held with Mr. R. Richardson 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 name is PIACOLI of MILAN and has been working 65 days on site.

Secondly : Timber ordered through the contractor Vis Major Wright M.R.S. Milan on 4th Aug. had not yet arrived and was causing the most serious delay on the works.

Thirdly : The Capo Compartimento stated that he had started another contractor (Vereschi) on reinforcing the Military bridge by placing stone filled gabions all around the pier. Judgement on this was reserved until seeing the work in progress. Vereschi 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 PIACOLI 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 PIACOLI 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.

2) VALDESCHI : This contractor seemed to be working considerably well but slowly (not enough men or materials) but was concentrating only on placing gabions against the Military bridge pier.

PROGRAMME OF WORKS AS IN PROGRESS :-

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

(Sheet 2)

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. When 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.

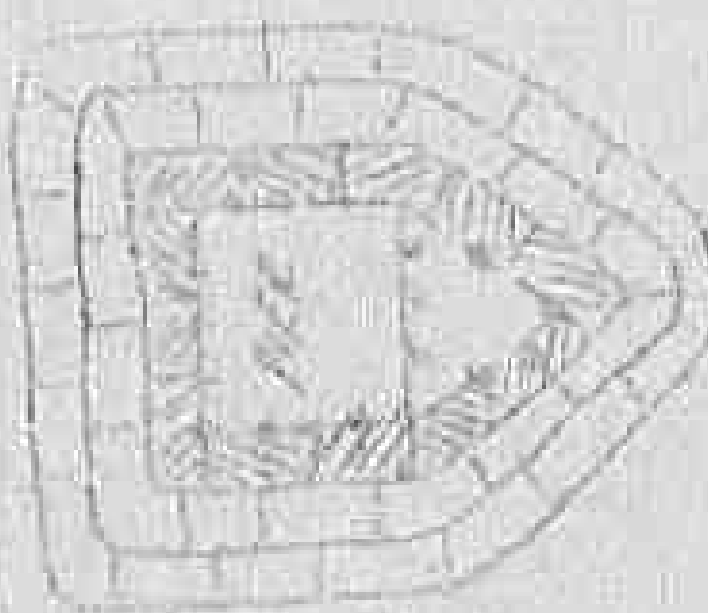
It should be noted here that it is the right half of Pier 3 which is destroyed (see sketch)



a) PLACING OF CABLES: Proceeded up to date has reinforced

3 Military pile piers in the following fashion:-

Cables are placed according to sketch



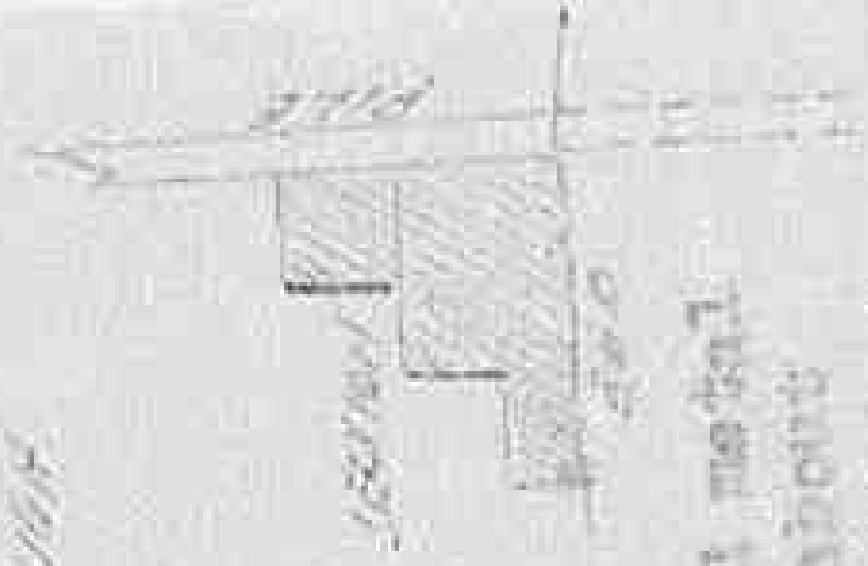
Sketch of cable layout



Sketch of cable layout



Sketch of cable layout



these cables are not very uniform but are expanded metal mesh rolled in to a mildie. Each bundle contains about 3 tons of stones approx 9" x 3" each and measures approx 1 1/2 meters high by 1 1/4 meter long by 1/2 meter wide.

3) REPAIRS: Timber work for repairs to abutments is in progress but very slow and unsatisfactory (see sketch)

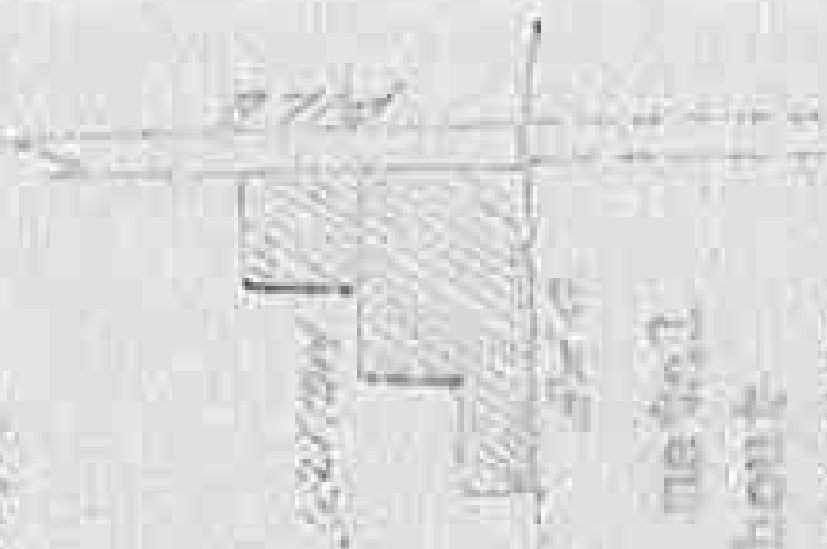
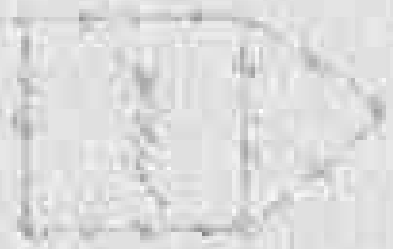
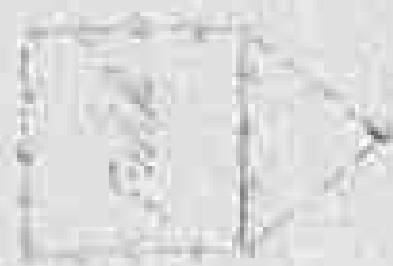
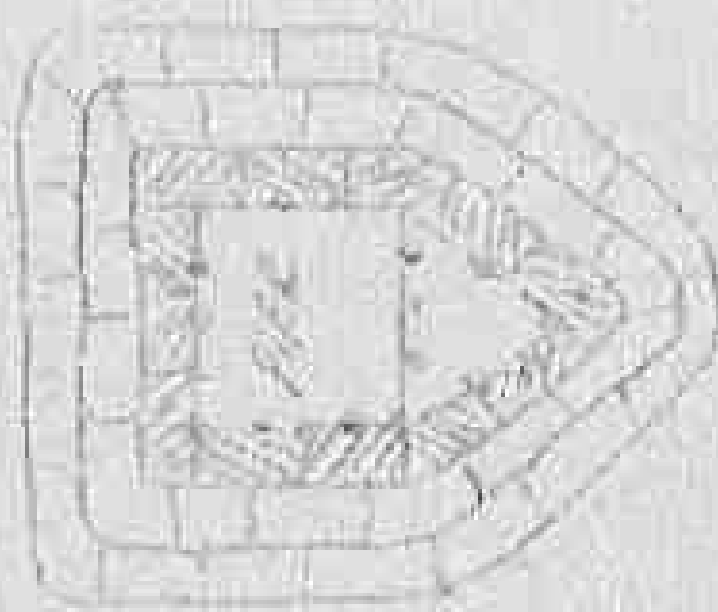
a) REPAIRS (North end only) The original embankment running oil and into the bridge were robbed to make the abutments for the military bridge. These embankments rise to a height of approx 15'. PLANNED in new filling in the approaches to the masonry bridge and small earth from the river side using Decauville tracks and small electric motors to haul the cars. He has requested 151 quintals of coal per day for steam road roller with which to consolidate his approach. Expenses here is very slow and could not be finished by winter with the present output.

5) REPAIRS (South end only) This pier is related to the pier above and is a temporary pier built in 1914

REPORTING OF CRIMES : Victims up to date as informed

2 Military pilot planes in the following section:

the blood and stored monocytes to the site of



These weights are not too bad, but are expected much more weight on a single foot handle consisting about 1 1/2 inch of steel approx 9 x 9 inch and heavier approx 1/2 inch high by 1 1/4 inch long by 1/2 inch wide.

3) Interpretation : Timber work has resulted to substantial increase in wages but very slow and fluctuating inflation rate.

4) Expenditures : (North end only) The original embankments running off and onto the bridge were joined to make the embankments for the silky bridge. These embankments rise to a ~~height~~^{height} of approx 15'. Pile 101 is now falling in the approaches to the masonry bridge with earth from the river side using Decaturville tracks and small electric motors to haul the cars. He has requested 154 quantities of coal per day for steam road roller with which to consolidate the earthwork. Progress here is very slow and would not be finished by winter with the present output.

(1) THESE ARE CURRENTLY : The prior it limited
may not be present as per last. The the past
the going may be published at a temporary price
be prepared. There is no indication of a new book.

7) DECEASED EMPLOYER AND THE COMPANY IN WHICH HAD
Nothing has been done on this and is causing considerable
back edging on the downstream side of the military plane.
Knowledge 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 summarized at the end of this report.

18th August (Monday) at 14.00 hrs a meeting was held at M.R.S. MILANO with T.M.E. In attendance, M.R.S. Bridging officer, and Mr. A. Richard together with Mr. W.P. Skonze M.R.S.

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 (i.e. timber which was to be brought ex CLUNYON 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 Union 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 to whom the responsibility for design of the winterization 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. R. Richard and Lt. W.P. Skonze M.R.S. proceeded to Glusone Mr. 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 Glusone.

A further 20/25 in material was ready for dispatch on or about 22 Aug.

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

(c) It was ascertained from the above M.A.C. officers that M.A.C. 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 brought ex OLUSONE by rail)

(b) This timber has not yet arrived on site but M.A.C. were unaware of this.

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.

33)(c) 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 fashion method of strengthening the military officers was then excluded to them along with counsel that this method in its present application is undesirable.

(c) Both A.R.B. Engineers deformed from advising on this until they had seen the bridge on site.

4)(a) The question was then raised as to whom the responsibility for design of the interior 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.

have the meeting noted.

: Mr. B. Richard and Lt. W. B. Shouse R. E. proceeded to Gloucester, Mr. Dergamo where it was ascertained that the timber for Ostiglia had been dispatched on 16 Aug.

Ostia had been dispatched on 16 Aug.

The wagons had arrived on 14 Nov. Therefore no delay was experienced at Cheyenne.

A further 20/25 in notes was ready for dispatch on or about 22 Aug.

7.00 hrs. : Major Infection of the TCV Grand Division was now consulted at VERONA.

(a) Major Peterson stated that personnel of 701st Ground 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 river bed. He also assisted by giving his advice on design

(sheet 4)

for reinforcement founded on his knowledge of the bridge and pier. Major Patterson also supplied names of Contractors he knew were suitable to reconstruct the original bridge.

(c) Mr. E. Richard and Lt. Crouse proceeded to Bologna 19.30 hrs

08.30 hrs. Mr. E. Richard and Lt. W. H. Crouse conferred with the I.S.R. Engineers at Bologna.

(a) Major W. H. Crouse gave to the I.S.R. with instructions to check them on to Cetti in 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 Pinzelli 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 pier right away, and instructions have been given to the I.S.R. to get their contractor (Vercelli) 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 telephint has been sent to Capt. Conway at Genoa to get him to do 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 ~~attached~~ *in the plan*.

6) Could you please contact some of the ice on the matter set out above and advise me of your recommendations. Meanwhile I will continue on the method set out in para 5 above.

ENCLOSURE: Proposed plan of reinforcing military pier using 3 contractors.

E. H. Crouse
W. H. Crouse, Lieut. R.S.

Station plants cabins on all piers are already installed.

instructions to check them on to Cavallia Bridge.
 (b) Instructions were given to the I.S.R. as to the immediate work policy on the bridge. These are set out in the summary below:

SUMMARY

- 1) (a) The contractor Lionzoli 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 (Verreschi) 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 ~~in the sketch attached~~ *in the sketch*.
 - 6) Could you please contact Rome office on the matter set out above and advise me of your recommendations. Meanwhile I will continue on the method set out in ~~para 5 above~~ *the sketch*.
- S. M. W. L. L. L.* 142
 V. H. House, Rome, R.E.
- ENCLOSURE : Proposed sketch 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.

Message from Col Street -

No reply to Sigs No 74.

Imp to Cigno will visit
Estefia Bage this week
Make sure that he is
accompanied by one of
the Rail Engineers -

from Strat Rome
Via Blair

-219/15
111

0734

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

FLORENCE COMMAND

OFFICIAL BUSINESS

OUTGOING MESSAGE

Office of origin TRANSPORTATION SUB COMMISSION (RAILS)
ENGINEERING BRANCH, FLORENCE Date 1916150

Classification RESTRICTED Telephone _____
 (Restricted - Confidential - Secret) (Communicating officer)

Precedence ROUTINE
 (Deferred - Routine - Priority - Operational Priority - Urgent)

To: CAPT CONWAY AC (IN SUB COMMISSION) RAILS GENOA (INFO) COL STREET
 TRANSPORTATION SUB COMMISSION ROME

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 BARRI PLEASE CONTACT ANSAIDO REFERENCE 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 DELAY PD REPORT
 ACTION TO COLONEL STREET AND ALSO TO SMOUSE C/O MAJOR BLAIR MRS FLORENCE PD

Distribution

Content and classification

authenticated by 110

Signal Corps Message Center Number

(Do Not Write in This Space)

Mr Richard c/o Mr R. Rea
Flour ARS/ef

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

Tel : 843239
Ref : AG/Tn/8/ 232/ C.E.

13th August 1945

SUBJECT : Staff

TO : Mr Richard

1. This letter will be handed to you by Lieut. W.H. Skouse who is joining the engineering staff of the Rail Division.
2. Lt. Skouse will be attached to your office.
3. Lt. Skouse will chiefly interest himself on the following works :

Ostiglia bridge
Prato - Bologna reconstruction
Spezia - Parma
Pisa- Spezia,

and will assist as required in the work on your division.

4. You will still be responsible for the carrying out of the above works.

129

A.H. Street Lt. Col.
A.H. STREET, Lt. Col.

NR1

R^{V-2}

270 MJFV V MABA

FROM TN INC (TN SUB COMMISSION) - 161500B

TO MAJOR BLA R FOR RICHARDSMRS FLORENCE

BT

0.14 . RESTRICTED . URGENT OSTIGLIA BRIDGE . SIGNAL IS THE DAMAGE TO
PIER NO. 3 ON THE RAILWAY OR ROAD BRIDGE CENTER LINE . IS IT POSSIBLE
TO BUILD UP TO FORMATION LEVEL . SKOUSE SHOULD KNOW .

BT

161500B

MITCHELL AR TKS K .

RCD NR1

17/0035B

JS AR

OST

ROAD

GOOD

BOL

128

R-924

AUG 17 1962

Form 1250

P-894

TWX

R

Signal Corps, United States Army

Telegram

RESTRICTED

V-2

Received at PENINSULAR BASE SECTION
SIGNAL CENTER
FLORENCE

19

16 AUGUST 1945

: RESTRICTED

: ROUTINE

TO (ACTION)

: MAJOR BLAIR FOR RICHARD (SKOUSE) MRS FLORENCE

(INFORMATION) : NONE

FROM

: TN INC (TN SUB-COMMISSION)

DATE-TIME SIGNED : 1611008

DATE-TIME REC'D : 161706B

REFERENCE NR : 0.13

CITE : NONE

RESTRICTED. OSTIGLIA BRIDGE. 2 COMPLETE ROTH WAGNER
(GERMAN SPANS) FROM MRS 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.

RESTRICTED

127

V-2

Memo. Ostyha Bage

To Maya Long CE

Arrado of Quorra require the following
timber

20 Mchay Lule, 20cm x 20cm x 5mtr

4 " " 8cm x 8cm x 8mtr

6 " " 12cm x 12cm x 4mtr

or nearest sizes.

As this is a Priority Winterization
Program, Can you obtain from
The Stores please

Delivery to Ostyha Station (PB)
18/4/75

Copy Copy
for the records

" M Richard for attn
Lint Skouse ✓

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 ANSAIDO 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 one span of the bridge, and is 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 ~~has~~ submit urgently the drawings showing ^{the} damaged to the steel and brickworks of the bridge, as well as the estimated cost.

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

195

THE CHIEF OF THE WORKS SERVICE

/s/ Io Cigno

Copied to Richard

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 PLAZZOLI. 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 ANSALDO 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 one span of the bridge, and is 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.

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

125

THE CHIEF OF THE WORKS SERVICE

/s/ Io Cigno

Copy to Richard
for Mr. Steward
For file

0741
MJFV V MABA (1/2) NR5

FROM TN INC (TN SUB-COMMSN) 201530B

TO MAJOR BLAIR FOR RICHARD MRS FLORENCE

BT

0.20. RESTD. GR 19

REFERENCE TELEPHONE CONVERSATION. ENG. LO CIGNO WILL VISIT
OSTIGLIA BRIDGE THIS WEEK. MAKE SURE TO CONTACT HIM.

- 201630B

JTM B

RCD NR5 20/1915B JS AR

4-2 R
AUG 20 1962

R- 1089 134

0.742

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

RESTRICTED

2

V-2

MJFV V MABA SRL 47

FROM TN INC (TRANSPORTATION SUB-COMM) 201100B

TO M R S FLORENCE FOR BLAIR FOR RICHARD - FLORENCE

BT

13

0.18 RESTRICTED . NO REPLY TO OUR SIGNAL 0.74 RECEIVED .

URGENT

BT 201000B

SENT SRL 47 GWW .B1 K

R 2 (47) 20/1551B JR AR

RESTRICTED

R-1069

AUG 20 1955 18 01

133

V-2

Linnæus - Persoon

Persoon - Linnæus

Tele

Lincoln - Polio

Polio - Lucia

Tele
Per

NUMBER LINE	KILOMETRE	NAME OF RIVER	N° OF SPANS	LENGTH OF SPANS	TYPE OF GIRDER	SINGLE OR DOUBLE TRACK
Numero della linea	Progressiva	Nome del fiume	N° delle travate	Lunghezza della luce	Tipo della travata	Se a semplice o doppio binario
Pistoia a Prato 213 219	18+025	Lottoria Thada comunale	2	4.50	Travi gemelle	Per 3 binari
	18+644	" Thada vicinato	2	2.85	id	Per 2 binari
	20+999	" Thada privato	2	3.55	id	" 2 "
	23+843	Corrente d'acqua	2	9.85	id	" 2 "
	26+482	Corrente Pura	2	21.41	2 tralici multipli ad N	" 2 "
	27+305	Lottoria Thada comunale	2	3.52	Travi gemelle	" 2 "
	31+101	" Thada confinato	2	3.35	id	" 2 "
Pistoia a Lucca 213 218	4+406	Corrente Stella	1	8.15	Travi gemelle	Per 1 binario
	5+959					
	8+057	Corrente Nievola	1	27.94	Tralici multipli	" 1 "
	10+782	Lottoria Thada provinciale	1	6.23	Travi gemelle	" 1 "
	13+311	Rio Salsero	1	5.30	id	" 1 "
	14+205	Lottoria Thada provinciale	1	9.18	id	" 1 "
	14+493	Corrente Poma	1	7.70	id	" 1 "
	18+832	Lottoria Thada provinciale	1	8.12	id	" 1 "
	22+004	Corrente Cerna di Colledi	2	14. -	Tralici multipli	" 1 "
	33+809	Lottoria Thada provinciale	1	5.53	Travi gemelle	" 1 "
	34+329	Rio Lucco	1	7.50	id	" 1 "
	35+129	Rio Ralla	1	6.80	id	" 1 "
	35+721	Torna Nuova	1	8.61	id	" 1 "

TYPE OF ORDER	SINGLE OR DOUBLE TRACK	REMARKS
della travata	Se a semplice o doppio binario	Annotazioni
gemella	Per 3 binari	} Da ricostruire completamente
id	Per 2 binari	
id	" 2 "	
id	" 2 "	
is multiple ad N	" 2 "	
gemella	" 2 "	
id	" 2 "	
gemella	Per 1 binario	} È stato studiato anche un progetto per la costruzione in muratura
is multiple	" 1 "	
gemella	" 1 "	
id	" 1 "	
id	" 1 "	
id	" 1 "	
id	" 1 "	
is multiple	" 1 "	
gemella	" 1 "	
id	" 1 "	
id	" 1 "	
id	" 1 "	

Impresa Cooperativa Industriale Listeria

Reconstruction of under passage 2 spans 5.15 each

Trasmissione olio sotto passaggio a olio

di m. 5.15 ciascuna
lucidi al Km. 14 + 747.94 della

14 + 747.94 of the Florence position line between
linea Fiume Listeria fra le stazioni

di Prato e Montale Agliana =

Prato and Montale Agliana

No. 785021

Line Thrush Pistole

Penury Construction Contract work of

State of work as at

Job	Agency	Location	Description	Size	Progress	Est. date of completion
1	Cooperative Industrial Pioneers	Prato - 21 Km outside Aghana	Reconstruction of under- passes (2 spans)	17 x 7.47, 94 m 5.15 each one		

is twice

State of work as at 190

very
much
the Picture

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

OTHER WORKS

State of works as at 25 July 1945

AGENCY	LOCATION	DESCRIPTION	SIZE	PROGRESS	EST. DATE COMPLETION	REMARKS
Ditta Civili	Livorno	Round house		50%	Sept. 1, 1945	
Michelotti	Livorno	Round house			Sept. 1/45	Constructing columns for roof
PISA-LA SPEZIA LINE						
Lenzi		3 span steel bridge	20.50	30%	Sept. 1/45	1 track
		Serchio river at Migliarino P.	26.611			
		Other work only commencing.	20.50			
		Bridge between Vicarello & Pisa		100%		Completed July 20/45

PRATO-BOLOGNA LINE

Report forms are being prepared.

On the section between Prato and Paredese the contractors are moving in equipment and only started this work in the last week. Contractors and the Capo Lavori expect to have winterization work completed and dangerous diversion eliminated before weather conditions jeopardize operation of line.

On section Paredese to Bologna, 7 of the tunnels have been rebuilt by the MRS. Temporary bridges have been built on original sound abutments and piers. Stock piles of ballast are being provided for settlement of fills. The Capo dei Lavori, Bologna is confident that condition of line and work being done are such as will maintain this part of line in operating condition throughout the winter.

Rome, July 31st 1945

Dear Mr Richard,

This is to introduce you the contractor of the firm of "Tiberine" working on the Chiusi-Siena-Empoli line. He came to see Lt.Col. Street about the I.S.R. trucks, which are to be hired to the contractors. Lt.Col. Street told him to come and see you, and in case there are no trucks, will you please let us know, in order that we can do something about it.

How are you? How do you enjoy your stay in Florence. Here it is getting to hot. I hope to see you soon in Rome.

*Inform to give
if cont. sufficient
8/6/45*
Mr. Polo says there are no trucks available. Will you kindly phone and inform Lt Col Street of this as he has suggested -

Ing. Berardi

178

0752

ARMY CORP OF ENGINEERS
ENGINEERING BRANCH
FINANCE

July 23rd 1945

Ref. B-2
7/1

Subject: WINTERIZATION PROGRAM
To: Eng. POLO, FLORENCE
Eng. GIANNI BOLOGNA

Attached is list of works, as far as known at present, which require to be permanently repaired before the winter. As it is possible that certain works, requiring permanent repair before the winter have been omitted, please submit a supplemental list of the required works in your Compartments for each line, -in duplicate.

Any work not already started, are to be commenced at once and estimates submitted promptly so that finance can be obtained. These works are to be treated as Priority 1 and take precedence over all work not being carried out by military organizations. This must be treated as urgent.

Edward Richard
Chief Engineer

Unite una lista di lavori, attualmente conosciuti, che richiedono di essere permanentemente riparati prima dell'inverno. Dato, che è possibile che certi lavori richiedenti permanenti riparazioni prima dell'inverno, siano stati omissi, favorite sottoporre una lista supplementare dei lavori richiedenti del vostro Compartimento, per ogni linea, in duplice.

Ogni lavoro non ancora iniziato deve essere cominciato subito, ed il preventivo presentato prontamente, in modo che i mezzi finanziari possano essere procurati.

Detti lavori debbono avere la precedenza 1 su tutti gli altri lavori, non condotti da organizzazioni militari.

Detti lavori devono essere trattati come urgenti.

Subject: - Eng. FOLIO, FLORENCE
Eng. GILARDI BOLOGNA

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Detti lavori devono essere trattati come urgenti.

V-2
5
Roma, 14 aprile

C.S./208

XXXXXXXXXXXXXXXXXX
DEL RESPONSABILI

Servizio Lavori e Costruzioni

Requisizione macchina

Fiat 1500 della Ditta

Marinaggeli Sebastianiano.

A S.E. IL PREFETTO DI

R O M A
.....

La Ditta Marinaggeli Sebastianiano ha assunto il lavoro di ripristino del viadotto sul Rottortto della Orte-Chiusi.

Il lavoro, di carattere militare, è vivamente sollecitato dal Comando Alleanza perché interessa la sicurezza della circolazione dei treni.

La Ditta Marinaggeli aveva ottenuto il regolare permesso di circolazione a favore dell'autovettura Fiat 1500 Targa 75342 - Roma, con dichiarazione del Comando Alleanza di irreversibilità della macchina, come risulta dagli allegati che il latore reca in visione. Senonché la sera del 12 corr. alle ore 20,30 in Via Velletri, 40 un brigadiere del R.R.CC. requisiva l'auto stessa per conto del Commissariato dell'Alimentazione.

La Ditta Marinaggeli non ha potuto accedere oggi sui lavori al viadotto Rottortto, né pagare gli operai che sono rimasti abbandonati.

Prego V.E. di volere provvedere alla immediata derequisizione della macchina, e ciò nell'interesse dei lavori di carattere militare, come risulta anche dagli allegati.

IL CAPO DEL SERVIZIO
LAVORI E COSTRUZIONI

0 7 5 5