

ACC AC 3 10000/148/1839

BRIDGES HILLAN

MAY-OCT. 1945

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

0000/148/1839

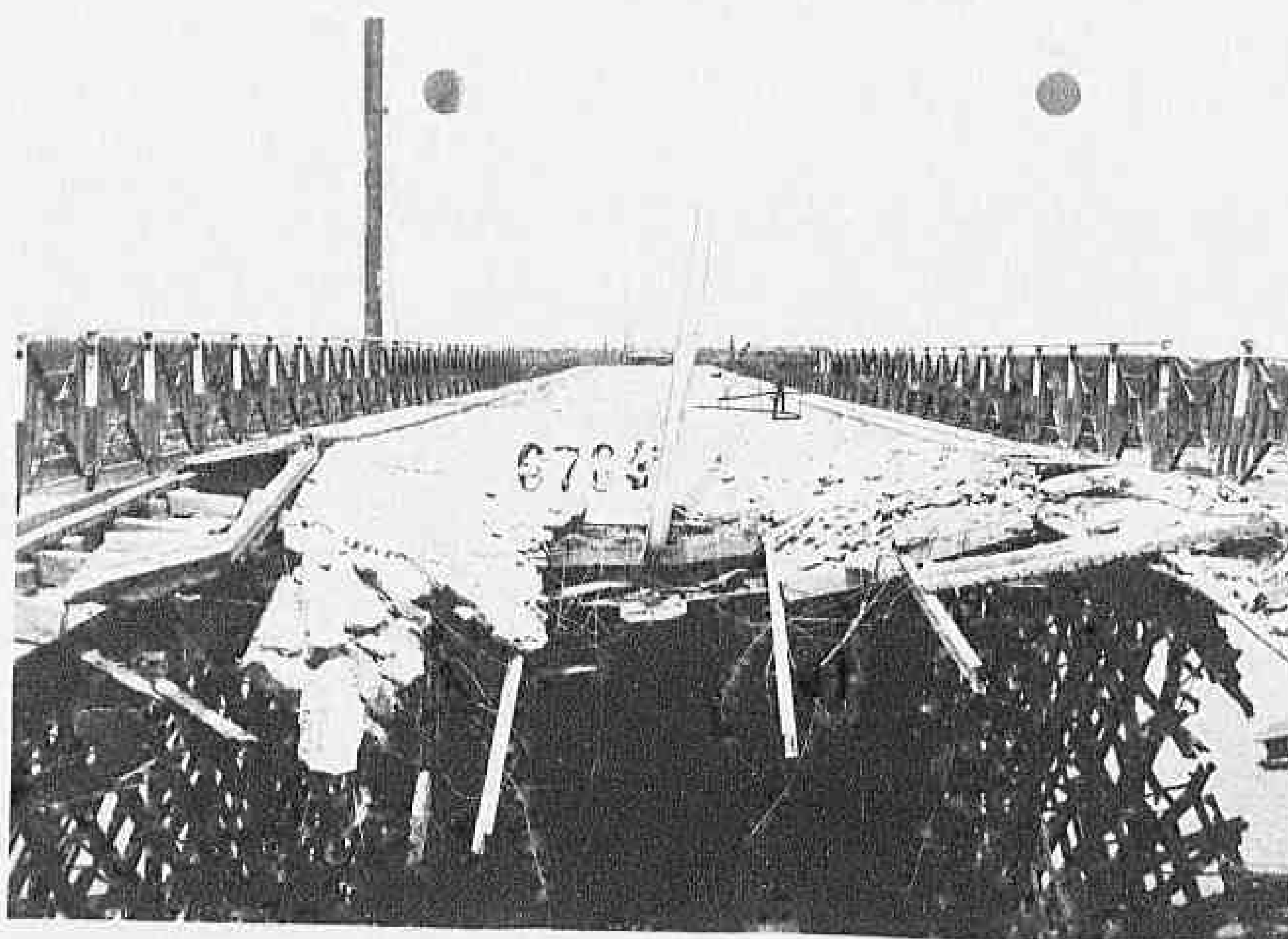
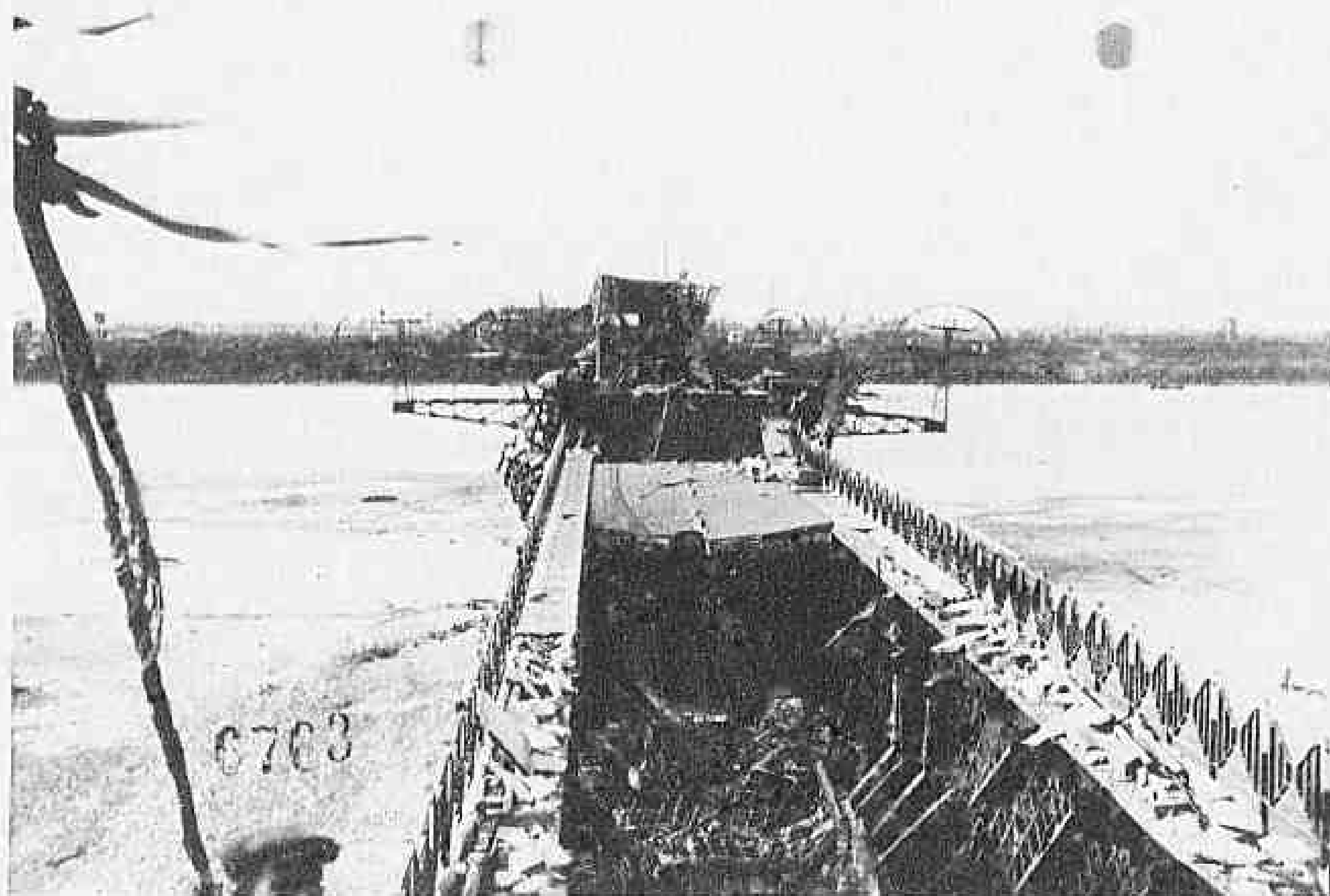
BRIDGES MILANO

MAY-OCT. 1945

BEST COPY POSSIBLE

1552

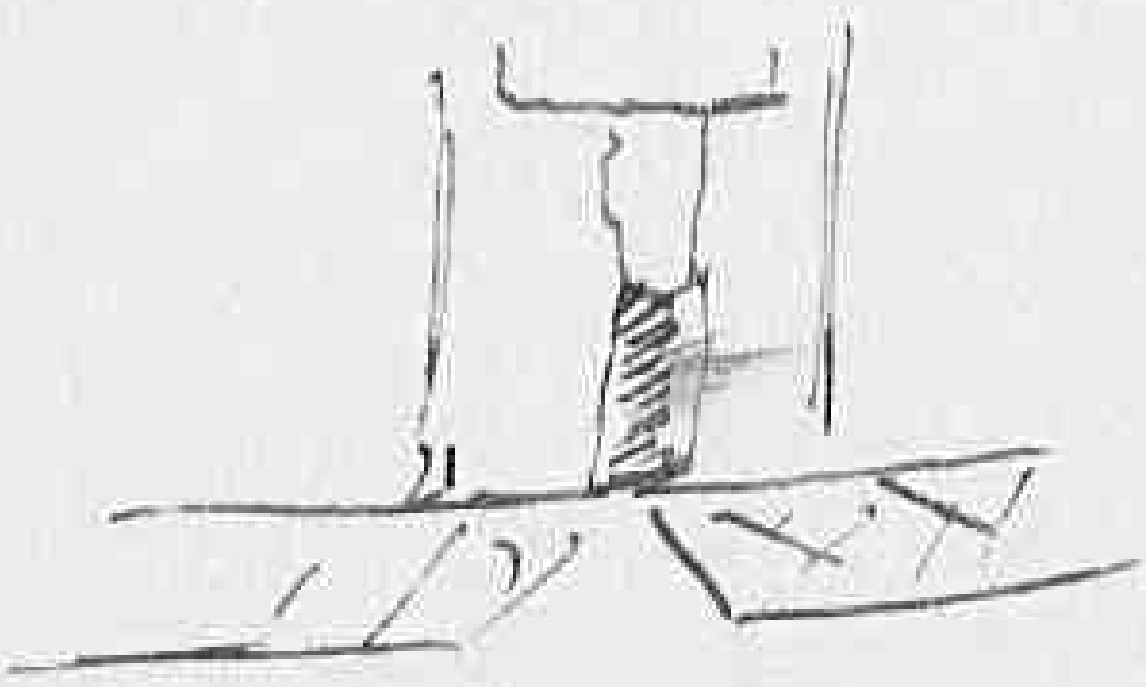
Declassified E.O. 12356 Section 3.3/NND No. 785021



1553

5 cmmpat vista deli alto (Lute Pavin)

2 cmmpat vista del fronte shuista (Lute Vaphano)



Subject: STIRONE bridge.

(Jop. 65/712)

To : Major MOHE A.C. (Tn.)

From : Lt. TEMPLE IGI Rly. Cons. Coy. R.E.

Copy to : O.C. IGI Rly. Cons. Coy. R.E.,

IGI T/IC- The following message was received from:
Tn MAIN MOHE by 133 T.S.D. and phoned to I.R.C.E.4
on 9 Oct. 45:-

" 36I TW2. STIRONE BRIDGE Job N°65/712 The
issue of this timber to 136 Ind. Rly. Maint. Coy. is NOT,
repeat NOT approved. A.C. are arranging to supply."
The original indent was for:-

Planks, 0'-16" x 0'-1 3/4" x 13'-6 Each 425
Rafter, Square Section,
0'-8" x 0'-8" Any length over
6'-0" - - - - Rft. 1020

As work on this bridge is being held up for lack
of this timber could the position be clarified and if
possible the supply expedited.

Bologna 25 October 45

W. Temple
Lieut. R.E.
IGI Rly. Cons. Coy. R.E.

on 9 Oct. 45:-

" 16T TW2. STIRONE BRIDGE Job No 65/TI2 The issue of this timber to 136 Ind. Rly. Maint. Coy. is NOT, repeat NOT approved. A.C. are arranging to supply."

The original indent was for:-

Planks, 0'-10" x 0'-1 3/4" x 13'-6 Each 425
Rafters, Square Section,
0'-8" x 0'-8" Any length over
6'-0" - - - - - Rft. 1020

As work on this bridge is being held up for lack of this timber could the position be clarified and if possible the supply expedited.

Bologna 25 October 45

Lieut. R.E.
161 Rly. Cons. Coy. R.E.

W. Temple.

6762

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

M E M O

TO CO - 1212 R.C.E.

Subject : Ponte Trebbia Line 66
near Piacenza

Ref : Mat 44/CE

27 September 1945

1. I.S.R. state that they are held up for Cement.
2. That local production from Rossi Factory Piacenza is all allocated to Ponte Taro Line 65- blocked by M.R.S.
3. Could you authorize 250 Tons per month to Ditta Ranzi of Milan for the a/m Bdg or any quantity that ~~that~~ can be spared please.

Copy Ing. Aschieri
File. ✓


P.S. Buckley
Major R.E.

2. That local production from Rossi Factory Piacenza is all allocated to Ponte Taro Line 65- blocked by M.R.S.

3. Could you authorize 250 Tons per month to Ditta Ranzi of Milan for the a/m Bdg or any quantity that ~~that~~ can be spared please.

Copy Ing. Aschieri
File. ✓


P.S. Buckley
Major R.E.

6761

A.C. TRANSPORTATION SUB-COMMISSION
ENGINEERING BRANCH

B O L Z A N O

Oggetto: Materiale Roth Wagner.

Bologna 26 Settembre 1945

Efz: AC/Tn/4.17

Al: Lt. Col. A.W. STREET, DSC. GL.=ROMA=
CAPO DEL SERVIZIO LAVORI-Ing. LOCIGNO=ROMA=
Lt. Col. BARNWELL. REEL. RCEL.
CAPO COMPLETAMENTO =BOLOGNA=
CAPO SERVIZIO LAVORI=BOLOGNA=
TEN. CARTER. R.E.

A seguito ad istruzioni io procedetti verso Prato Tires (Bolzano) in compagnia del Col. Ing. Dazzi con i seguenti risultati:

- 1°- Vi è un grande deposito di Ponti Roth Wagner e KOIN a Prato Tires, a Ponte Gardena, e Campo Trens.
 - a) Tutti questi materiali sono sotto il controllo del Ten. Col. Barnwell R.C.E.I. che vi ha messo il Ten Carter del IO R.C.C. per il controllo.
 - b) Questi materiali sono usati sulla linea del Brennero che ora viene ricostruita dai militari tedeschi.
- 2°- È evidente che vi sono molti pezzi di tipo diverso che non possono essere utilizzati nel montaggio dei Ponti Roth Wagner sulla linea del Brennero.
 - a) Gli ingegneri Tedeschi in mia compagnia del Col Dazzi e del Ten Carter siamo venuti nella determinazione di spedire ad Ostiglia i materiali Po ad Ostiglia, Piacenza e Pavia.
 - b) Vi sono anche 3 Gru Fiat per il montaggio dei Ponti Roth Wagner incomplete a Prato Tires che abbisognano di riparazioni da parte di specialisti. Queste sono state inviate alla Ditta Badoni per la riparazione unitamente a martinelli idraulici colà esistenti.
- 3°- Da un'ispezione fatta ai Ponti in opera, ed alla possibilità di un impiego del materiale Roth Wagner porto alla Vostra conoscenza segue:

A seguito ad istruzioni io procedetti verso

Prato Tires (Bolzano) in compagnia del Col. Ing. Dazzi con i seguenti risultati:

1°- Vi è un grande deposito di Ponti Roth Wagner e KOIN a Prato Tires, a Ponte Gardena, e Campo Trens.

a) Tutti questi materiali sono sotto il controllo del Ten. Col. Barnwell. R.C.E.I. che vi ha messo il Ten Carter del IO R.C.C. per il controllo. R.C.E.I. che vi ha messo il Ten Carter della linea del Brennero che ora viene ri-

b) Questi materiali sono usati sulla linea del Brennero che non possono essere costruita dai militari tedeschi.

2°- È evidente che vi sono molti pezzi di tipo diverso che non possono essere utilizzati nel montaggio dei Ponti Roth Wagner sulla linea del Brennero.

a) Gli ingegneri Tedeschi in mia compagnia del Col Dazzi e del Ten Carter siamo venuti nella determinazione di spedire ad Ostiglia i materiali eccedenti per poterli usare nella ricostruzione dei Ponti sul fiume Po ad Ostiglia, Piacenza e Pavia.

b) Vi sono anche 3 Gru Fiat per il montaggio dei Ponti Roth Wagner incomplete a Prato Tires che abbisognano di riparazioni da parte di specialisti. Queste sono state inviate alla Ditta Badoni per la riparazione unitamente a martinelli idraulici colà esistenti.

3°- Da un'ispezione fatta ai Ponti in opera, ed alla possibilità di un impiego del materiale Roth Wagner porto alla Vostra conoscenza quanto segue:

a) La possibilità d'impiego dei Ponti Roth Wagner non è da noi conosciuta. Questo è un ponte che si presta bene per luci ampie, e non dovrebbe venire usato per luci inferiori ai 40 metri.

b) Questo ponte è adatto per esempio sul fiume Po in piena quando è difficile costruire pile intermedie, essendo possibile costruire a sbalzo travate di 78 metri. Cominciando dalle due parti si possono costruire travate fino a 100 metri di luce libera cioè senza appoggi intermedi. In considerazione di tutte le possibilità che può risolvere il materiale Roth Wagner e specialmente i Ponti che dovranno essere costruiti nella seconda fase (ad esempio quelli della linea Bologna Pistoia) è evidente che questo materiale deve essere scrupolosamente controllato adottando il seguente sistema:

4°-

1560

foglio 2°

5°- Il materiale Roth Wagner non dovrebbe essere usato per luci inferiori ai 40 metri.

- a) Ogni Compartimento dovrebbero comunicare tutto il materiale Roth Wagner detenuto nel proprio Compartimento, in opera che fuori opera.
- b) Questo materiale dovrebbe venire smontato circostanze permettendo il più presto possibile, ed accatastato con precauzione.
- c) Tutte le precauzioni dovranno essere usate sia nello smontaggio che nel carico e scarico per evitare facili deterioramenti dannosi al materiale. Se il materiale venisse usato senza precauzioni sarebbe soggetto ad eventuali deterioramenti riparabili solamente presso l'officina costruttrice.

- d) Il materiale attualmente non in opera dovrebbe essere avviato subito in deposito alle Officine Badoni (Lecco) per il riordino e per le eventuali riparazioni. Perchè essendo detta Ditta l'unica specializzata che detenga maschere edatte sia per la riparazione che per la riproduzione. Questo Ponte è di grande aiuto potenziale alle PT.SS, ed è di nuovo raccomandato vivamente che i Capi Compartimento non impieghino il materiale Roth Wagner senza previa autorizzazione della Commissione Alleata e del Capo Servizio Lavori Ing Locigno roma.

6°-

7°-

A conclusione di ciò la Ditta Badoni essendo l'unica in Italia che detiene i mezzi e gli specialisti per l'impiego di detti materiali, informo Codesta Commissione Alleata perchè ogni qualvolta si debba provvedere al montaggio ed allo smontaggio di Ponti Roth Wagner sia interpellata Detta Ditta per l'invio sul posto dei suoi Ingegneri per l'organizzazione del lavoro.

W. H. Skouse

A.C. TRANSPORTATION SUB-COMMISSION

ENGINEERING BRANCH

W. H. SKOUSE
LIEUT. R.E.



60-

70-

tuali riparazioni. Per la riparazione che per la riproduzione. detenga maschere adatte sia per la riparazione che per la riproduzione. Questo Ponte è di grande aiuto potenziale alle IT. SS, ed è di nuovo raccomandato vivamente che i Capi Compartimento non impieghino il materiale Roth Wagner senza previa autorizzazione della Commissione Alleata e del Capo Servizio Lavori Ing Locigno roma.

A conclusione di ciò la Ditta Badoni essendo l'unica in Italia che detiene i mezzi e gli specialisti per l'impiego di detti materiali, informo Codesta Commissione Alleata perchè ogni qualvolta si debba provvedere al montaggio ed allo smontaggio di Ponti Roth Wagner sia interpellata Detta Ditta per l'invio sul posto dei suoi Ingegneri per l'organizzazione del lavoro.

W. H. Skouse

A.C. TRANSPORTATION SUB-COMMISSION

ENGINEERING BRANCH

W. H. SKOUSE
LIEUT. R. I.



6729

1562

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

Subject: Roth Wagner Bridging
Material.

Bologna September 28, 1945

To: Lt/Col. A.E. STUBBS, D.S.O., G.L.

→ Lt/Col. E. BARNWELL, D.S.O., G.L.,

MAJOR. BUCKLEY, R.E.

Intimate: Carter, G.L.

Capo del Servizio Lavori Ing. Bologna - ROMA -

Capo Compartimento - BOLOGNA -

Capo Sezione Lavori - BOLOGNA -

In pursuance to instructions I proceeded to Trato Tires (Bologna) in company with Ing. Col. Dezzal with the following results:

1. There is a great deal of "Roth Wagner" and "John Bridging" at Trato Tires, Ponte Carleone and Campo Erino.

a) All this material is under the control of Lt/Col. Barnwell R.C.M.I.

who has placed a Lieutenant (Lt. Carter) of I.C.C. in control.

b) This bridging material is being used on the Brenner Line and being erected by German Military Engineers.

2. It is evident that there is much surplus special pieces of Roth Wagner material at these dumps and that all parts could not be used together. That is to say that there is a surplus of many. The pieces in surplus could not possibly be used on the Bridges being built.

a) German Engineers in company with myself and Col. Rossi and Lieut. Carter came to an agreement whereby these surplus materials would be sent to Bologna for use on the Ostiglia and Piacenza to River Bridge.

b) There were also 3 Roth Wagner cranes at Trato Tires requiring special list repairs being incomplete. These are being sent to the Firm Padoni for repairs together with several hydraulic jacks.

3. From inspection of covered Roth Wagner Bridges and its possibilities I must bring the following to your notice:

a) The possibilities of Roth Wagner Bridging when handled by specialist lists is not fully realized.

b) It is an excellent bridge for long spans and for economy's sake ought to be used on spans over 40 m.

Handwritten:
Fall de Tires, pref. and
Lieut. Carter

Pursuant to instructions I proceeded to Prato Tires (Bologna) in company with Maj. Col. Renzi with the following results:

10- There is a great deal of Roth Wagner material at Prato Tires, Ponte Gardino and Campo Verde.

a) All this material is under the control of Lt. Col. Dammell R.C.D.I. (Lt. Col. Dammell) of I.R.C. in control.

b) This bridging material is being used on the Brenner line and being erected by German Military Engineers.

20- It is evident that there is much surplus special pieces of Roth Wagner material at these camps and that all parts could not be used together. That is to say that there is a surplus of many. The pieces in surplus could not possibly be used on the bridges being built.

a) German Engineers in company with myself and Col. Renzi and Lieut. Carter came to an agreement whereby the surplus materials would be sent to Bologna for use on the Ostiglia and Piacenza to River Bridge.

b) There were also 3 Roth Wagner cranes at Prato Tires requiring special list repairs being incomplete. These are being sent to the firm Bedoni for repairs together with several hydraulic jacks.

For repair of several Roth Wagner Bridges and its possibilities I am from inspection of several Roth Wagner Bridges and its possibilities must be the following to your notice:

a) The possibilities of Roth Wagner Bridges are handled by specialist lists is not fully realized.

b) It is an excellent bridge for long spans and for economy's sake ought to be used on spans over 40 m.

c) It is a bridge suitable for the Po River example in flood when piling would be difficult.

It is possible to launch this bridge 70 metres without intermediate piers between bank seats or 100 metres when specially handled.

40- In consideration of the many bridging problems which exist in Italy to day particularly those bridges which belong to the second phase (e.g. Pistoia-Bologna) it is evident that Roth Wagner materials should be strictly controlled and suggested systems given below:

50- The material not in use should be sent to Bedoni as soon as possible at Lecco for overhaul and storage as Bedoni are the only people who are specialists and have jigs for repair and manufacture.

6788

6. This bridge is a great potential help to Italian State Railways and it is again emphasised that Capo Compartimenti treat it as such and not use it without prior permission of Allied Commission, Tn. Sub Commission and Capo Servizio Lavoro Ing. Lo Cigno Rome.
7. In conclusion I must say that BADONI are the only firm in Italy who hold specialists and who have skilled operators and I advise Allied Commission Tn. Sub Commission to employ this firm in erecting and dismantling Roth Wagner bridges.


W. H. Skovse, Lieut. R.E..

A.C. Transportation Sub Commission (Rails)
Engineering Branch,
BOLOGNA.



1565

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

1028



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

TO Sig. Inge
Perucchetti

*File
Bages*

Subject : Bridge at Disenico
Private Railway Isco-Brescia-Edolo
Società Nazionale di Ferrovie & Tramvie.
Ref : 44/CE.

28 th. Sept/45

1. The procedure is to bring
in your project, duly stamped & ap-
proved by the Genio Civile, to the
Office here.

2. After examination I will
give you a note to the Regional
Engineer & Regional Finance Officer.

1. E' necessario che proseguiate la
seguente procedura: Portate il Vostro
progetto, debitamente impresso e appro-
vato dal Genio Civile, qui al mio Of-
ficio.

2. Dopo averlo esaminato Vi darò
una lettera per l'Ufficiale addetto
all'Ufficio Regional Engineer & Regio-
nal Finance.

Major Buckley
c/o D.I.S.
HQ. 59 Area

S.P. Buckley
Major A.S.

FF. SS.

PAZZIO LITTA

CORSO MAGENTA MILAN

8776

1567

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

TO Regional Finance Office
Milan Region

Subject : Railway Bridge at DICONICO
Ref : 44/85.

1st. October /45

1. This Bridge belongs to the Private Railway Società Nazionale delle Ferrovie e Tramvie.
2. Their Engineer Sug. Ferucchetti, is seeking financial approval for this project which within Milan Region.
3. The project has been approved by the Genio Civile, and the Local Commission for Private Rlys.
4. This Division does not handle private Railways, passed on to you, please.

Copy to Col. Harris CE.
HQ. Rome
File

S.P. Duckley
Major R.S.

Phone 13844 Palazzo Litt. Corso Magenta.
" 92307 Central Station

6225

Subject : Railway Bridge at DISONICO
Ref : 44/55.

1st. October /45

1. This Bridge belongs to the Private Railway Società Nazionale delle Ferrovie e Tramvie.
2. Their Engineer Sug. Perucchetto, is seeking financial approval for this project which within Milan Region.
3. The project has been approved by the Genio Civile, and the Local Commission for Private Rlys.
4. This Division does not handle private Railways, passed on to you, please.

Copy to
Col. Harris CE.
HQ. Rome
File

Phone 13844 Palazzo Litt. Corso Magenta.
" 92307 Central Station

S. P. Buckley
Major R.E.

6225

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

*Milano
File
Bdges*

TO Commossario Straordinario North Italy

SUBJECT : Bridge debris blocking stream. Line N.52.
REF : TN/AC/44 CE.

16th. September/45

1. Stated that bridge debris between Tenda & Colle di Tenda, Comar-
timento Genova, is totally blocking the stream & will cause flooding
of the highway.
2. A.M.G. Highway Section is willing to remove this with the
sanction of I.S.R. HQ.
3. Would you interest Capo dei Lavori to agree to this, please.

Lieut. Col. A.G. Street

Stat to:
Capt. Conway 2
Capo Lavori Genova
HQ. File
Milan File.

6754

1570

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

PW&U DIVISION
PIEMONTE REGION - A. M. G.

	To	From	
1. COLONEL BIRCHETT		✓	Date <u>Sept. 15.</u> ACTION REQUIRED: Note and return by _____ Reply _____ Compliance ☒ File _____ SPECIAL ACTION AS FOLLOWS: Major will you have the debris of the damaged viaduct on Hwy #20 between Tenola & Colle Tenola removed from the stream bed. This debris totally blocks the stream and water will cause serious damage to the Hwy. (over)
2. LT. COL BENNETT			
3. MAJOR ROBB			
4. MAJOR NORMAN			
5. MAJOR RICHARDSON			
6. MAJOR JOHNSTON			
7. MAJOR WESTWOOD			
8. CAP. WITTEN			
9. LT. ALSUP			
10. LT. DINI			
11. E. OSTI			
12. U. MARIANI			
13. C. ROSSI			
14. N. NALDI			
15. E. MORPURGO			
16. A. RICCI			
17. TRANSLATORS			
18. MESSAGE CENTER			
19. Major <u>Chamberlain</u> <u>Buckley</u>	-		

5047 - 5417

1571

Also

MESSAGE CENTER

Train Bridge

Tell Kame to go

asked write letter
with Bianchi

RECEIVED

Samoa H.B.

at this point - unless
the dam is removed.

Confirmed

To this

the River

Tell Bianchi

to write

Turn a page?

WYOMING REGION

STATE DEPARTMENT

for
Ing. Ranza who is the contractor of reconstruction work of Bridge
over Trebbia River near Piacenza; he wont have instruction ~~xxxxxxxx~~
for put in work the supports of iron beam and ask also iron beam
urgently without which the firm cannot continue the works.
Phone 72827

TRANSPORTATION SUB-COMMISSION
(RAIL DIVISION)

c/o Transportation Increment.

Milano file.

Messrs FERROBETON.
Milano

Spett. "Ferrobeton". 1st. August/45
Milano

Ref. Bridge over Bornida

Ref. Ponte sul Bornida.

Line 50.

Linea No. 50

Capt. Conway, has handed over
the papers about the above Bridge
to Capo Sezione dei Lavori.

Il Cap. Conway ha passato la pratica riguardante il suddetto Ponte al Capo Sezione dei Lavori

TORINO Compartimento.

Compartimento di TORINO.

If you will call & see him and
agree correct prices he should
be able to fix you up.

Se vorrete andare da lui e accordarvi su i prezzi, potrà probabilmente darvi la preferenza.

P.S. Buckley
Major R.E.

P.S. Buckley
Major R.E.

S.I.R.
Palazzo Litta
Corso Magenta 24
Milan
Phone 13844.

6752

Ferrobeton

SOCIETÀ ANONIMA ITALIANA CAPITALE L. 50.000.000 INTERAMENTE VERSATO

CEMENTO ARMATO - LAVORI IDRAULICI - CIVILI - INDUSTRIALI

SEDE IN ROMA Via Catania 9

UFFICI

VENEZIA

Calle Camello, 5. Telefono 5521

MILANO

Via Carlo Alberto, 15

Telefono 55395

GENOVA

Via Carlo Felice, 4

Telefono 23095

NAPOLI

Via S. Brigida, 51

Telefono 22460

CAGLIARI

Viale Regina Margherita, 30

Telefono 3191

MESSINA

Viale Verdi, 116, 267

Telefono 10304

PALERMO

Via G. Gattuso, 4

Telefono 13255

LABORATORIO SPERIMENTALE

ROMA - Via Catania 9

OFFICINE MAGAZZINI

ROMA - Casalbertone

Telefono 490350

C.P.E. ROMA N. 69

Subject:

4 Track Railway bridge on the Bernida River
Alessandria

R O M E

=====

To

The A.C. Transportation Sub Commission (Rails

C/O M.R.S.

R O M A July 11

1943

Line 66 or 130?

At March 20th 1941 the construction of the 4 Track

R. Bridge was regularly awarded by the Railway Ministry to the

Company. During the same year and in 1942 the foundations (pneu-

matic), abutments and piers were completed. Work was suspended

in 1943.

Being the old bridge completely destroyed by

aerial bombardment the R. Ministry decided to complete the new

bridge and we were ordered to start the work again.

Against this proceedings opposition was raised

by the AMG who ordered that regular bids be asked for the work.

Eventually the job was awarded to the lowest bidder (Rodio

Look at this
Our plan shows
it on a loop

Dim 022 x 028 - cop. 25.000
Stab. Lung. Salomone-Roma 4/1967
TELEGRAMMI "FERROBETON"
TELEFONI
862-551 - 862-552
862-553 - 865-220
CASALETTO POSTALE 150 - NOVENTANA

CAGLIARI
MESSINA
PALERMO
LABORATORIO SPERIMENTALE
ROMA - Via Catania 9
OFFICINE MAGAZZINI
ROMA - Casalbertone
Telefono 490360
C/RE-ROMA N 69

To
The A.C. Transportation Sub Commission (Rails
C/O M.R.S.

R C M T
=====

Subject: 4 Track Railway bridge on the Bormida River
Alessandria



At March 20th 1941 the construction of the 4 Track R. Bridge was regularly awarded by the Railway Ministry to this Company. During the same year and in 1942 the foundations (pneumatic), abutments and piers were completed. Work was suspended in 1943.

Seeing the old bridge completely destroyed by aerial bombardment the R. Ministry decided to complete the new bridge and we were ordered to start the work again.

Against this proceedings opposition was raised by the AMG who ordered that regular bids be asked for the work. Eventually the job was awarded to the lowest bidder (Radio Constr. Co. Milan).

Now it seems that the Radio Constr. Co. will not undertake the works because of too low prices.

6751

./.

In consideration that this firm has still his complete construction plans on the spot, composed of air-cable crane, washing-screening and crushing machinery, steam shovels, all in perfect running, share application is herewith made to this A.C.S.C. that the completing of this Bridge-work be awarded at a fair price to this firm.

ESTADOS UNIDOS
MEXICO
Asamblea Nacional
Administrativa

[Signature]

COMMISSARIO STRAOR INARIO
FERROVIE DELLO STATO ALTA ITALIA

MILANO



MI n. 4/8/945
N. 2806 CS
di N. _____

ING. GUIDO PIAZZOLI

M I L A N O
Via Pietro Verri 4

In esito alla vostra lettera del
31 luglio si avverte che la richiesta di carbone
la dovete fare alla Delegazione di Verona dalla
quale dipendete.

Materiali

II. COMMISSARIO STRAORINARIO
F. S. ALTA ITALIA

6750

C.P.C. Milano 14-940
C.P.C. Messina 985
C.P.C. Ascoli 33529

Soc. a resp. limitata

IMPR. A GENERALE DI COSTRUZIONI

Ing. E. GUIDO PIAZZOLI

MILANO - VIA PIETRO VERRI 4 - TELEFONO 70-654
STABILIMENTO IN CERNUSCO NAVIGLIO

Citare nella risposta N.

Milano, 21 luglio 1945

ALLI

ALLO VOLONTARIO MILITARE IT. 33,

MILANO

Saluto Litta

Oggetto - Ricostruzione permanente del ponte ferroviario
sul Po ad Ostiglia -

La sottoscritta Impresa inoltre istanza perchè le
vengano assegnate complessive 20 (venti) mensili di lavoro
necessarie per la funzionamento di sua apparecchiatura
in uso per la ricostruzione permanente del ponte sul Po presso
Ostiglia. Si richiede l'assegnazione del 20%.

to Ascoli
Ing. E. GUIDO PIAZZOLI
Soc. a r. l.

Il Consigliere Delegato

[Signature]

L. G. R.

Ascoli

Milano

Chief
To Spoke Paper

To Spoke Paper

11. 20

11. 20

1575

PR-21 v

M. E. L. - 11 C

Zelazny ditto

Uggetto - Ricostituzione del nucleo del nucleo Pannovino
del 20 al 25 luglio

La delegazione italiana italiana, composta da
variati delegati, composta da 20 (venti) membri ed è stata
nominata per il funzionamento di un comitato di studio
in un suo la delegazione italiana italiana, composta da
20 delegati. Si chiama l'istituzione di un comitato di studio.

to Rispetto
M. E. L. GUIDO PIAZZOLI
Segretario Delegato
Il Comitato Delegato

to Rispetto
M. E. L. GUIDO PIAZZOLI
Segretario Delegato
Il Comitato Delegato

Chit
To Store Deper

To Store Deper
To Store Deper
To Store Deper

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PROCESSED IN THE
HOSPITAL
ADD IN CHARGE
031001 + 041001

Rem 33- 041001
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Ward 33- 041001

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

TO Whom it may Concern.

SUBJECT : Rebuilding of
Italian State
Rail Bridges.

REF : AC/TN/44

31st, July '45

1. Impresa E. Guido Piazzoli have been given contracts for three bridges, these to be completed for the winter water work before the end of October '45

2. Owing to the urgency of the work they require all their Staff to be in Milan.

3. It would therefore be appreciated if you would give their Sig. ASNACHI Battista, permission to bring his furniture into his home at Milan.

M.R.S.
Palazzo Litta
Corso Magenta 24
Milano
Phone 13844.

A Chi di competenza.

OGGETTO : Ricostruzione
dei ponti ferroviari.

REF : AC/TN/44

31 Agosto '45

1. L'Impresa E. Guido Piazzoli ha con noi un contratto per la costruzione di tre ponti, i cui lavori sotto accusa debbono essere ultimati prima della fine di Ottobre 1945.

2. Data l'urgenza di questo lavoro la Ditta ha massima necessità di avere tutto il suo personale a Milano

3. Vi saremo perciò grati se vorrete permettere al loro Sig. ASNACHI Battista di trasportare il suo mobilio nella sua casa di Milano.

P.S. BUCKLEY
Major R.E.

pleted for the under water work
before the end of October '45

2. Owing to the urgency of the
work they require all their Staff
to be in Milan.

3. It would therefore be
appreciated if you would give
their Sig. ASHAGHI Battista,
permission to bring his fami-
ture into his home at Milan.

M.R.S. Litta
Palazzo Litta
Corso Magenta 24
Milano
Phone 13844.

P.S. BUCKLEY
Major R.E.

sotto acqua debbono essere ultimati
prima della fine di Ottobre 1945.

2. Data l'urgenza di questo lavoro
la Ditta ha massima necessità di
avere tutto il suo personale a Milano

3. Vi saremo perciò grati se vor-
rete permettere al loro Sig. ASHAGHI
Battista di trasportare il suo mobi-
lio nella sua casa di Milano.

6713

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

Ref. TN/HC/48 C/H/

25 July 1945

To CI/C AC/TN RAIL RECONSTR.

G E N O V A

SUBJECT : Bridge over BORMIDA Line 50

1. It is understood that no work is in Progress here. By reason that contractor. Radio constr Cap Milan was unable to carry out his contract owing to lack of funds & that his prices were far too low.
2. Reports show that this bridge was originally commenced by "Ferrobeton" but the work was stopped on account of the war.
3. Later the Ministry recommenced work. This for some reason was again stopped.
4. As "Ferrobeton" have all their plant still on the job it would seem reasonable that they be given a chance to do this work. Provided
 - a) This bridge is necessary, it is stated to be a four track bridge, a two track at present may be all that is necessary.
 - b) That "Ferrobeton"s prices be revised to agree with prices on other similar works.
 - c) That a rapid completion is assured.

Would you therefore look into this matter & report direct to H.Q. - Copy to the writer.

S.P. BUCKLEY
Major R.E.
for Lieut. Col. H.O.

Copy : H.O. ROME

1.

It is understood that no work is in progress here. By reason that contractor, Radio constr Cap Milan was unable to carry out his contract owing to lack of funds & that his prices were far too low.

2.

Reports show that this bridge was originally commenced by "Ferrobeton" but the work was stopped on account of the war.

3.

Later the Ministry recommenced work. This for some reason was again stopped.

4.

As "Ferrobeton" have all their plant still on the job it would seem reasonable that they be given a chance to do this work. Provided

- a) This bridge is necessary, it is stated to be a four track bridge, a two track at present may be all that is necessary.
- b) That "Ferrobeton"s prices be revised to agree with prices on other similar works.
- c) That a rapid completion is assured.

Would you therefore look into this matter & report direct to H.Q.-- Copy to the writer.

Copy :

H.Q. ROME
Ing. Lo Cigno
" Milan In/AC
" Commissario Straordinario
GENOVA - Capo Lavori

S.P. BUCKLEY
Major R.E.
for Lieut. Col. H.O.
Lindberg R.E.

6777

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785021

CRB/MM

HQ HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394
P.W.&U. DIVISION

PR/ENG/500.1

SUBJECT : Ticino Bridge

TO : 1 Ins. Francesco Moncelli, Ufficio Speciale
per la Viabilità del Genio Civile, Torino.

12 September 1945

File 245

1. It is desired to have an approved project for the bridge on State Road n° 11 over the Ticino River before September 20. In order to do this it is necessary to have a project for this bridge in this office by September 15.

2. It is desired to reconstruct this bridge up to the parapet base line with facing material to match existing. Arches will be of concrete; work will be done by contract and the cost will be born jointly by rail and highway departments.

3. At present it is understood that the Railroad will prepare a project. This project has been in preparation for three months and is not yet ready.

4. You are directed to contact the State Railroad immediately and request submission of the project for approval by this office. If the project is not submitted by Sept 15 a project will be prepared by your office for the work on the highway section and the railroad requested to immediately remove tracks from the Highway section where they are now located so that work can proceed and steps be taken for permanent reconstruction.

O R BIRCHETT
Colonel CE
Regional Engineer
Piemonte

C.C. to Transportation Sub Commission Rails Section Alcom

September 20. In order to do this it is necessary to have a project for this bridge in this office by September 15.

2. It is desired to reconstruct this bridge up to the parapet base line with facing material to match existing. Arches will be of concrete; work will be done by contract and the cost will be born jointly by rail and highway departments.

3. At present it is understood that the Railroad will prepare a project. This project has been in preparation for three months and is not yet ready.

4. You are directed to contact the State Railroad immediately and request submission of the project for approval by this office. If the project is not submitted by Sept 15 a project will be prepared by your office for the work on the highway section and the railroad requested to immediately remove trucks from the highway section where they are now located so that work can proceed and steps be taken for permanent reconstruction.

C R BIRCHMINT
Colonel OZ
Regional Engineer
Piemonte

c.c. to Transportation Sub Commission Railis Section Alcom
Major Buckley Alcom Rome
Capt Conway, Porta Nuova Turin.
P.W.&U. Sub Commission Rome.

8716

1587

HEADQUARTERS

PINROCKS REGION

ALLIED AIRPORT GOVERNMENT

410 194

P.R.O.M. DIVISION

CH/NN

File Bridges

There is also a difference of opinion as to the location of the bridge.

PR/ENG 100.1

12 September 1945

SUBJECT: Ticino Bridge

TO: Ing. Francesco Benvenuti, Ufficio Speciale per la Viabilità del Dipartimento, Torino.

1. It is desired to have an approved project for the bridge on State Road no. 11 over the Ticino River before September 30. In order to do this it is necessary to have a project for this bridge in this office by September 15.

2. It is desired to reconstruct this bridge up to the parapet base line with facing material to match existing. Arches will be of concrete; work will be done by contract and the cost will be born jointly by rail and highway departments.

3. At present it is understood that the railroad will prepare a project. This project has been in preparation for three months and is not yet ready.

4. You are directed to contact the State Railroad immediately and request submission of the project for approval by this office. If the project is not submitted by Sept 15 a project will be prepared by your office for the work on the highway section and the railroad requested to immediately remove tracks from the highway section where they are now located so that work can proceed and steps be taken for permanent reconstruction.

C. R. Buckleff

Colonel

Regional Engineer

Piemonte

2. It is desired to reconstruct this bridge up to the parapet base line with facing material to match existing. Arches will be of concrete, work will be done by contract and the cost will be borne jointly by rail and highway departments.

3. It is present is understood that the railroad will prepare a project. This project has been in preparation for three months and is not yet ready.

4. You are directed to contact the State Railroad immediately and request submission of the project for approval by this office. If the project is not submitted by Sept 15 a project will be prepared by your office for the work on the highway section and the railroad requested to immediately remove tracks from the highway section where they are now located so that work can proceed and steps be taken for permanent reconstruction.

C. R. Buckle

C. R. BUCKLE
Colonel
Regional Engineer
Albuquerque

C.C. to Transportation Sub Commission Santa Section Alcom

Major Buckley Alcom Rome
Capt Conway, Fort. Nueva Espina, ✓
P.O.D., Sub Commission Rome.

07-0

(copy)

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 294
PWBU DIVISION

File Gw. Dep.

PR/ENG/500.3

10 August 1945

SUBJECT : APPROVAL OF PROJECTS

TO : HQ ALLIED COMMISSION (Att.P.W.& U. SUB-COMMISSION)
APO 394 - U.S. ARMY

1. Forwarded herewith for your approval are three ACC-1's and 2 estimates for the following projects:

H -129. 13

L.137.750.000.==

2. This project is for a combination bridge, that carries both Highway and Rail traffic and therefore one copy of the plans and estimate has been included for submission to the Rome Office of State Railroads.

PERNOVIA DELLO STATO - DIREZIONE GENERALE

SERVIZIO LAVORI - ROMA

3. The State Railroad Engineers in Turin, responsible for railroad bridges in this area, were consulted in the design of this structure and have given their approval to the completed plans - subject to final approval by their head office in Rome. At our suggestion they have contacted their Rome Office both by wire and by letter and advised them of their collaboration in the preparation of the plans for this bridge and have requested that Rome expedite the checking and approval of same. We have specifically requested that no minor technicalities be allowed to interfere with the same prompt approval of this project.

4. Since this is only major interruption between Torino and Savona it is urgent that this bridge be constructed as soon as possible. Therefore in order to expedite approval of this project we are requesting that the copy marked for State Railroad be delivered to them by hand at the address given above, in order to avoid all possible delays.

5. The total cost of the combination bridge is included in the estimate submitted for approval. When the bridge is constructed an amount equal to the estimated cost of the Railway section will be transferred to the railway finance office in order that they can defray their portion of the cost of construction.

6. This is an urgent work and we request that every effort be made expedite approval of this project. Work is proceeding in the clearing of

L. 137.750.000.==

FERROVIE DELLO STATO - DIREZIONE GENERALE

SERVIZIO LAVORI - ROMA

2-Central File

TRANSPORTATION SUB-COMMISSION
(RAIL-COMMISSION)

C/o Transportation Increment
C.M.F.

TO Whom it may Concern.

SUBJECT : Rebuilding of
Italian State
Rail Bridges.

REF : AC/TN/44

31st, July '45

A Chi di competenza

OGGETTO : Ricostrui-
dei ponti ferroviari.

REF : AC/TN/44

31 Agosto '45

1. Impresa E. Guido Piazzoli
have been given contracts for
three bridges, these to be com-
pleted for the under water work
before the end of October '45

2. Owing to the urgency of the
work they require all their staff
to be in Milan.

3. It would therefore be
appreciated if you would give
their Sig. ARNACHI Bettiste,
permission to bring his furni-
ture into his home at Milan.

1. L'Impresa E. Guido Piazzoli ha
con noi un contratto per la ricos-
truzione di tre ponti, i cui lavori
sotto acqua debbono essere ultimati
prima della fine di Ottobre 1945.

2. Data l'urgenza di questo lavoro
la Ditta ha bisogno di necessità di
avere tutto il suo personale a Milano

3. Vi saremo perciò grati se vor-
rete permettere al loro Sig. ARNACHI
Bettista di trasportare il suo mobi-
lio nella sua casa di Milano.

M.R.S.
Palazzo Litté
Corso Magenta 24
Milano
Phone 13844.

P.S. DUCKLEY
Major R.E.

2. Ditta ha esigenze necessitate di avere tutto il suo personale a Milano

3. Vi saremo perciò grati se vorrete permettere al loro Sig. ASHACHI Battista di trasportare il suo mobilio nella sua casa di Milano.

B

P.S. BUCKLEY
Major R.E.

M.R.S.
Palazzo Litte
Corso Magenta 24
Milano
Phone 13844.

6753

2. Owing to the urgency of the work they require all their staff to be in Milan.

3. It would therefore be appreciated if you would give their Sig. ASHACHI Battista, permission to bring his furniture into his home at Milan.

To Dott. Ing. BIANCHI
Italian State Railways,
MILAN.

HQ 1212 Rly Constr & Maint
Gp R.E.A./RCE/325/1833
31 May 1945

Bridge
Line 110. SAVONA -S. GIUSEPPE

For your information, reconnaissance has shown the under-mentioned damage to Line 110 SAVONA -S. GIUSEPPE.

- | | | |
|---------|-------------|--|
| (i) | at Km. 8.1 | 3 arches and 2 piers demolished out of 5 x 30m spans 35 m high |
| (ii) | at Km. 9.4 | 5 arches and 3 piers demolished out of 5 x 18m spans |
| (iii) | at Km. 10.5 | 4 arches and 2 piers demolished out of 6 x 13m spans |

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

For your information, reconnaissance has shown the under-mentioned damage to Line 110 SAVONA -S. GIUSEPPE.

- (i) at Km. 8.1 3 arches and 2 piers demolished out of
 5 x 30m spans 35 m high
- (ii) at Km. 9.4 5 arches and 3 piers demolished out of
 5 x 18m spans
- (iii) at Km. 10.5 4 arches and 2 piers demolished out of
 6 x 18m spans

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

6742

AHS/em

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

BRIDGES
FILE

9th July 1945.

Tel : 843239
Ref : A.C./Tn/59/1 C.M.F.

SUBJECT : Permanent Repair of Steel Bridges.

TO : Eng. Lo Cigno
Chief of Works Service.

*1 copy
please of both*

1. For information I attach copies of letters received from the I.S.R.
2. Please prepare and submit as soon as possible a complete list of the steel span that will be required for the reconstruction of all the bridges in the whole of Italy.
3. Due to the difficulties of communications I have instructed Major Buckley to obtain the information from the Capi Lavori of Milan, Turin, Genoa, Verona and Trieste. *Bologna.*
4. *France.* The details should be submitted as per attached form.
5. This information is required urgently.

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

Copy to: Major Buckley.

6761

1596

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

NUMBER Line	Kilometre	Name of river	N. of spans	Length of spans	Type of girder	Single or Double Track
54	42+884	Ponte sul Ticino presso Busto Calende	3	una da m.99 due da m.83	Travata indipen.	doppio binario
64	14+988	Ponte sul PO a Mezzanacorti	10	cinque da m.76 ciascuna	2 travate continue di 5 campate ciascuna	doppio binario
65	147+918	Ponte sul PO presso Suzzara Piacenza	22 11	cinque da m.58,60 sei da m.72,10	travate indipendenti	doppio binario
158	3+026	Ponte sul PO presso Cremona	12	una da m.66,65 11 da m.89	tre travate continue	semplice binario
155	21+400	Ponte sul PO presso Casal Maggiore	17	due da m.53,60 15 da m.64,20	travate continue	Idem.
155	43+305	Ponte sull'Oglio presso Canneto	3	Una da m.68,90 due da m.53,70	travate indipendenti	Idem.
163	7+969	Ponte sull'Adda presso Pizzighetone	3	una da m.45,50 due da m.54,50	Idem	Idem
163	67+270	Ponte sull'Oglio presso Marcaria	3	una da m.49 due da m.39,70	Idem.	Idem.

Milano 21-7-1945



1597

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

785021

Ver	N. of spans	Length of spans	Type of girder	Single or Double Track
11 ci- Sesto	3	una da m.99 due da m.83	Travata indipen.	doppio binario
10 a 11	10	cinque m.75 ciascuna	2 travate continue di 5 campate ciascuna	doppio binario
10 11	11	cinque da m.58,60 sei da m.72,00	travate indipendenti	doppio binario
10 12	12	una da m.66,65 11 da m.89--	tre travate continue	semplice binario
10 11 mag-	17	due da m.53,60 15 da m.64,20	travate continue	Idem.
10 12	3	Una da m.68,50 due da m.53,70	travate indipendenti	Idem.
10 13	3	una da m.45,50 due da m.54,50	Idem	Idem
10 14	3	una da m.49 due da m.39,70	Idem.	Idem.

Steel Bridges

REMARKS

Milano

No contracts let for Division

Permanent repairs but for temporary repairs only now

0.25



TRANSPORTATION SUB-COMMISSION, A.C.
(Rail Division)
c/o Transportation (Dr) Main.
C.H.F.

Tel: 843239

Ref: A.C. 2n/59/1 C.E.

9th July 1945.

SUBJECT: Permanent Repair of Steel Bridges

TO : Eng. Le Cigno
Chief of Works Service.

1. For information I attach copies of letters received from the I.S.R.
2. Please prepare and submit as soon as possible a complete list of the steel span that will be required for the reconstruction of all the bridges in the whole Italy.
3. Due to the difficulties of communications I have instructed Major Buckley to obtain the information from the Capo Lavori of Milan no. Turin, Genoa, Verona and Trieste and also Bologna and Firenze.
4. The details should be submitted as per attached form.
5. This information is required urgently.

Copy to:
Major Buckley.

A.H. Street
Major R.E.

SUBJECT: Permanent Repair of Steel Bridges

TO : Eng. Lo Cigno
Chief of Works Services.

1. For information I attach copies of letters received from the I.S.R.
2. Please prepare and submit as soon as possible a complete list of the steel span that will be required for the reconstruction of all the bridges in the whole Italy.
3. Due to the difficulties of communications I have instructed Major Buckley to obtain the information from the Cape Levori of Miles no, Turin, Genoa, Verona and Trieste and also Bologna, and Firenze..
4. The details should be submitted as per attached form.
5. This information is required urgently.

Copy to:
Major Buckley.

A.H. Street
Major R.E.

623

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

Tel. 843239
Ref: A.C.En/59/1 C.E.

9th. July 1945.

SUBJECT: Permanent Repair of Steel Bridges

TO : Eng. Le Cigno
Chief of Works Service.

1. For information I attach copies of letters received from the I.G.R.
2. Please prepare and submit as soon as possible a complete list of the steel span that will be required for the reconstruction of all the bridges in the whole Italy.
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4. The Details should be submitted as per attached form.
5. This information is required urgently.

Copy to:
Major Buckley.

A.H. Street
Major R.E.

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

785C21

Number Line	Kilometre	Name of river	N ^o of spans	Length of spans	Type of girder	Single or Double Track

785021

N ^o of spans	Length of spans	Type of girder	Single or Double Track	Remarks
				6737

1947

785021

of ans	Length of span	Type of girder	Single or Double Track	Remarks
				SD S.W. L.W. C.

1603

Declassified E.O. 12356 Section 3.3/NND No. 725021

Number <i>Line</i>	Kilometre	Name of river	Nº of spans	Lenght of spans	Type of girder	<i>Sim Doub Treb</i>
C C						

1506

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

Nº of spans	Lenght of spans	Type of girder	Remarks
			<i>Milano Cantieri</i> <i>Steel Bridges</i> <i>3 Copies</i>
			<i>Single m</i> <i>Double track</i> <i>Track</i>
			6733

Subject: PESCHIERA Bridge.

HQ 1212 Rly Constr. & Maint. Gp R.E.
A/RCE/328/1725

Lt.Col.R.E. A.H. CANTELL
RCE 1212 Rly Constr. & Maint. Gp.R.E.

18th May 1945.

Copy to
D.M.R.S.
Major BUCKLEY
Cpt. Heymann

Bridges

To complete the two spans for the bridge near
PESCHIERA, I can put to your disposal

14 steelworks of the type "Differdingen",
each 17,30 m long, 0,80 m high, 0,30 m wide.

These steelworks shall be put in work joined together
under every string of rails. They are actually at the
station of Monza on railway cars.

If the reconstruction of the bridge of a single-rail
is projected, for the two spans there will be necessary
complessively 8 steelworks; but if the reconstruction of
the bridge for double-rails is anticipated, 16 steelworks
will be needed. The two steelworks, which eventually are
lacking at Monza, could be taken from the Magazine of
PONTIROLO where two steelworks "Differlingen" each 19.40 m
long, 0,80 m high, 0,30 m wide are just ready and charged
on railway-cars.

Awaiting your order for the transport of the
steelworks to the place you will indicate, I remain

Yours truly

(copy)

14th June 1945

HQ 1212 Rly Constr. & Maint Cp R.E.
to Lt. Col. A.H. Cantrell-----
copy to D.M.R.S.
M.R.S. Milan*Bridges*Subject:
Railway Reconstruction.

Ref. A/RCE/123/1920 of 10 June

1. These days, the permanent reconstruction of the following bridges has been arranged for entrusting to different contractors the execution of the respective works.

In the area of the Compartiment of Turin:

- a) bridge over river Bormida near Alessandria
b) " " main road near Francavilla d'Asti

50

50

In the area of the Compartimento of Genoa:

- a) bridge over river Scrivia near Tortona
b) " " " Curone near Pontecurone
c) " " " Staffora near Voghera

61868

61

61

this reconstruction work will be entrusted within the next few days.

I shall communicate you the names of the different contractors as soon as possible.

2. The reconstruction of the tunnel at Celle Ligure near Savona has been completed and the trains are already passing it.

Il Commissario straordinario
F.S. Alta Italia.

6733

To OC Tn A.C. Sub Commission Rail.

Through Major Sheet O.S.O.

Subject:- Dangerous Bridges on
Milano-Turin Man Line.

Ref. TN/AC/4./45

15th June/45

Copy of CRE^{No} Mo 84 Works Signal attached, and the following is Report on this Bridge.-

Report on Bridge on Line No. 53.
MILANO-TURIN.

- I. This Bridge carries the Rail/rd & Highway Route 11 over River TICINO ~~at Km~~ about 16 Km. East of NOVARE.
 - II. Consists of eleven ^{arches} ~~ARCHES~~ and one Arch over ^{car} ~~car~~ road on the west bank.
Original granite stone work, very well constructed, it is only this good work that, at the moment saves the structure from collapsing.
 - III. Condition as follows, (^{Arches} ~~ARCHES~~ numbered from East.)
 - ^{Nos} ~~MO~~ 1, 2, 3. good condition for full width of both Rail & Highway sections.
 - ^N ~~MO~~ 4. On the original longitudinal centre line the key stones ~~have~~ moved, under the part carrying the railway not much movement, the Arch slightly shaken.
 - ~~MO 5 Arch~~ ^{about 4 meters only left in the width of this} springing at west and moved, longitudinal ~~cracks~~ in the arch, but not continuous-, Some form of shoreing up should be put in at once. ^{Cracks}
 - ~~MO 6 Arch~~ On longitudinal center line key stones hit & have moved, been driven down but still in place, this for a width of 1 or 2 metres only, no further movement appears to have taken place.
 - ~~MO 7 Arch~~ Key stone have moved in places.
 - ~~MO 8 Arch~~ Highway section. Arch completely blown out, on the Rail section only about four meters in width left, and on this the key stones have moved.
 - ~~MO 9 Arch~~ This not so badly damaged appears to be shaken only.
 - ~~MO 10 Arch~~ Railroad carried on Steel, Highway ^{on} ~~as~~ wooden beans. ^{in width, on the}
 - ~~MO 11 Arch~~ On the north side for approx. 1m I meter the ^{on the} ~~the~~ keystones have been blown out, and the whole arch has moved. ^{Edge}
- XX Arch over road on west of River, this as been filled under ^{bank} ~~bank~~ the Railway. The section under the highway is shaken. ^{watched,}
- General. The I.S.R. have this bridge wathed a gang working

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

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

Ing. BIANCHI
Italian State Railways
Milan

Bridges

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

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

6721

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

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

Note.

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

A.H. Centrall

Permanent finance

Lt.Col.R.E.

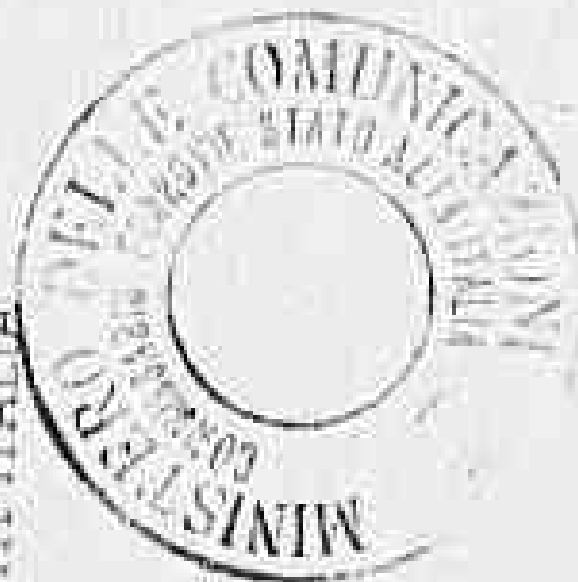
RCE 1212 Rly. Constr.&Maint Gp. R.E.

JB

COMMISSARIO STRAORDINARIO

FERROVIE DELLO STATO ALTA ITALIA

MILANO



Milano, 28th May 1945.

N. 436/CS

at N.

Budget

To

Lt.Col. A.M. GANTRELL

Lt.Col. A.W. ZWANEFOEL;

MAJOR BUCKLEY

Subject:

Reconstruction of bridges.

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

- a) bridge over the river TARO near PAVIA *Line 65 7 in my notes*
- b) bridge over the river TREBBIA near PIACENZA *Line 65*

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

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

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

COMMISSARIO FERROVIE STATO
ALTA ITALIA
Amun

following Railway-Bridges:

- a) bridge over the river TARO near PAVIA
- b) bridge over the river TREBBIA near PAVIA

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

S.A.C.C.P. of Milan for the Taro-bridge,

Ing. Vittorio RANZA of Milan for the Trebbia-bridge.

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

COMMISSARIO PERSONE STATO

ALTA ITALIA

Manzoni

6729

COMMISSARIO STRAORDINARIO
Ferrovie dello Stato Alta Italia

MILANO

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

Subect:-
Reconstruction of bridges.

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

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

- a) Bridge over the river TARO near Parma 65
- b) Bridge over the river TREBBIA near PIACENZA 66

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

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

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

Commissario Ferrovie Stato
Alta Italia

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

HQ 1212 Rly. Constr. & Maint. Group H.E.

A/ROB/135/1728
13th. May 1945

Ing. BIANCHI
Italian State Railways
MILAN

Copy to:- D.M.H.S.

Major BUCKLEY

O.C. 159 Rly. Constr. Coy. R.E.

O.C. 160 Rly. Constr. Coy. R.E.

1. Referring to my discussion with you and Major BUCKLEY yesterday, the following arrangements will be made for Rly. reconstruction in N.W. Italy.

2. As soon as possible you will let contracts for the permanent reconstruction of:-

- Connected* (a) The bridge over the River PO at PIACENZA 65
 (b) The bridge over the River PO at MEZZANA GORTI, south of PAVIA
 (c) The bridge over the River TICINO at PAVIA. 61

3. No temporary bridges need be put in at the above places, but the reconstruction should be completed as quickly as possible. When the contracts have been arranged please let me know on what dates you anticipate each of the works will be finished.

4. At the following places I will construct deviations, which will carry traffic until the floods arrive:-

- (a) Over the river MINCIO near PESCHIERA 53
(b) Over the river TARO near PARMA
(c) Over the river TREBBIA near PIACENZA 65

5. You will arrange for contracts to be let for the permanent reconstruction of the above three bridges, the work to be completed before the rivers rise. All traffic will pass over the deviations, and the contractors will therefore have no interference from trains.

6. A contract under similar conditions will be arranged for the viaduct at DESENZANO, where the existing deviation will be kept in use while work on the bridge is carried out.

7. From a report I have received from one of my officers, it may be that I can help you with machinery, to clear the wreckage from the bridge over the river CHIESI near PONTE S. MARCO. If this is so, or if you want further assistance from me on that bridge, please let me know

1. The bridge over the River TIGINO at PAVIA. 61
 2. The bridge over the River TIGINO at PAVIA. 61

3. No temporary bridges need be put in at the above places, but the reconstruction should be completed as quickly as possible. When the contracts have been arranged please let me know on what dates you anticipate each of the works will be finished.

4. At the following places I will construct deviations, which will carry traffic until the floods arrive:-

- (a) Over the river MINCIO near PESCHIERA 53
 (b) Over the river TANO near PARMA 65
 (c) Over the river TREBBIA near PIAENZA 68

You will arrange for contracts to be let for the permanent reconstruction of the above three bridges, the work to be completed before the rivers rise. All traffic will pass over the deviations, and the contractors will therefore have no interference from trains.

5. A contract under similar conditions will be arranged for the viaduct at DESENZANO, where the existing deviation will be kept in use while work on the bridge is carried out.

6. From a report I have received from one of my officers, it may be that I can help you with machinery, to clear the wreckage from the bridge over the river CHIESI near PONTE S. MARCO. If this is so, or if you want further assistance from me on that bridge, please let me know as soon as possible. The same applies to the bridge over the river SERIO near MORENICO.

7. You will carry out any permanent way work required between MILANO and VERONA except for the diversion at PESCHIERA, which I will do.

8. All temporary repairs already in use will be maintained by you, but if you require my help in difficult cases, please let me know as soon as possible. 6777

9. Major Duckley will arrange financial assistance to be given for all the above work, and also for the maintenance and reconstruction of the following routes:-

.....Sheet 2.

- 2 -

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

Note. Temporary finance was arranged - Major Hall ~~RA~~ A.C. Lt. Col. R.E.
RCE 1212 Rly. Constr. & Maint. Gp. R.E.
Budget officer now arranging I.S.R. finance.

A.B. Cantrell.

COMMISSARIO STRAODINARIO
FERROVIE DELLO STATO ALTA ITALIA

MILANO

Subject: Repair of bridges.



Milano, 28th May 1945

N. 435/1945

at N.

To Lt. Col. A. H. CAMERELL

Lt. Col. ZWAMERCEL,

MAJOR BUCKLEY

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

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

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

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

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

In order to avoid any further delay and to maintain the terms indicated in the prospectus, it is most important that the matter of the transports as well as the matter of the

bridges which must be repaired in order to reopen traffic on all lines of Lombardia as well as on the lines connecting to Genoa, Parma and Verona.

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

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

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

1 enclosure.

QUESTIONS

2000年12月

L enclosure.

Enter names in left column
of certificate

for mag-
DC caps

Cap S. J. 8726

Zimmer

1 6 2 0

COMMISSARIO STRAORDINARIO
Ferrovie dello Stato Alta Italia
MILANO

Milano 28th. May/45

Subject: Repair of bridges.

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

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

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

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

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

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

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

Commissario Ferrovie Statole
Alta Italia

1621

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

Subject: Rail Intelligence.

To: HQ Navy HQ Italy.
 HQ Milan
 " Genoa
 " Turin
 AG SA (Major Tullio)

Ref: In Liaison Office.
 Genoa Report 24, Milan.
 Ref: Milan 3562.
 Ref: Nov/2
 13 June 45

Copy to: HQ Navy Milan.
 Major Tullio.

LINES
OPEN

The following details are passed to you for information.

LINE NO.	FROM	TO	AS FAR AS NOTIFIED COMPLETION DATE.	REMARKS
50	Isola del Cavone	Argenta		Post track only - single line working.
51	Argenta	Stazzano Serravalle		Single line working only.
61	Fornovo	Langheto		Bridge required.
59	Verona	Verona Santa		Now open.
61	Genoa	Vado (St. Genova)		2nd day.
66	Genoa	Finocchia	20 June 45	Bridge over S. Trovato.
53	Verona	Vicenza	15 June 45	
69	Bologna	Verona	15 June 45	Is bridge itself is expected to be open by 7 July
65	Bologna	Finocchia	15 July 45	
61	Savona	Ventimiglia Fondighera	End of June	It is under- stood that the French are responsible for Fondighera.

R. Aymer

6724

Capt. T. Aymer
HQ & In Liaison Officer.

RHS/PGB

for 30 Days Bureau

10-0-1946

At Bracciniga - over River

Bridge of 11 arches of which 5 of 61, 02 and 6 of 47, 52. Comments of

The bridge was built with double beams; one pair rail & one impair.

The impair rail beam of the bridge on the valley side must be considered completely abandoned, because there is no possibility to repair it.

The pair beams on the mountain side are instead rather with consideration to renew the railway traffic on one rail only.

The arches are numbered from 1 to 11 starting from the Milanese bank and we set down the actual situation and our program to pick up the restoring as soon as possible.

The arches 1-2-3 are intact. All of 61, 02.

The arch 9⁰-4 has been bombed in the middle. The German army had built under these arches a main workshop for the transport of

because there is no possibility to repair it.
The pair beams on the mountain side are instead
rather with consideration to renew the railway
traffic on one rail only.

The arches are numbered from 1 to 11 starting
from the Japanese bank and we set down
the actual situation and our program to
bring up the restoring as soon as possible.
The arches 1-2-3 are intact. All of 61,000.
The arch 9th-11 has been bombed in the middle.
The German army had built under these ^{beams} ~~arches~~
a main propping for the principal rafters
and a secondary one for the flowing plan
doing this propping with wooden logs on a
foundation of lime and sand.

We could renew this as it had been foreseen
with this propping or to see to build ^{the} ~~the~~
damaged parts again and repair the beams
as they had been originally.

2 The arches 5 and 6 have fallen into the water as well as their support on the pillar No 5 after this had been destroyed.

Here it is very delicate owing to the want of the principal support. We think we can build a strong wooden loop, side by side respectively on the right and on the left of the pillar 5 to give another support to the 2 rafters which should be unperforated out of the water, on a new support and repaired where they are damaged by the fall. Otherwise the two last beams No 5 and 6 could be abandoned interposing between the 2 rafters to join them by their cross beams of about 20m long, which we think can be done by using the war booty or some disposable material. The beams corresponding to the arch No 4 have not suffered other damage and we suggest to verify it and to use it as it is.

The arch 8, built ^{down} firstly, is knocked, & useless.

In its place the German army put a concrete

out of the water, on a new support and re-
paired where they are damaged by the fall.
Otherwise the two last beams N° 5 and 6 could
be abandoned interposing between the 2 rafters
to join them by two cross beams of about 20m
long, which we think can be done by using the
war booty or some disposable material.

The beams corresponding to the arch N° 7 have
not suffered other damages and we suggest
to verify it and to use it as it is.

The arch 8, built firstly, is ^{now} knocked & useless.

In its place the German army put a connec-
tion of 4 arches of coupled beams. This con-
nection is destroyed as the material has been
withdrawn but it is thereby & could be used
again when the 3 wooden loop of support
are rebuilt.

6722

The beam of arch 2 built firstly is in the way
and useless. In its place two arches of

1528
2
Military bridge P.W. have been erected, propped by
wooden logs. With the withdrawal the logs have
been demolished and the two arches are leaning
on the old beams lying in the water and the other
on the rubbish still more inclined.

He could think of rebuilding ^{it} as it was in fact
immediately before to put up again beams
P.W. as they were first. On the other hand, owing
to the difficulty to rebuild a chance sup-
port in the middle, the arch could be passed
over with a military P.W. of an arch of 74 mts for
which much material can be found in the mil-
itary depots, other could be got by us and be
ready rather quick.

It must be still remembered that as introduc-
ing a beam of 74 mts is replaced in curves,
providence to pillar 8 a remarkable increase
of the vertical load and as the pillar 8 has
already been hastily repaired, we must con-
sider that this increase in load doesn't com-

ing to the difficulty to rebuild a chance support in the middle, the arch could be passed over with a military P.W. of an arch of 74 units for which much material can be found in the existing depots, other could be got by us and be ~~rather~~ ready rather quick.

It must be still remembered that as introducing a beam of 74 units is replaced in curved, pondence to pillar 8 a remarkable increase of the vertical load and as the pillar 8 has already been hastily repaired, we must consider that this increase in load doesn't come.

permanence the stability.

The rafters ~~courses~~ belonging to arch 10 must be repaired on the spot replacing new ~~rafters~~ prepared and the corresponding beams to arch 11. This is the program on a general line, which during the few days we had to examine the question, we are able to form with precision.

4) It awaits the Administration to decide on the execution of the program which we have proposed and on the alternatives faced.

Referring to prices which we'll establish for: Service of our workmen - Service of our sugarcroppers - Service of our management of work - Supply of new material and material to be concerned, we

will be precise as soon as possible, and when the beginning of the work will allow us to give you positive proposals.

We beg you to remember to facilitate our task, it is necessary to give the greatest assistance and the Administration the greatest concession of help and more precisely it will be necessary.

a) To provide in a way that the railway wants, parts arrive as far as the bridge in a locality we will name.

b) That all bars and timber for the work and on the whole necessary be it to accomplish the temporary rafters which for eventual ~~aid~~ ^{by the Adminis} it is submitted for the work by the Adminis

1629
4) It awaits the Administration to decide on the execution of the program which we have proposed and on the alternatives faced.

Referring to prices which we'll establish for: Service of our workmen - Service of our sugaring up - Service of our management of work - Supply of new material and material to be consumed, we will be precise as soon as possible, and when the beginning of the work will allow us to give you positive proposals.

We beg you to remember to facilitate our task, it is necessary to give the greatest assistance and the Administration the greatest concession of help and more precisely it will be necessary:

a) To provide in a way that the railway went, parts arrive as far as the bridge in a locality we will name.

b) That all bars and timber for the work and on the whole necessary be it to accomplish the temporary rafters which for eventual ~~study~~ ^{by the} Administration ^{for the work} be provided.

1630
The beginning of the work will allow us to give you positive proposals.

We beg you to remember to facilitate our task, it is necessary to give the greatest assistance and the Administration the greatest concession of help and more precisely it will be necessary.

a) To provide in a way that the railway want, parts arrive as far as the bridge in a locality we will name.

b) That all bars and timber for the work and on the whole necessary be it to accomplish the temporary rafters which for eventual ~~which~~ ^{by the Admini-} gins must be provided ~~by~~ ^{by the Admini-}stration.

c) That the eventual amount of cement, of iron bars, of metal plates and all metals ~~of iron~~ necessary for the accomplishment of the work must be given by this Administration.

d) That the electric connection will be urgently

5/ carried out with industrial energy on the place to work all the rigging and the electric solderers. He retains that for this purpose the minimum needs gang of the works will be about 200 Kwh.

- c) The organization on the spot with the help of the S.M.A of a store house which will allow us to keep the gang well and economically ~~substantially~~
- d) In general all which little by little become necessary for the most rapid realization of the work including the authorization of means of transport and the per-
mit for their use.

1832

1832

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

for the
the authorization of means of transport and the per
not for their use.

6719

Perce - 10 May 1945
C. Perce

Bridge on the Socio in Parca-
5 arches in masonry with 36 into opening.
The utilization of this bridge is already known to

you -
We have examined on entering Perce the possi-
bility and the eventuality of a renewing uti-
lization of the timber rafters with an opening of
30 into already prepared for Siemens Baumwoll-
and which have been confirmed as quite good,
in the forethought - is pass over 5 arches utilizing
the props which are still standing of particularly
adapted according to the drawing which we shall

send you.
The rafters at our disposal are lengthened 32
into. This prolongation is obtained inserting
another timber intermediate taken out for
three arches from the existing material and
for the remaining 2 built - ex - more.
There is still something more for the 2 inter-
mediate between each

30 was already prepared
and which have been confirmed as quite good,
in the forethought - is pass over 5 arches utilizing
the props which are still standing of particularly
adapted according to the drawing which we shall
send you.

The rafters at our disposal are lengthened 39
into. This prolongation is obtained inserting
another bridle intermediate taken out for
three arches from the existing material and
for the remaining 2 built - ex more.

There is still something more for the 2 inter-
mediate brinks of the 4 which form each
rafter of 39 into the necessity to uncoil the
bands actually to ~~introduce~~ insert a second
band of 400 X 30 under and over. 8718

In these conditions the rafters are adapted
to support the transit of the loads provided
by the 1925 disposition and press precisely

2/ The locomotives series C, in escepte attachment followed by international cars, is but the coefficient of the greater part of the dynamic force is reduced to 10% which requires the traffic at a reduced speed. The maximum speed of work must not surpass 10 kg. mmq.

This inspection has been done for the dead weight 39 mt and that is 3 mts more of free range is considered by us. The connection between one beam & the following one (nearly 3 mts) would be made ~~in~~ with rafters on hinges on which they find a direct support (the cross bar & selling up).

As we already have let you know it completely beams are here at Recco and the other it also built by us are at the Firm Serrina (Giovanni di Udine N° 45 - T. 91.770 - Milan), to which this Administration should pass an order to make an agreement with us to transform the adaptants already named.

This work and ~~the~~ getting the 5 beams of the

considered by us. The connection between one beam & the following one (nearly 3 mts) would be made ~~in~~ with rafters on hinges on which they find a direct support (the cross bars selling up). As we already have let you know it complicate beams are here at Recco and the other 4 also built by us are at the Firm Sennia (Epiorai in di Adine N° 45 - T. 91.770 - Milan), to which this Administration should pass an order to make an agreement with us to transform the adaptants already named.

This work and ~~the~~ getting the 5 beams of the new range ready will require a fortnight ^{after} which the material brought to the spot will be ready to be set up by means of ~~various~~ ^{various} long cylindrical sending forth of two ~~6717~~ ⁶⁷¹⁷ at a time with means at our disposition, always that the places to receive our iron bars will be got ready. —

2/ We foresee as length of time to get up about
three weeks, a period which this Administration
will have to increase equally adaptation of setting
up ~~it~~ and to install lines of connection. For
this we ask this Administration for instructions
for ^{preparation} the eventual, of perfecting cables to prop the
necessary palisading.

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

6716

1639
4/22/14/12 (DUR) - foglio 901.
Middle Court - P4114

Bridge on the Po with two coupled beams of 5 arches each of 40 and 100 mts.

The actual state of the bridge you already know and we sum it up shortly:

We begin to number it from the side bank towards Manara (Paria) towards the Monastero - Proclamation (Voghera) bank.

It is a double arched bridge with a trussed super-
sed over all in one only continued rafter of 5
arches on ^{both} ~~sides~~ sides.

The rafter N° 1 has been destroyed with a cut-
down 2/3 of its prop and of the completely destruc-
tion of the pillar 1. The remainder of the rafter
is in the river for 2/3 of the arch N° 2. The remain-
ing 1/3 of this and the 3 successive are quite
intact.

It is in this place the 2nd part of the bridge
begins which has the 6th and 4th arch completely

(Voghera) bank.

It is a double railed bridge with a timbered super-
sed overall in one only continuous rafters of 5th
arches on ^{both} ~~either~~ sides.

The rafter N° 1 has been destroyed with a cut-
out 2/3 of its prop and of the complete destruc-
tion of the pillar 1. The remainder of the rafter
is in the river for 2/3 of the arch N° 2. The remain-
ing 1/3 of this and the 3 successive are quite
intact.

It is in this place the 2nd part of the bridge
begins which has the 6th and 7th arch completely
in the river-bed, the 8th has about half a rafter
towards pillar 7 in the river-bed while the
other beams on the pillar 8 all broken and de-
tached from the 9th arch. This is seriously da-
maged notwithstanding being at a primitive
level and it is useless to think of repairing it
the 10th arch is intact.

1642
All the pillars are practically entirely needing slight repairs.

Examined what we have already started, the immediate restoring must be followed according to the future program of definite rebuilding which must be decided by this Administration.

It is necessary to communicate from now if the Administration intends to keep on in the future the previous service and as well in the definite adjustment the Administration retains opportunity to reutilize the work existing with the bars now in iron and we think best to abandon the type of continuous beams to pass on to the independent one of two tracks.

It is clear that the immediate renewing must be on one track, only and the exclusion of traffic on an ordinary road.

For the immediate restoring we think of cutting the rafters off in the utilizable part (nearly 2/3) up to lifting to Gwola and creation of a wooden log to prove on a cement-

miscellaneous service and as well in the definite adjustment the Administration retains opportunity to neutralize the work existing with the bars now in iron and we think best to abandon the type of continuous beams to pass on to the independent one of two tracks.

It is clear that the immediate renewing must be on one track, only and the exclusion of traffic on an ordinary road.

For the immediate restoring we think of cutting the rafter No 1 in the utilizable part (nearly 2/3) up to lifting to grade and creation of a wooden log to prop on a cement bank. From this to that part, exactly in building and in a definite position of the arch No 2 we would provide with 4 arches of coupled rafters also on wooden pillars. The part in projection of the 2nd arch would be held up by another pillar which would also function as a receiver for the last preceding track rafter.

3/ From here we utilize the bridge actually again without any other work till the middle. For the half of the bridge on the right the resolution in a temporary way could be done with the same method already used by the German army to connect till the 8th arch. From the middle of the 8th arch till the 8th pillar and from this till the part on high of the 9th we could recur to military rafts R.M. always when it is possible to find the material wanted.

The solution with wooden vessels for the arches 6-7-8 presupposes to utilize the metallic rafts in the river-bed with the same and the consequences which derive.

If the Administration should provide from now to utilize the iron material existing and the definite arrangement of the bridge as a priority we could think of supporting the arches 6-7 and eventually of the 8th by means of temporary props joining them to one and another

always when it is possible to find the material wanted.

The solution with wooden brickets for the arches 6-7-8 presupposes to utilize the methodic rafters in the river-bed with the same and the consequences which derive.

If the Administration should provide from now to utilize the iron material existing and the definite arrangement of the bridge as a priority, we could think of supporting the arches 6-7 and eventually of the 8th by means of temporary props joining them to one and another with timbers of completion and successively all the frame work, replacing the damaged to later the rafters back to their original form, supporting them again on the standing pillars. It is clear that this program is subordinated to the require because the right-bank is the one occupied by the stream - course -

4) Referring to ~~the report~~ the support given by the Administration for material and other things we refer to the report made for the bridge on the Po in Piacenza. Besides we call your attention to the fact that all our material ~~of~~ from the station of Parma must be brought on ordinary roads till the head bridge on the side Caravara ^{besides} ~~besides~~ the means ~~needed~~ the means ^{any} pernot as well.

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