

ACC 078/P1/6

10000/150/189
(BOX 217)

HIGHWAY
JUNE - S

10000/150/189
(BOX 217)

HIGHWAYS & BRIDGES, PIEMONTE
JUNE - SEPT. 1945

078/PI/6/PWU - HIGHWAYS & BRIDGES.

HIGHWAYS & BRIDGES - PIEMONTE

7 JUN 45

24 SEP 45

212

REP

RIDGES.

24 SEP 45

217

Ridge

10000 / 150 / 181

0481P1/6

THIS FOLDER CONTAINS PAPERS	
FROM JUNE.	1945
TO SEP.	1945
CATALOGUE.	

[illegible]

8	10.9.44	PR/ENG/100/200	Widerstand
9	13.9.44	—	M. Park. Brücke des Tawara River near P...
10	13.9.44	PR/ENG/100 Ref. 100	Brücke des Tawara River
11	13.9.44	PR/ENG/100 Ref. 100	Brücke des Tawara River
12	19.9.44	PR/ENG/100 Ref. 100	Brücke des Tawara River
13	21.9.44	PR/ENG/100 Ref. 100	Brücke des Tawara River

3146

AHS/ef

INTER OFFICE MEMO.

File N.AC/Tn/44/43/C.E.

SUBJECT : Ticino bridge

TO : Mr Moss
Chief Rail Division.

1. This is combined rail and road bridge. A plan and estimate for this bridge was prepared and submitted to the I.S.R. through this office.
2. The I.S.R. after considering the design returned all the papers to the Turin Division for handing over to the P.W.U. Piemonte region as the original design and estimate was prepared there.
3. On 16th September the Chief of Works Section agreed to the work being carried out to the same design as formerly existed.
4. I presume that all the information required has now been received by P.W.U.

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

Transp. Sub-Commission (Rail Div)
25th September 1945
Tel : 843239

3145

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel: 220

FU/h1

24 Sept. 1945

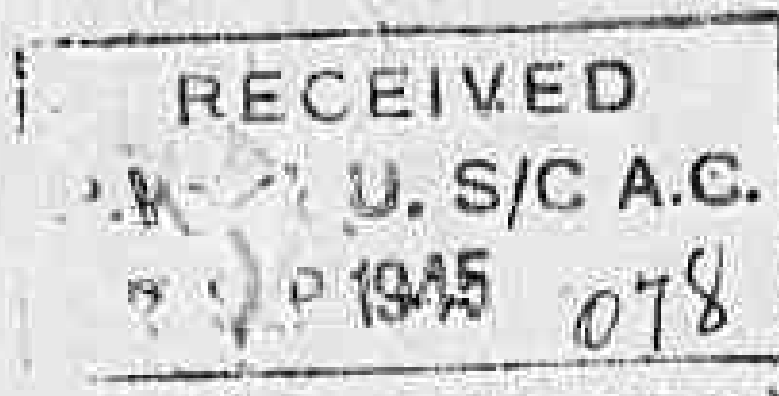
M E M O R A N D U M

TO : Mr. Roy P. Moss

Colonel Risted interprets the situation as covered by this letter for me as follows; that it is a situation wherein the contract for the permanent railway bridge was started and then stopped and that at the present time a temporary railway crossing is located in the highway section so that the work of reconstruction of the highway bridge cannot proceed. Will you please have Street or someone check and report back to Colonel Risted of Public Works & Utilities Sub-Commission?

Copy of this letter should be returned to him.


FRANK UPMAN, Jr.
Director.



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

CRB/NM

PR/ENG/ 500-1

12 September 1945

SUBJECT : Ticino Bridge
TO : Ing. Francesco Moncelli, Ufficio Speciale
per la Viabilità del Genio Civile, Torino.

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.

C R BIRCHETT
Colonel CE
Regional Engineer
Piemonte

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

3143

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: PR/ENG/500/1

Message Centre No: F/8155

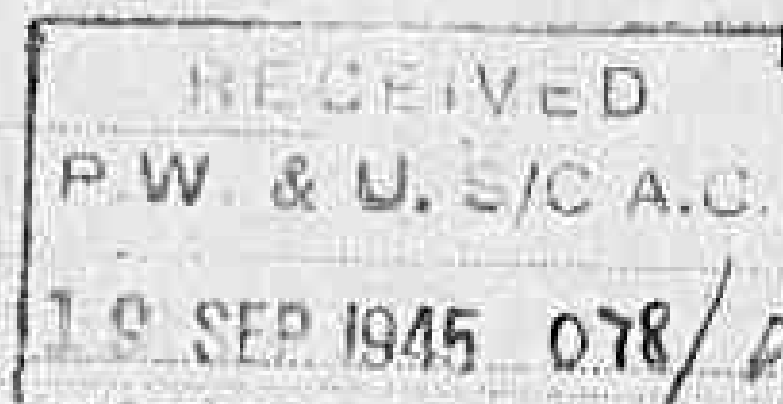
Date/Time of Origin: SEP

Date Time Rec'd: SEP 190900A

FROM: HQ. FIMONTE

Precedence: PRIORITY

TO: PW & U ALCON ROME



UNCLASSIFIED.

Subject is BAILEY bridges not on military routes BAILEY bridges this Region
 as FOLTOLS by map reference CAL S type first C6404 30 90 D3 second J17187 24 60
 SS third J4856 40 13 Odd fourth H4437 40 170 DT.

- DIST

ACTION: PW & U SC
 INFO: Chief Commissioner
 Econ Sec 2
 File 2
 Float

ACTION

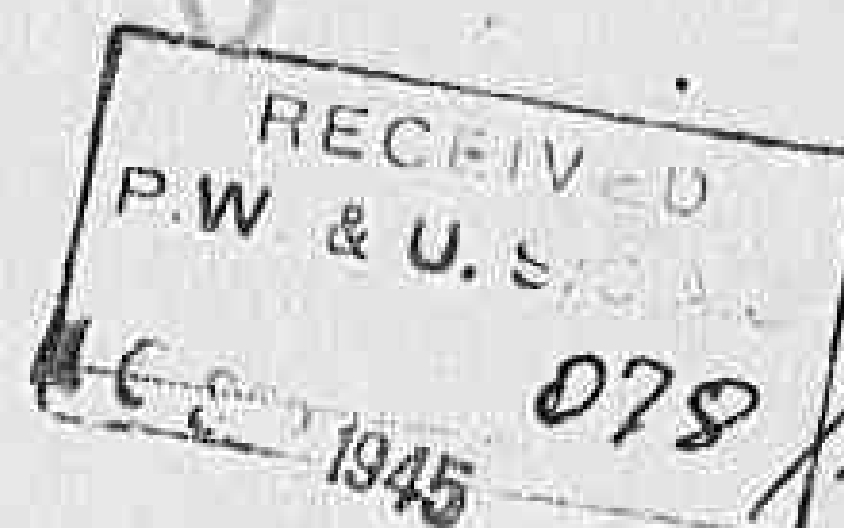


A handwritten signature, possibly "PWS", with a long horizontal line extending to the right.

3142

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

CRB/NM



PR/ENG/ 500.1

12 September 1945

SUBJECT : Autostrada
TO : Public Works & Utilities, Alcom Rome.

1. The Autostrada from Milan to Turin is a private road constructed in recent years. It is understood that this company has been in financial difficulties due to drop in revenue. At present this office has initiated projects for the repair of bridges and the repair of the road surface.
2. Recently it was found that the Autostrada company was collecting tolls on the road which is a AFHQ Military Highway and instructions were issued to the effect that no tolls would be collected and that the road would be considered a State Road. Copy of these instructions were sent to your office.
3. It has been found that Lombardia Region is in sympathy with the highway operating as a private company and has requested a rise in tolls for the highway.
4. Upon one of the visits of the new Minister of Public Works to this office the highway was discussed and it was understood that all Autostradas would be taken over by the Ministry of Public Works as State Roads. See par 4 of our monthly report dated July 2 and par 14 of our monthly report dated August 2.
5. The Autostrada Co. is not able to make repairs and do necessary reconstruction work.
6. This date the Autostrada Co. has requested a delay in the order referred to in par 4 since they cannot pay their 100 odd employees and the banks will not authorize loans.
7. Therefore it is requested that the Ministry of Public Works be contacted and a definite policy be worked out for the future of this Highway and for the collecting of tolls.

Translations given

Mr. Reggiani 19/9/45

C. R. Birchett

C R BIRCHETT
Colonel CE 3147
Regional Engineer
Piemonte

078
CAB/NMHEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394
P.W.&U. DIVISIONFile 3203
K

PR/ENG/500.1

12 September 1945

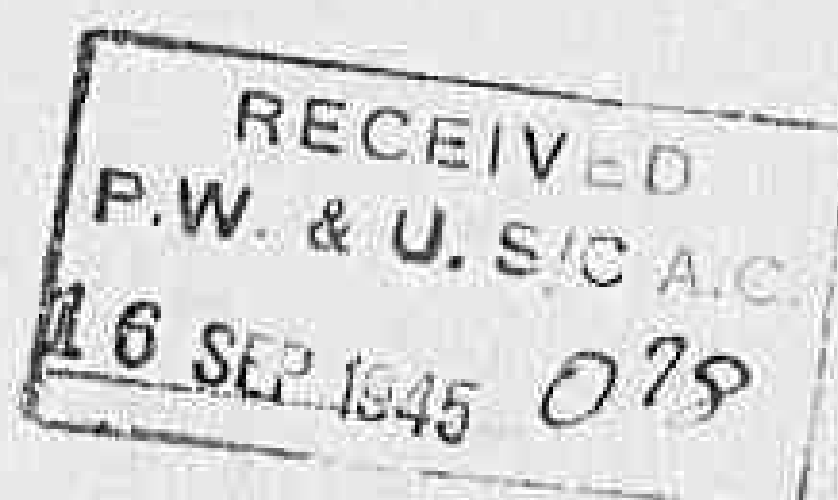
SUBJECT : Autostrada

TO : Ing. MONCELLI, Ufficio della Viabilità del
Genio Civile, Torino.

1. Reference is made to letter dated 10 September subject same as above, ref. our file 500.1, in which instructions as regards the Autostrada were issued.

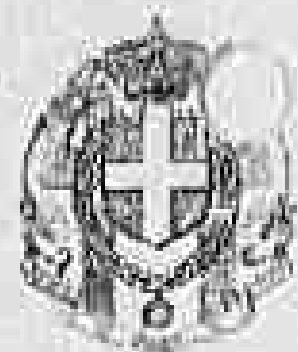
2. It is directed that these instructions be put into effect on September 26. This time interval is to allow the Autostrada to contact the Minister of Public Works in Rome and arrange for future operations of the Autostrada.

3. It is requested that you inform the Ministry of Public Works thru Italian channels of the status of the road and request instructions.

W
C R BIRCHETT
Colonel CE
Regional Engineer
Piemonte

c.c. to P.W.&U. Sub Commission, Rome.

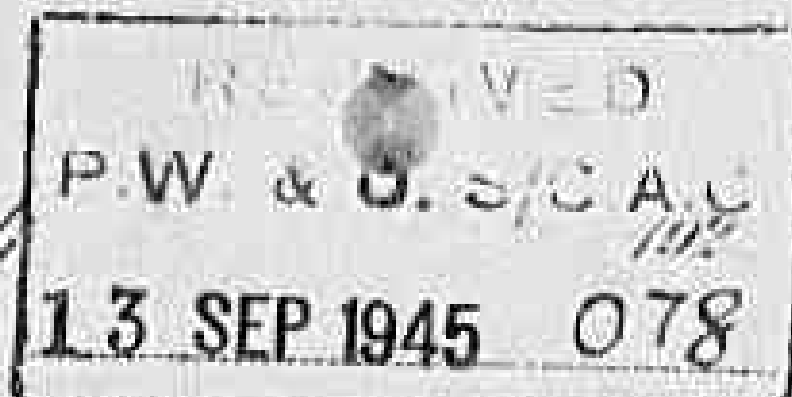
3140



Ministero dei Lavori Pubblici

PRESIDENZA DEL CONSIGLIO SUPERIORE

Direz. Gen. dei Servizi Tecnici



Roma, add.
II Quartier Generale
Sottocommissione LL. PP. - A. C.
R O M A

Proposta a nome del

N.° *Dir.* *9*
Oggetto : Ponte sul Fiume Tanaro presso Alba.

E' stato esaminato il progetto redatto dall'Ufficio della Viabilità di Torino per il ponte sul Tanaro presso Alba. Il ponte è a 7 arcate di corda circa m. 24, delle quali quattro sono state demolite dai bombardamenti aerei del luglio 1944.

Si propone di demolire le tre arcate rimaste e ricostruire il ponte di larghezza maggiore di quella attuale allo scopo di permettere, oltre al passaggio della ferrovia, come attualmente, anche lo scambio dei veicoli nella parte di ponte destinata alla viabilità ordinaria.

Il concetto è giusto ma la Direzione Generale delle Ferrovie si è dichiarata contraria al tipo di costruzione proposto, e questa Direzione Generale dei Servizi Tecnici condivide tale parere.

Il progetto studiato può tenersi presente solo agli effetti della spesa necessaria per la ricostruzione del ponte, quivi compreso un congruo allargamento, e sotto tale titolo il progetto stesso può essere approvato.

Allo scopo di costruire un tipo di ponte che, pur dando il più completo affidamento di stabilità, tanto per la

ferrovia che per la strada ordinaria, risulti anche il più economico, sembra conveniente sotto tutti gli aspetti di utilizzare anche la esperienza dei costruttori ricorrendo all'appalto concorso tra ditte di fiducia specializzate alle quali dovranno essere precisati i dati principali della nuova opera, dati che l'Ufficio della Viabilità Statale dovrà stabilire di accordo con la Direzione Generale delle Ferrovie.

Si ha l'impressione che non siano necessari lavori arditi per dare una larghezza sufficiente alla sede della strada ordinaria in modo da permettere un agevole incrocio dei veicoli. Una limitata banchina, a tipo salvagente, tra la ferrovia e la strada ordinaria e un marciapiede a sbalzo in corrispondenza della strada ordinaria, sembrano sufficienti senza ricorrere a costruzioni speciali e complicate e senza allargare le pile. I quattro archi crollati potrebbero essere ricostruiti dalla larghezza nuova assegnata al ponte. I tre archi rimasti potrebbero essere allargati per portarli alle dimensioni dei nuovi quattro archi.

Il prolungamento delle pile dovrebbe essere limitato pressochè a quanto si riferisce all'estetica del ponte poichè è opportuno che tutto l'allargamento della volta poggi sulle vecchie mura-ture delle pile, utilizzando, a tale scopo, anche il rostro esistente.

Con queste direttive di gran massima, da precisare di accordo con la Direzione delle Ferrovie dello Stato, il progetto può essere approvato nei riguardi della spesa e per bandire un appalto concorso fra ditte di sicura fiducia, specializzate in lavori del genere, sicuramente bene attrezzate e di nota capacità tecnica e finanziaria.

IL DIRETTORE GENERALE

Chiana

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

CR/NM

RECEIVED
P.W. & U.S./C.A.C.
13 SEP 1945 078 /P1/6

PR/ENG/ 500-1

10 September 1945

SUBJECT : Autostrada
TO : Ing. MONCELLI, Ufficio della Viabilità del
Genio Civile, Torino.

1. It is noted that gates on the Autostrada are closed and that tolls are being taken. Information is requested immediately as to who ordered this action.

2. The Autostrada is to be considered as any other State Road. It is now a military highway. The repairs to roads and bridges are being made by the Italian Government with the military furnishing certain items of material.

3. Effective at once no charges will be made for use of the Autostrada. Funds collected will be turned over to the Italian state road funds. Signs will be posted at each entrance stating that the road is a military highway and is not a toll road. Costs of maintenance will be handled by the State roads as for any other state road. If it is desired to retain toll guards now on the road this will be paid for by the Autostrada company and settled with the Italian Ministry at a later date.

4. The action ordered above will be taken immediately and this office advised not later than September 12 as to action taken.

C. R. Buckett

C R BIRCHETT
Colonel CE
Regional Engineer
Piemonte

c.c. to P.W.&U. Sub Commission, Rome.

Traduzione

CRB/RM

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 324
P.W.&U. DIVISION

PR/ENG/

10 Settembre 1945

OGGETTO : Autostrada
TO : Ing. MONCELLI - Uff. della Viabilità del
Genio Civile - Torino.

1. E' stato rilevato che sull'Autostrada esistono barriere chiuse e che si esige il pagamento di tasse d'entrata. Si prega di voler immediatamente comunicare quale sia l'autorità che ha ordinato tale provvedimento.

2. L'Autostrada deve essere considerata alla stregua di qualsiasi altra strada statale. Attualmente è una strada di importanza militare; le riparazioni di ponti e strade vengono fatte attualmente a cura del governo italiano, con l'aiuto delle autorità militari che mettono a disposizione talune specie di materiale.

3. Con effetto immediato, qualsiasi tassa o pedaggio per l'uso dell'autostrada deve essere abolito. Le somme già incassate al riguardo dovranno essere versate all'amministrazione italiana delle strade statali. Ad ogni ingresso all'autostrada, debbono essere poste segnalazioni indicanti che si tratta di strada militare, e non di strada a pagamento. Le spese per la manutenzione verranno sostenute dalla amministrazione delle strade statali, come per qualsiasi altra strada statale. Qualora si desiderasse trattenere il personale attualmente impiegato per l'esazione della tassa, tale personale dovrà essere pagato dalla Compagnia dell'Autostrada, salvo ulteriori accordi, a tempo debito, col ministero italiano.

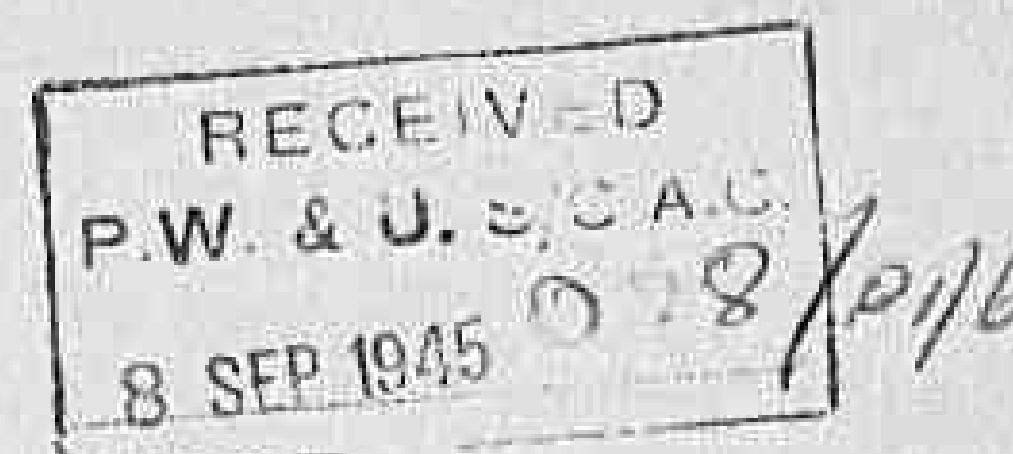
4. Quanto sopra ordinato dev'essere immediatamente posto in esecuzione, e lo scrivente ufficio dovrà essere informato al riguardo non oltre il 12 settembre prossimo.



C. R. BIRCHETT
Colonel CE
Regional Engineer
Piemonte

AHS/ef

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



Tel : 843239
 Ref : AC/Tn/47/53/C.E.

6th September 1945

SUBJECT : Tanaro river bridge.
 TO : *Public Works + Utilities*
~~Commerce~~ Sub-Commission
 Attn: *Mr. Hyland.*
Mayer

1. Reference conversation on above subject.
2. Herewith letter received from the Italian State Railways.

A. E. Street, Lt. Col.
 A. E. STREET, Lt. Col.

3135

COPIA

Roma, li 23 Agosto 1945

N° I.C.6/14/51078

OGGETTO

Linea Cantalupo-Cavallermaggiore
 Ponte promiscuo sul Tanaro al
 Km.59+708

ALLA SEZIONE LAVORI DI TORINO

e p:c.ALLA DELEGAZIONE FERROVIARIA-MILANO

Preso in esame il progetto redatto dall'Ufficio Speciale del Genio Civile per la Viabilità di Torino, per la ricostruzione del ponte promiscuo sul Tanaro, al Km.59+708 della linea Cantalupo-Cavallermaggiore, questo Servizio esprime il parere che, almeno per quanto riguarda la parte interessante la ferrovia, non sia il caso di adottare, in luogo della preesistente struttura a volto, una struttura in cemento armato a mensole solidali con i piedritti, con giunto scorrevole in chiave, struttura, che, per altro, richiederebbe, fra il piano d'estradosso e quello inferiore delle mensole stesse, un'altezza all'incirca eguale a quella occorrente per la costruzione dei volti e che quindi neppure nei riguardi idraulici, apporterebbe sensibile vantaggio all'attraversamento.

D'altra parte, se, le tre arcate rimaste in posto, fossero ancora in buone condizioni, la loro demolizione, come è stato previsto, non sarebbe giustificata, perchè mentre per la parte stradale tale demolizione potrebbe essere una necessità dovendo aumentare da m.5,40 a m.8,00 la larghezza della carreggiata, per la parte in corrispondenza della ferrovia, la larghezza del ponte, un poco scarsa, potrebbe essere sufficientemente aumentata con la costruzione di uno sbalzo sulla fronte a monte dei volti.

Se poi le tre arcate suddette, pur non essendo crollate, fossero ridotte in condizioni tali da rendere opportuna la loro demolizione, si potrebbe anche adottare, ove nulla osti nei riguardi idraulici, la struttura piana in cemento armato in luogo di quella a volto, ma, in tal caso, detta struttura dovrebbe essere continua e non costituita da mensole come è stato previsto.

Data la notevole ampiezza delle luci (m.24) per diminuire l'altezza occorrente per le impalcature e l'entità delle armature metalliche, si potrebbe prevedere

/3134

Translation attached

-2-

trebbe prevedere una struttura continua su più appoggi, invece di sette impalcature semplicemente appoggiate fra loro indipendenti.

E' inteso, che, in ogni caso, per il calcolo, dovrebbero essere considerati i nuovi sovraccarichi di cui alla tabella annessa alla circolare N.54 inviata con la lettera numero 6/27215 del 15 luglio 1945, afferenti, almeno, alle linee della categoria B.

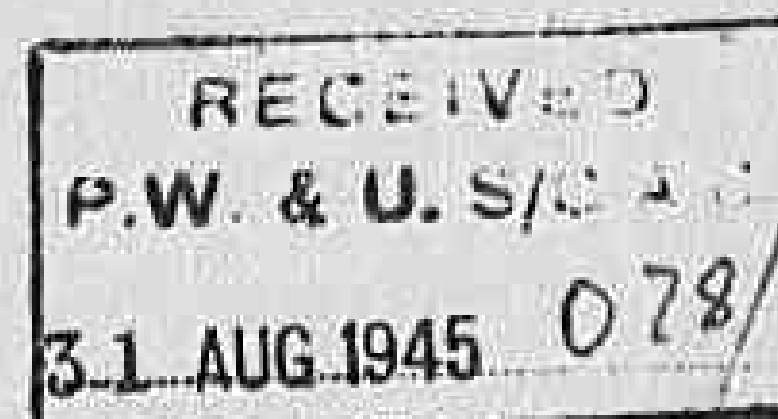
Pertanto, codesta Sezione, pur lasciando al competente Ufficio del Genio Civile di decidere sulla struttura che riterrà più opportuno adottare per l'attraversamento stradale, dovrà richiedere che, per quanto riguarda l'attraversamento ferroviario, si attenga separatamente dall'altro, il progetto venga ripreso in esame nel senso suesposto.

Si restituisce il progetto qui trasmesso e si resta in attesa di conoscere le determinazioni che verranno prese.

IL CAPO DEL SERVIZIO

3133

CRB/NM



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

PR/ENG/ 500.3

28 August 1945

SUBJECT : New Highway Project
TO : P.W.&U. Alcom Rome

1. Forwarded for your information and file.
2. The construction of any new highways in this area is not necessary and this project would be disapproved if submitted to this office.

C. R. Birchett

C R BIRCHETT
Colonel CE
Regional Engineer
Piemonte

P.W.S.

3132

Col Spann

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

CRB/NM

RECEIVED
P.W. & U.S.A.C.
18 AUG 1945 *76/pie/6*

PR/ENG/ *500.1*

14 August 1945

SUBJECT : Ticino Bridge on Highway n° 11
TO : Regional Commissioner, Lombardia Region.
(Attention Col. Bolick)

1. Your letter dated 11 August has been received and contents noted. On 13 August the bridge site and work in progress was inspected. The situation is as follows:

2. The bridge was originally a multiple arch bridge carrying both rail and road traffic and constructed in white marble about 1800. Due to bombing one arch had been completely destroyed, two partially destroyed and other arches damaged to various extents; for instance on one the haunch has dropped at the springline about two inches. In many of the arches key stones had fallen down for several inches or were completely missing. One pier is badly damaged and the stream bed is cluttered with debris blocking flow during the high water period approaching.

3. The railroad was reconstructed on the former road side of the bridge and there are at present 15 trains a day passing over the bridge.

4. The destroyed span was replaced with a steel girder section for the railroad and a wooden girder section for vehicle traffic.

5. A bypass on a pile bent superstructure was constructed down stream. This structure is built above the flood stage and since the structure is far enough downstream to avoid high velocities caused by debris in the stream bed and since there is little channel obstructions, it is expected to last through the coming high water season.

6. At present there is a contract in hand for doing such necessary emergency work as is required to safeguard the structure. There is also a contract for the removing of rubble and the salvaging of the marble blocks. These contracts are being carried out and work has been in progress some weeks.

7. Plans have been made for necessary reconstructions, shoring of arches, removal and rebuilding of damaged piers and reconstruction of arches. This work will of necessity

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3131

- 2 -

be a long term project since to cut the stone for three arches will take time. A joint rail highway venture is being planned and it is expected that the project will be approved shortly.

8. The bridge deck can carry both highway and rail traffic and in case of an emergency, as for instance the failure of the diversion, road traffic could be routed over the bridge.

9. In view of the fact that the permanent reconstruction cannot be completed on this joint road rail structures until some months have passed and we have contracts in hand for the rehabilitation and safe guarding of the structures and plans prepared for reconstruction, and since alternate routes exist and in case of emergency the bridge can be safely used for traffic, no other action will be taken.

C. R. Birchett
C R BIRCHETT
Colonel OE
Regional Engineer
Piemonte

c.c. to P.W.&U. Sub-Commission.

313

Tel: 339

file
RWS/fr

HEADQUARTERS ALLIED COMMISSION
APO 394
Public Works and Utilities Sub-Commission

Ref: 078/PTE/6/PWU

13 August 1945

Subject: Bridge at Alba.

To : Transportation Sub-Commission.

1. Attached hereto is letter from Regional Engineer, Piemonte Region together with complete project file with reference to the construction of a combination rail and highway bridge over Tanaro River at Alba.

2. This matter is being referred to your Sub-Commission for review and discussion with Italian State Railways.

3. It is requested that we be given your comments as soon as possible.

WILLIAM M. SPANN
Lt. Col. A.U.S.
Chief, Public Wks. Div.

3129

Tel. 489081. Ext. 339

RWS/tr

HEADQUARTERS ALLIED COMMISSION
APO 394
Public Works and Utilities Sub-Commission

078/PIE/6/PWU

31 July 1947

Subject: Canal Bridges.

To : Regional Commissioner, Piemonte
Att: Regional Engineer.

1; Your six Forms AC/1 covering the reconstruction of numerous small bridges over the Cavour Canal have been received and examined.

2. Before approval is granted information is needed as to jurisdiction and responsibility for this work. Assuming that these are public roads it is possible that responsibility for bridge construction and/or reconstruction lies with the Canal Company and not Genio Civile.

3. Please clarify this situation by wire so that prompt action may be taken in this Headquarters.

WILLIAM M. SPANN
Lt. Col. A.U.S.
Chief, Public Works Div.

3128

COPY

Subject: Road Communications

Regional Engineer,
P.W. & U. Division,
Piemonte Region,
A.I.G.

35 C.R.E. (Works)
C.M.F.
Tel.: 49946
Ref.: 132
7 June 43.

1. Information has been received that AFHQ Priority Roads are as follows in Piemonte Region:-

Route 35. GENOVA - ALESSANDRIA, all weather, class 40.

Route 10. PIACENZA - ALESSANDRIA - TURIN, all weather class 40. May be required class 70 at a later date.

Autostrada BRESCIA - MILAN - TURIN all weather class 40. NOTE. Question as to whether autostrada should be used instead of Route 11 has been taken up with AFHQ.

2. The policy laid down is that Bailey Bridging Equipment will be recovered as soon as possible, and as it is not intended to continue the manufacture of FLAMBO bridges, they will have to be replaced by other means.

3. There are many "weak links" in the AFHQ Priority Roads, but in most cases it is possible to pass these points by using other roads.

4. Please therefore put in hand the preparation of plans and placing of contracts for the reconstruction of all demolished bridges on AFHQ Priority roads, and also contracts for the upkeep and maintenance to the specified classification of AFHQ Priority Roads within the Region.

1. Information has been received that AFHQ Priority Roads are as follows in Piemonte Region:-

Route 35. GENOA - ALESSANDRIA, all weather, class 40.

Route 10. PIACENZA - ALESSANDRIA - TURIN, all weather class 40. May be required class 70 at a later date.

Autostrada BRESCIA - MILAN - TURIN all weather class 40.

NOTE. Question as to whether autostrada should be used instead of Route 11 has been taken up with AFHQ.

2. The policy laid down is that Bailey Bridging Equipment will be recovered as soon as possible, and as it is not intended to continue the manufacture of FLAMBO bridges, they will have to be replaced by other means.

3. There are many "weak links" in the AFHQ Priority Roads, but in most cases it is possible to pass these points by using other roads.

4. Please therefore put in hand the preparation of plans and placing of contracts for the reconstruction of all demolished bridges on AFHQ Priority roads, and also contracts for the upkeep and maintenance to the specified classification of AFHQ Priority Roads within the Region.

5. In connection with this work, as much help as possible will be given you by this HQ, in the way of materials and mechanical Equipment and Plant, the latter to be operated and maintained by the Unit supplying the Equipment.

6. It would be appreciated if one of your Roads & Bridges officers could inspect the "weak links" on these routes with our A/CHS, so that co-ordinated plans may be made, and also to decide the number of Bailey Bridges that will be required to open these roads to ALL WEATHER and to the specified class.

/s/ J.A. Chapman

3127
RF

/t/ Lt. Col. RE

35 C.R.E. (Works)

0 6 8 9

100 100