

ACC ACTN./26/C.F 10000/148/1498 (1 OF 2)

AVELLIN  
FEB. - D  
AUG. 1944



1498 (1 OF 2)

AYELLINO - ROCCHETTA LINE 294  
(FEB. - DEC. 1945);  
AUG. 1944 - FEB. 1945



1670

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

A.C.T. No. 26/C.F.

A VELLINO - ROCCHE TTA

LINE 294

11100



16711

14A / 12498

THIS FOLDER  
CONTAINS PAPERS  
FROM AUG. 44  
TO FEB. 45  
CATALOGUE.



1672

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

14910 / 14914



14910 - Citerchia - fermato

14911 - Fontana - Carlo

14912 - Anzio - A. Lido

14913 - Latina - Emilio

14914 - Cervinia - A. Lido



14910 - Ciberchia - fermore

14911 - Jorckin - Carlo

14912 - Anila - A. Lio

14913 - Letini - Emilio

14914 - Cerioni - A. Lio



1674

Declassified E.O. 12356 Section 3.3/NND No. 735021

Major Buckley

MOD. DATA 28-2-45

DISC. N.

CONTR.

FERROBETON-ROMA

ING.

SOC. ANONIMA

9 VIA CATANIA 9

SCALA

FF. SS. PONTE SULL'ARNO  
LINEA PISA-FIRENZE

DISEGNO N°

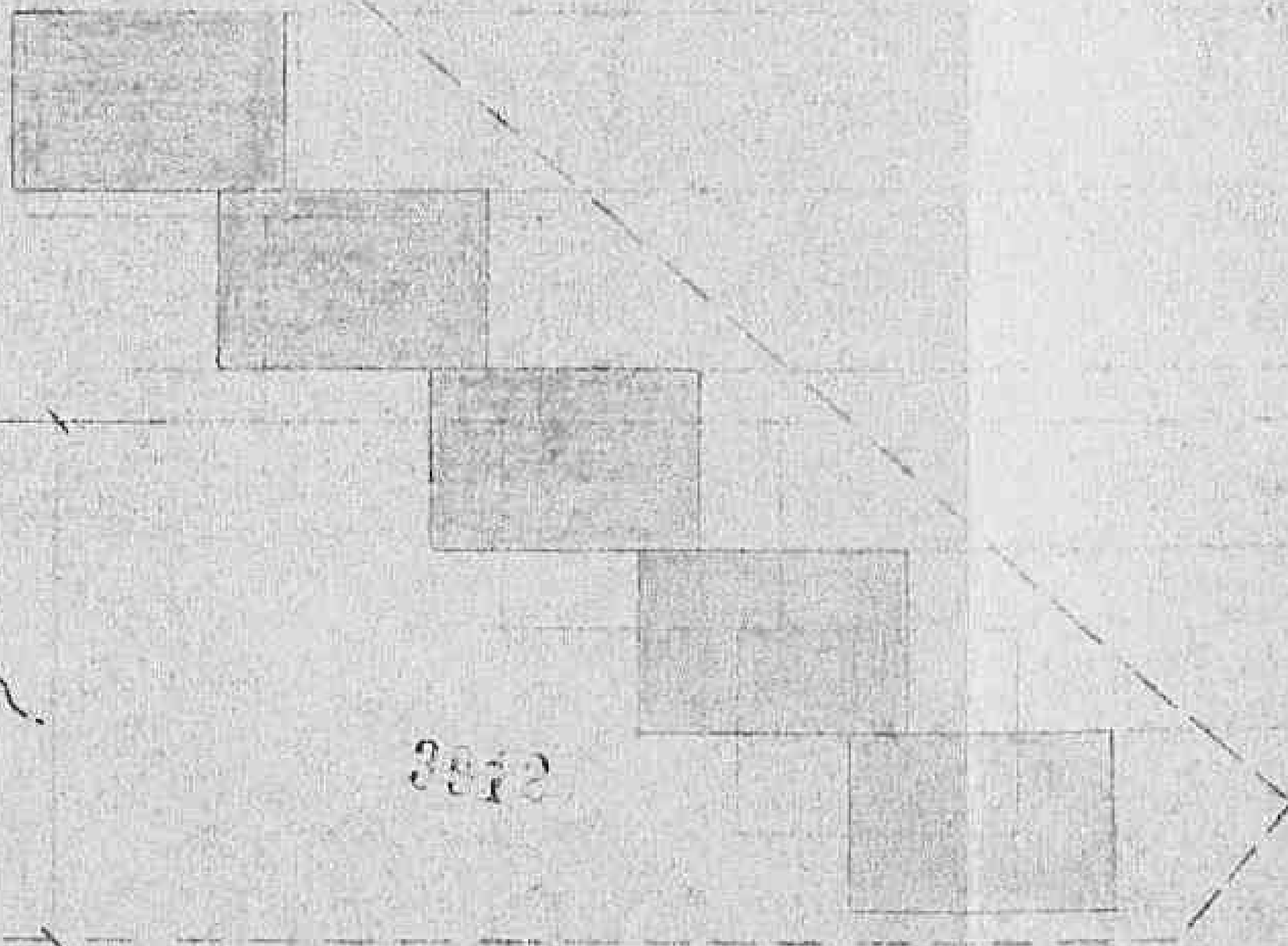
7722/24

1:100

Proposta nuova siste-  
mazione sovrastruttura

Sostituisce

Sostituito da

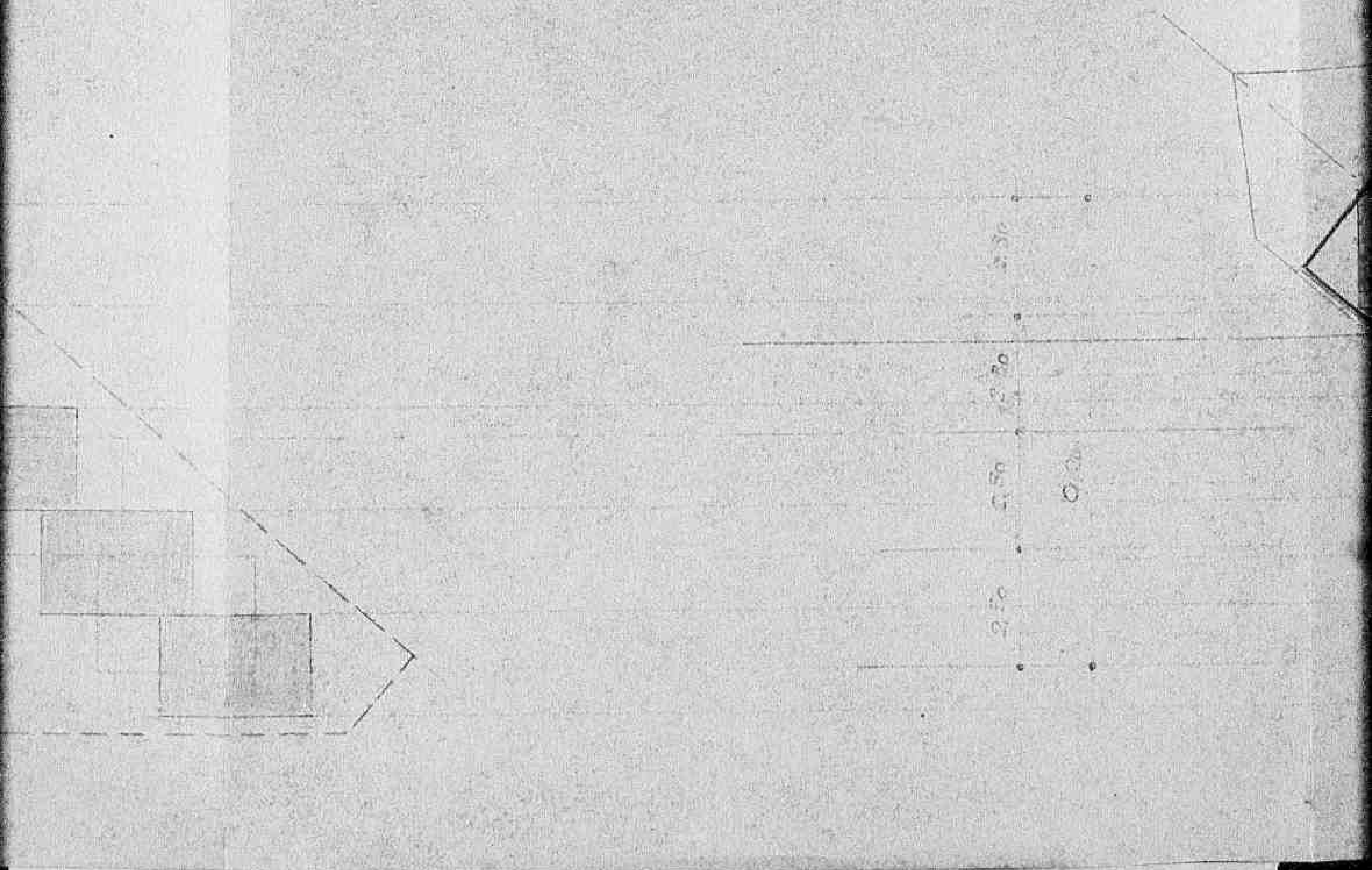




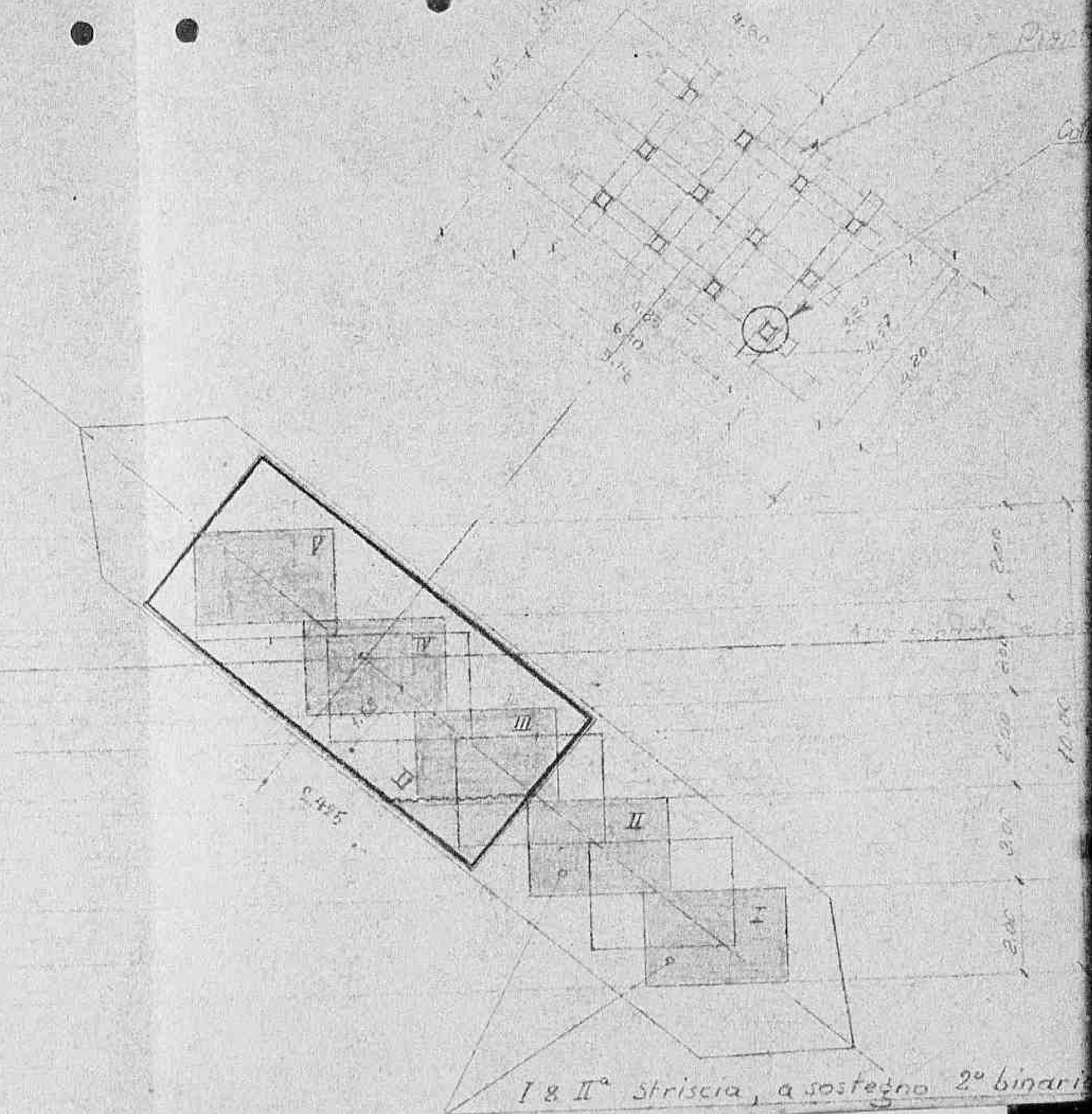
1675

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

1A  
109





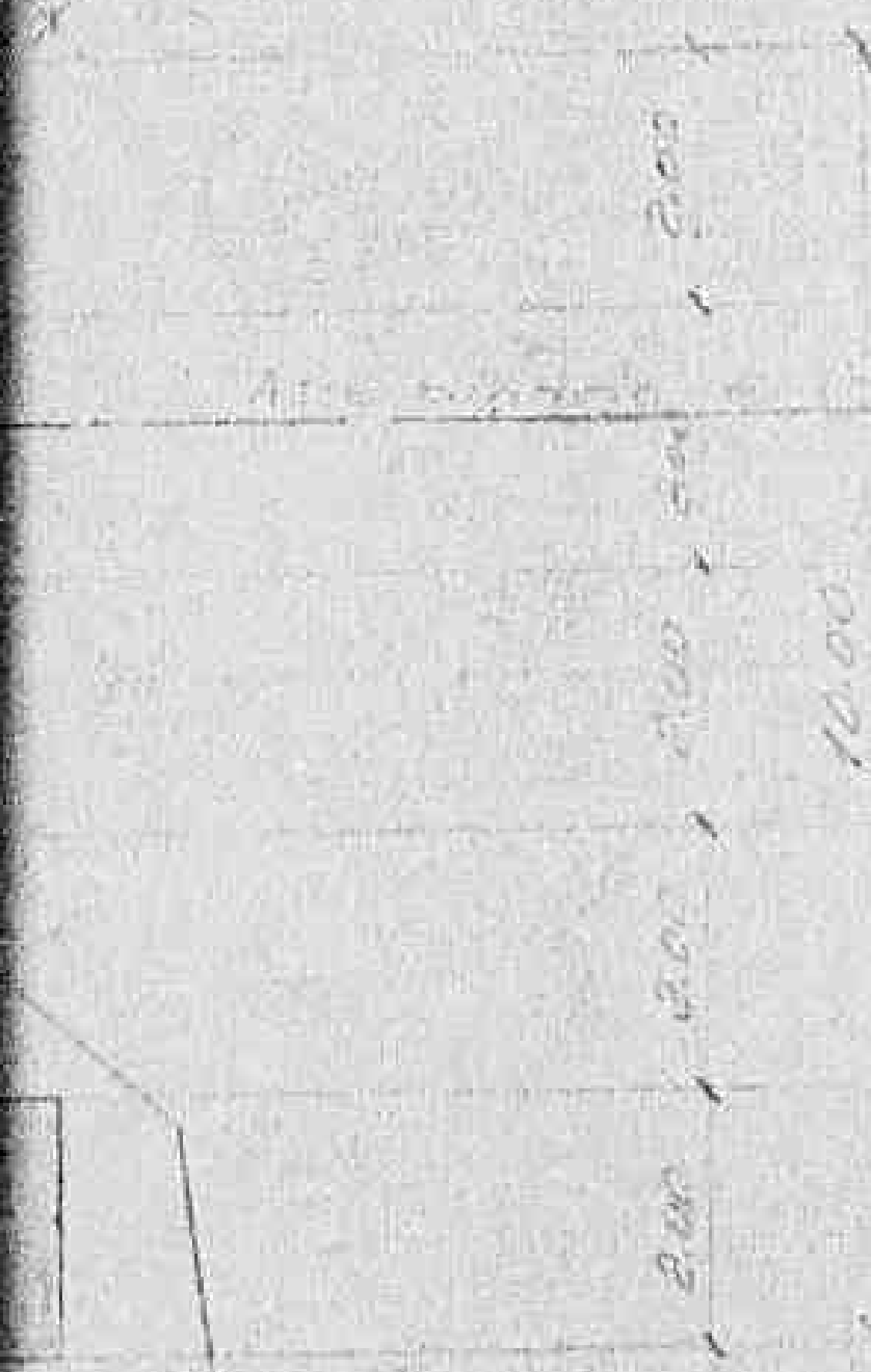
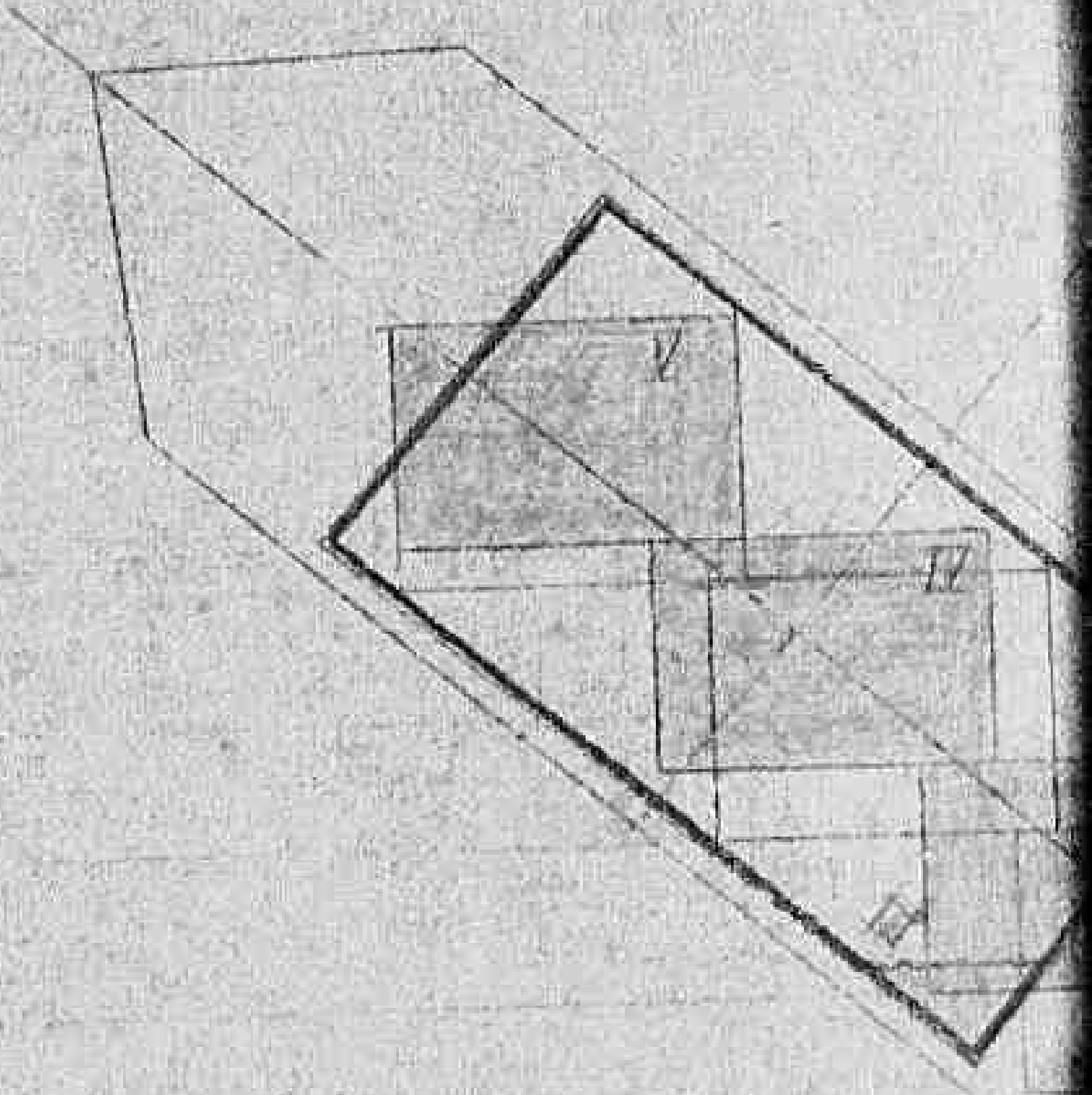
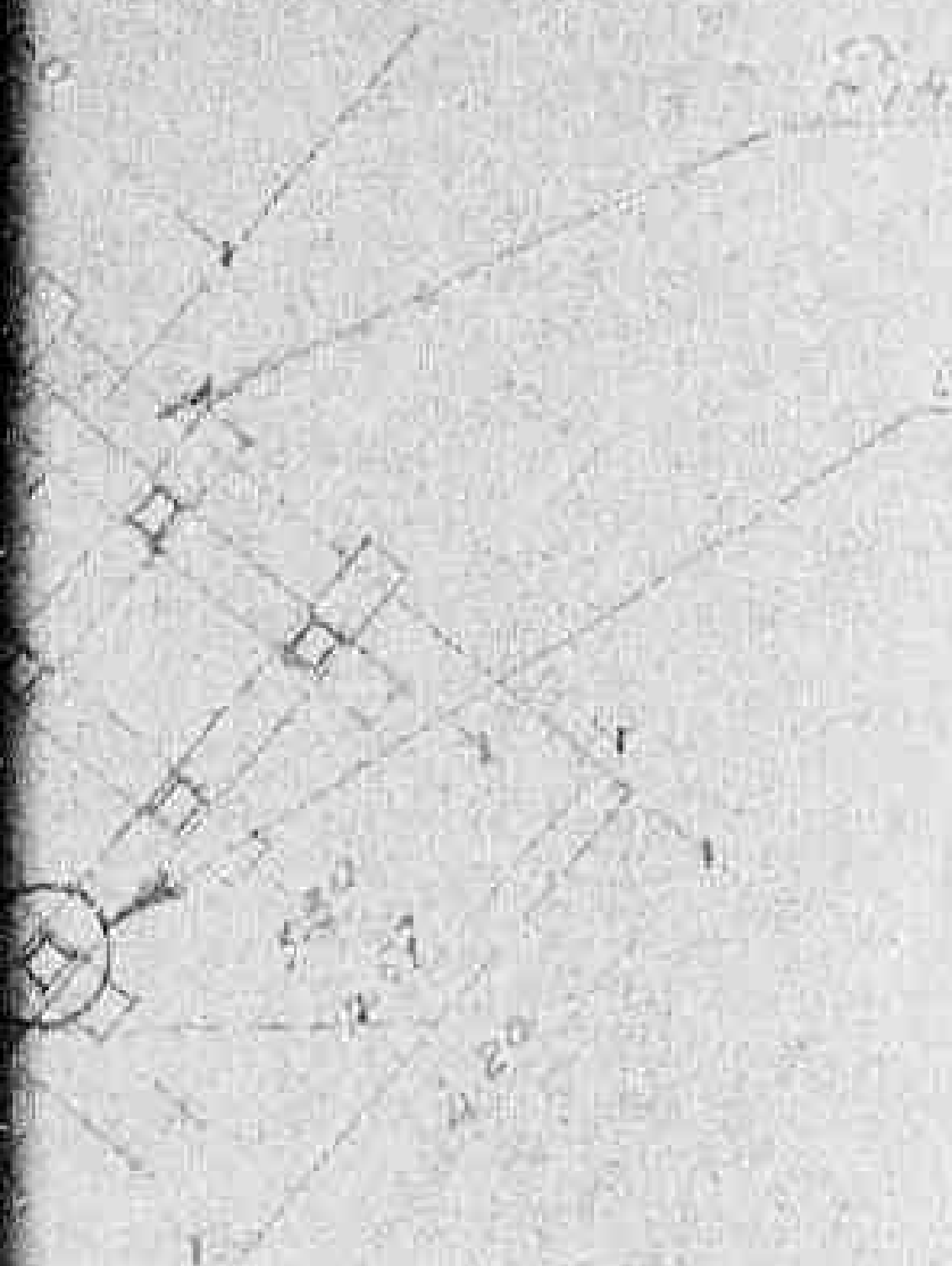




1677

Strada delle corone rettilinea a sostegno del ponte provvisorio

Edificio di cui è desiderabile la soppressione



a sostegno 2° binario

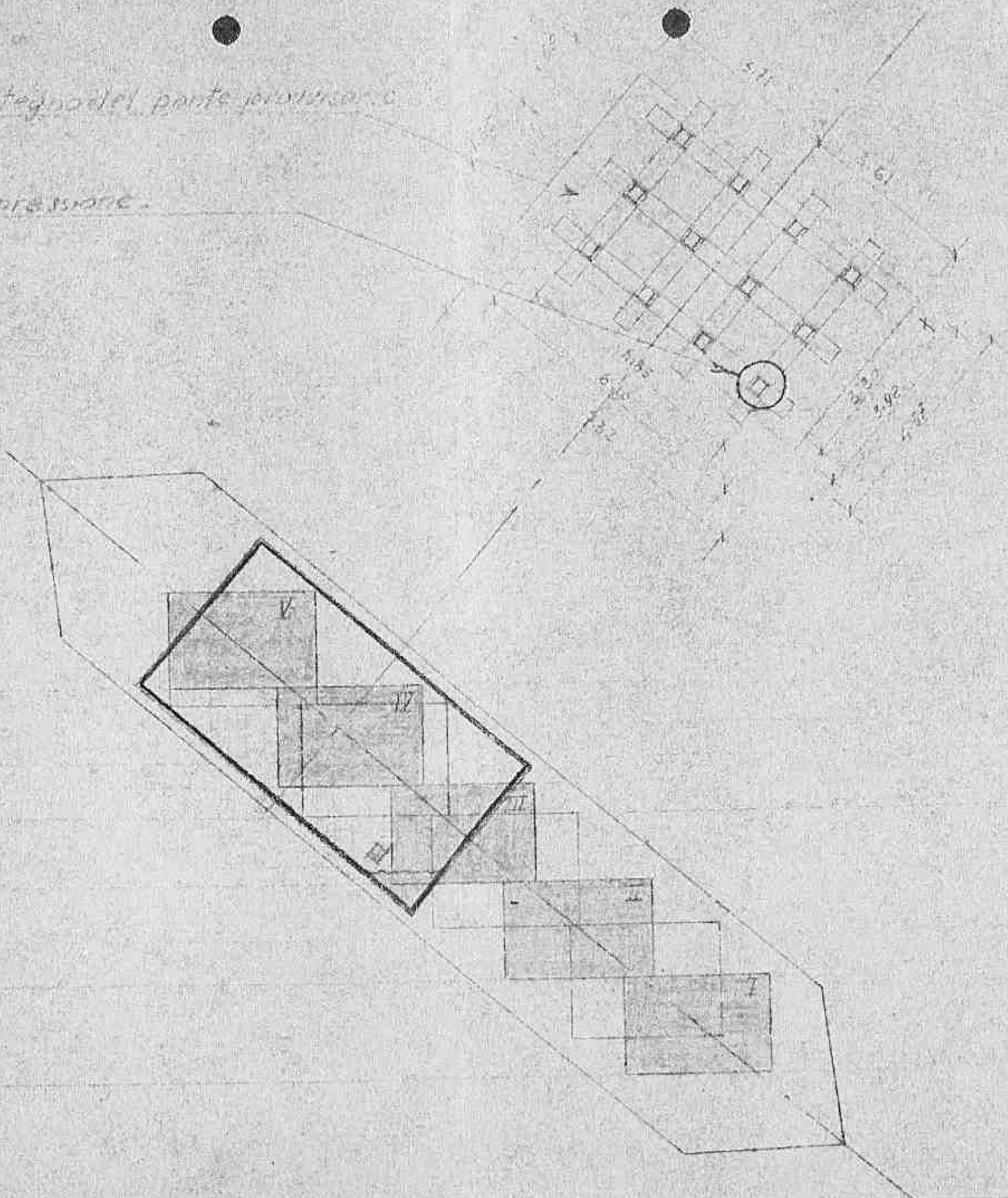


1678

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

Diagram of the bridge structure.

Pressure.





Subject : Compressor 210 Cuft  
for Loan to Ferrobeton.

Transportation (Br9Main  
C.M.F.

Tel: Firebox 9328

Ref: TnA.2/9/13.

8 Dec. 1945.

To : Tn.Sub-Commission  
A.C. Italy.

1. Reference your letter AO/TN/84/7 C.E. dated 4 Dec. and telephone conversation Major Buckley - Capt. Griffiths regarding the loan of a compressor for one month to the civil contractor Ferrobeton working on the river Arno Railway Bridge.
2. The contents of your para<sup>2</sup> are agreed.
3. It is confirmed Ferrobeton are at liberty to go to 330 T.S.D. and collect the compressor released to them.

Sgd / R.L. GRIFFITHS, S/Capt  
for Brigadier  
Director of Transportation.

3841



Major Bury - AC

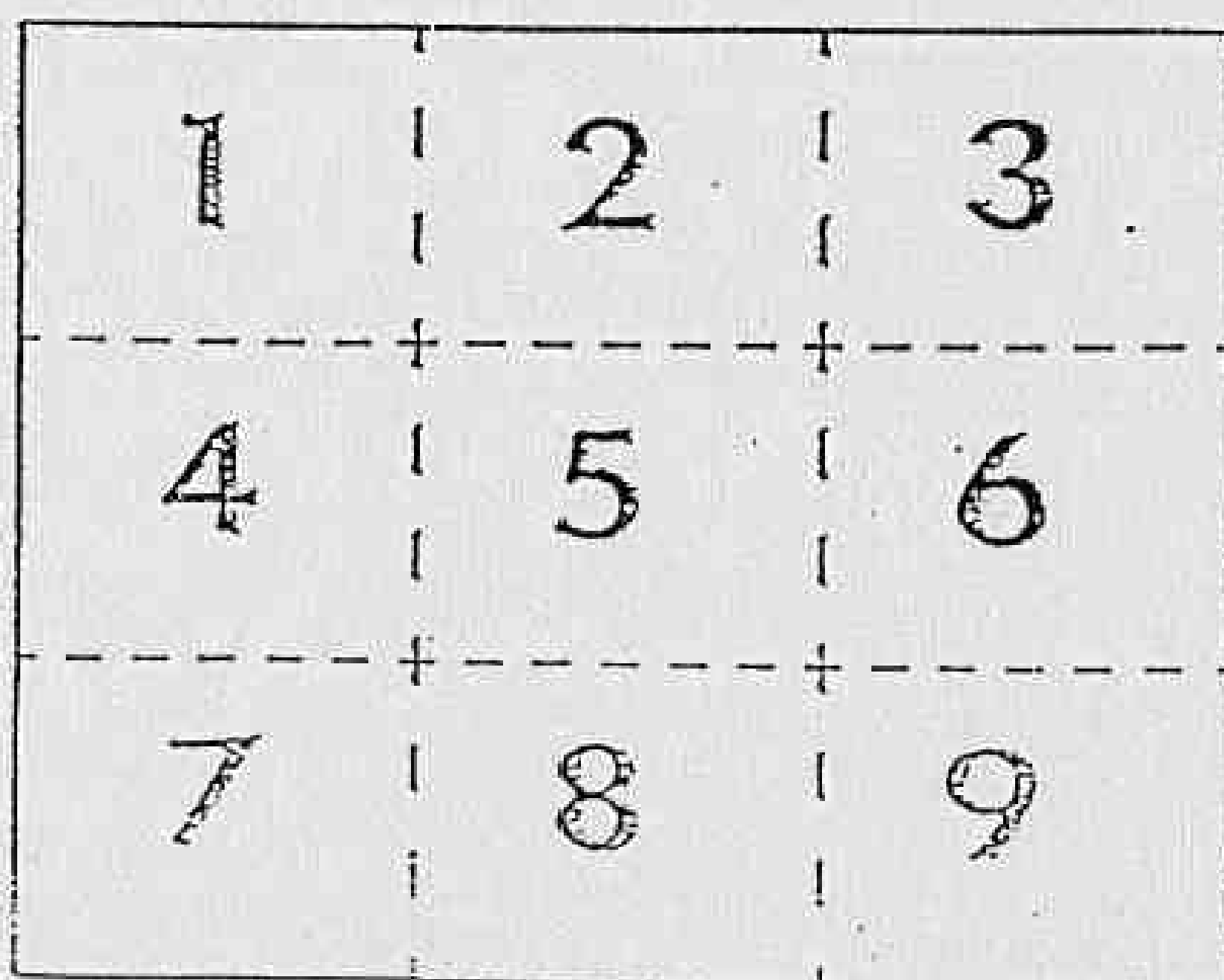
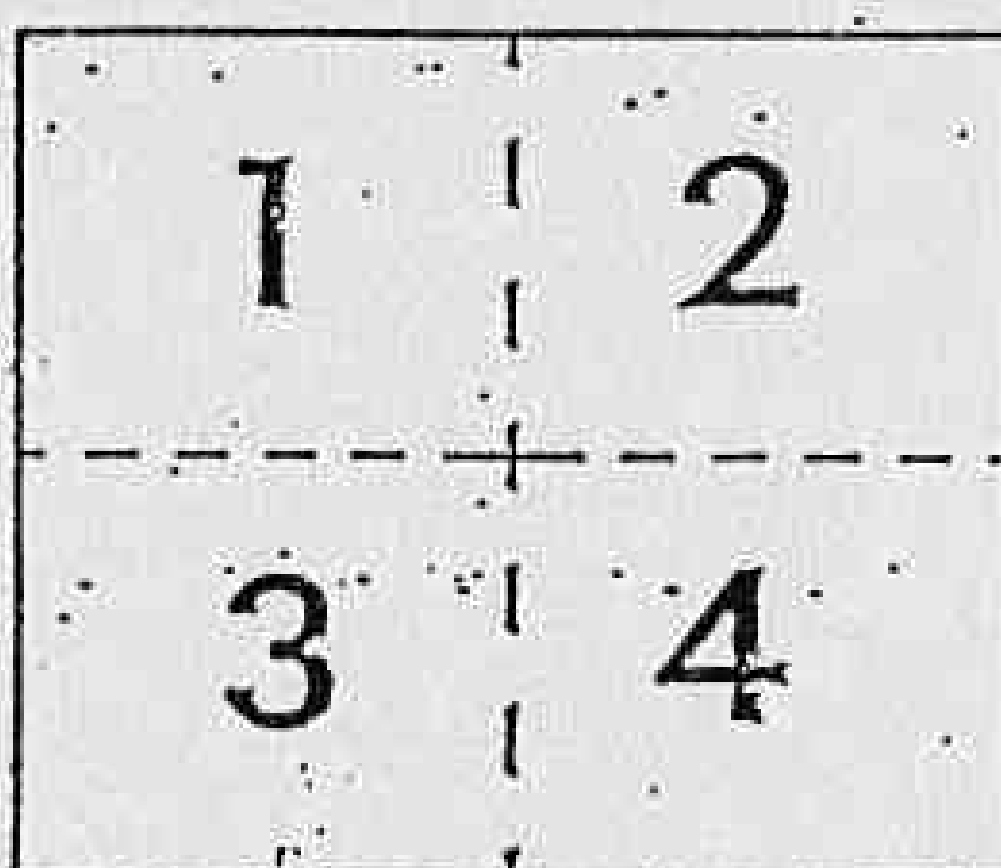
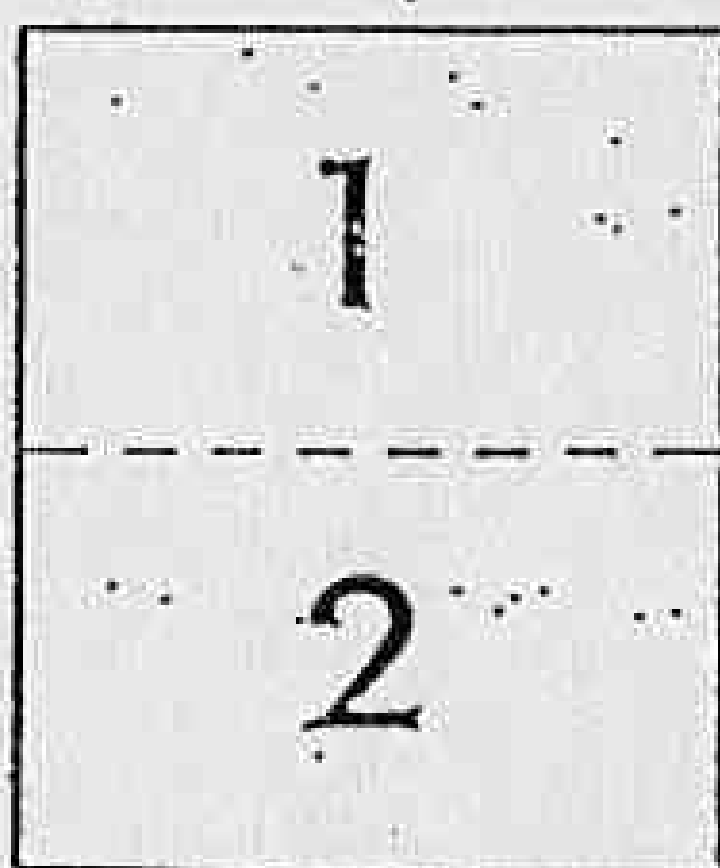
RE: EMPOLE OF LINE 219 - EMPOL 149 149 149

| MI    | DESCRIPTION                                                                               | m 5,      | 149<br>218 349 | Span<br>feet<br>5.20 |
|-------|-------------------------------------------------------------------------------------------|-----------|----------------|----------------------|
| 33.93 | Underpass under Empoli Yards, survey to follow                                            |           |                |                      |
| 34.42 | Underpass (top blown) 9 1/2 feet. Abutments good, Repair with timber stringers or I-beams |           |                |                      |
| 36.15 | Arch culvert, destroyed - (16' fill)                                                      |           |                | 73.00                |
| 36.80 | Arch culvert, destroyed - (10' fill)                                                      | 36+77     |                | 64.00                |
| 36.77 | Underpass and culvert destroyed - (9' fill)                                               | 36+977    | 149            | 62.00                |
| 37.26 | Arch culvert destroyed - (11' fill)                                                       |           |                | 65.00                |
| 37.71 | Culvert destroyed - (9' fill)                                                             |           |                | 62.00                |
| 37.85 | Arch culvert destroyed - (8' fill)                                                        |           |                | 60.00                |
| 37.97 | Arch culvert destroyed - (8' fill)                                                        | 37+924    |                | 60.00                |
| 38.10 | Arch culvert destroyed - (8' fill)                                                        |           |                | 60.00                |
| 38.41 | Culvert destroyed - (9' fill)                                                             | 3         |                | 62.00                |
| 38.54 | Culvert destroyed - (6' fill)                                                             | 38+537    |                | 48.00                |
| 38.71 | Culvert destroyed - (6' fill)                                                             | 38+706    |                | 48.00                |
| 39.13 | Truss span - survey to follow                                                             | Elsa Bage | m 29.00        |                      |
| 39.16 | Underpass destroyed                                                                       |           |                |                      |
| 39.77 | Culvert destroyed - (5.4' fill)                                                           |           |                | 46.52                |
| 39.81 | Culvert destroyed - (5.8' fill)                                                           |           |                | 47.28                |
| 40.25 | Small drain - (fill)                                                                      |           |                | 48.00                |
| 40.41 | Culvert destroyed - (3.5' fill)                                                           | 33.5      |                | 40.50                |
| 41.35 | Underpass destroyed - (6.4' fill)                                                         |           |                |                      |
| 41.58 | Arch culvert destroyed - (7.2' fill)                                                      |           |                | 51.60                |
| 41.66 | Arch culvert destroyed - (6.7' fill)                                                      |           |                | 50.16                |
| 41.87 | Culvert destroyed - (5.6' fill)                                                           |           |                | 46.80                |
| 42.09 | Underpass and culvert destroyed - (13.6' fill)                                            |           |                | 70.90                |
| 42.24 | Arch culvert destroyed - (4.8' fill)                                                      |           |                | 44.00                |
| 42.48 | Culvert destroyed - (11.8' fill)                                                          |           |                | 65.35                |



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

SEE DIAGRAMS BELOW.





## REPAIRS TO BRIDGES AND HIGHWAYS IN THE AREA OF THE RIVER

| NO.    | STRUCTURE                                                               | TYPE TO BE DONE BY M.S.S.                                                                        | TYPE TO BE DONE BY CONTRACTOR                                                                                                                | NAME OF CONTRACTOR |
|--------|-------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 6.346  | Main road Route 66.<br>Masonry arch 12.0<br>metre span.                 |                                                                                                  |                                                                                                                                              |                    |
| 7.693  | Occupation road.<br>Reinforced concrete<br>span of 5 m.                 |                                                                                                  | Fill in crater under running<br>track.                                                                                                       |                    |
| 8.433  | Occupation road.<br>Reinforced concrete<br>span of 3.2 m.               |                                                                                                  | Rebuild abutments and span with<br>rail cluster. Work under south<br>track to be completed before<br>work under North track is<br>commenced. | VARREX             |
| 10.134 | Occupation road.<br>Reinforced concrete<br>span of 3.2 m.               |                                                                                                  | Rebuild abutments and span with<br>rail cluster. Work under South<br>track to be completed before work<br>under North track is commenced.    | VARREX             |
| 11.955 | Occupation road. Re-<br>inforced concrete<br>span of 3.2 m.             |                                                                                                  | Fill in gap under South track.                                                                                                               | PARREX             |
| 13.642 | Occupation road. Re-<br>inforced concrete<br>span of 3.2 m.             |                                                                                                  | Fill in crater under South track.                                                                                                            | PARREX             |
| 14.738 | Occupation road.<br>Reinforced concrete<br>span of 5.0 m.               |                                                                                                  | Rebuild damaged abutments up to<br>existing reinforced concrete<br>slab.                                                                     | VARREX             |
| 15.620 | River bridge. Twin<br>steel girders over single<br>span of 30.5 metres. | Erect and launch either<br>lattice or U.S.S. span to<br>carry South track.                       | Rebuild abutments. Clear dam-<br>aged steelwork from river bed.                                                                              | PARREX             |
| 16.147 | Main road. Single steel<br>span of 8.5 metres.                          | Erect and launch U.S.S. span<br>specially modified to give<br>maximum head room under<br>bridge. |                                                                                                                                              |                    |
| 16.733 | Occupation road. Re-<br>inforced concrete span<br>of 5.09 metres.       |                                                                                                  | Fill crater under South track.                                                                                                               | PARREX             |
| 17.083 | Occupation road. Re-<br>inforced concrete span<br>of 3.20 metres.       |                                                                                                  | Rebuild damaged abutments up to<br>existing reinforced concrete<br>slab.                                                                     | PARREX             |
| 17.588 | Occupation road. Re-<br>inforced concrete span<br>of 3.18 metres.       |                                                                                                  | Repair damaged abutment.                                                                                                                     | PARREX             |



## REPAIRS OF BRIDGE STRUCTURE

| WORK TO BE DONE BY CONTRACTOR.                                                                                                   | DATE TO BE COMPLETED BY CONTRACTOR. | NAME OF CONTRACTOR. | REMARKS                                                                                                      |
|----------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|---------------------|--------------------------------------------------------------------------------------------------------------|
|                                                                                                                                  |                                     |                     | Abutments have been rebuilt in brick work by J. J. J. contractor. One 45 ft. span is needed to complete job. |
| Fill in center under running track.                                                                                              |                                     |                     |                                                                                                              |
| Rebuild abutments and span with rail cluster. Work under north track to be completed before work under North track is commenced. |                                     | VALENTI             | Work in hand.                                                                                                |
| Rebuild abutments and span with rail cluster. Work under north track to be completed before work under North track is commenced. |                                     | VALENTI             |                                                                                                              |
| Fill in gap under south track.                                                                                                   |                                     | PAULINI             | Clearance work in progress.                                                                                  |
| Fill in center under North track.                                                                                                |                                     | PAULINI             |                                                                                                              |
| Rebuild damaged abutments up to existing reinforced concrete slab.                                                               |                                     | VALENTI             |                                                                                                              |
| Rebuild abutments. Clear unobstructed steelwork from river bed.                                                                  |                                     | VALENTI             | Contractors men arrived on site 5th Feb 1945.                                                                |
| Rebuild and launch 11.5 J span specially modified to give sufficient head room under bridge.                                     |                                     |                     |                                                                                                              |
| Fill center under south track.                                                                                                   |                                     | PAULINI             |                                                                                                              |
| Rebuild damaged abutments up to existing reinforced concrete slab.                                                               |                                     | PAULINI             |                                                                                                              |
| Repair damaged abutment.                                                                                                         |                                     | PAULINI             |                                                                                                              |



|        | span of 2.5 metres.                                                 | especially modified to give maximum head room under bridge.         |                                                                    |         |
|--------|---------------------------------------------------------------------|---------------------------------------------------------------------|--------------------------------------------------------------------|---------|
| 16.733 | Occupation road. Reinforced concrete span of 3.62 metres.           |                                                                     | Fill crater under South track.                                     | PARRINI |
| 17.083 | Occupation road. Reinforced concrete span of 3.20 metres.           |                                                                     | Rebuild damaged abutments up to existing reinforced concrete abut. | PARRINI |
| 17.588 | Occupation road. Reinforced concrete span of 3.18 metres.           |                                                                     | Repair damaged abutment.                                           | PARRINI |
| 18.211 | Occupation road. Reinforced concrete span of 3.20 metres.           |                                                                     | Fill crater under South track.                                     | PARRINI |
| 19.051 | Occupation road. Brick arch span of 3.13 m.                         |                                                                     | Repair existing brick arch in situ as necessary.                   | PARRINI |
| 19.087 | River crossing. Twin steel girders over single span of 30.0 metres. | Erect and launch either lattice or U.C.B span to carry South track. | Rebuild abutments. Clear demolished steelwork from river bed.      | POGGI   |
| 19.433 | Culvert. Brick arch span 1.72 m.                                    |                                                                     | Rebuild complete as original.                                      | PARRINI |
| 19.999 | Culvert. Brick arch span 1.74 m.                                    |                                                                     | Rebuild completely as original.                                    | PARRINI |
| 20.104 | Culvert. Brick arch span 1.73 m.                                    |                                                                     | Rebuild completely as original.                                    | PARRINI |
| 20.176 | Culvert. Brick arch span 1.73 m.                                    |                                                                     | Rebuild completely as original.                                    | PARRINI |
| 20.179 | Occupation road. Reinforced concrete span of 3.15 m.                |                                                                     | Fill crater under running track.                                   | PARRINI |
| 20.321 | Culvert. Brick arch span 1.74 m.                                    |                                                                     | Rebuild completely as original.                                    | PARRINI |
| 20.472 | Culvert. Brick arch span 1.19 m.                                    |                                                                     | Rebuild completely as original.                                    | PARRINI |
| 20.491 | Occupation road. Reinforced concrete span of 3.21 m.                |                                                                     | Repairs as necessary to restore single track.                      | PARRINI |
| 20.695 | Culvert. Brick arch span 1.10 m.                                    |                                                                     | Rebuild completely as original.                                    | PARRINI |
| 20.713 | Occupation road. Reinforced concrete span of 3.19 m.                |                                                                     | Fill crater under running track.                                   | PARRINI |
| 20.990 | Culvert. Brick arch span 1.14 m.                                    |                                                                     | Lay one 3 ft. Arco pipe and fill.                                  | PARRINI |



ly modified to give  
a head room under

and launch with  
on or 100 ft. apart to  
south track.

Fill crater under south track.

PAVING

Rebuild damaged abutments up to  
existing reinforced concrete  
slab.

PAVING

Repair damaged abutment.

PAVING

Fill crater under south track.

PAVING

Repair existing bridge arch in  
situ as necessary.

PAVING

Rebuild abutments. Clear and  
level steelwork from river bed.

PAVING

Rebuild complete as original.

PAVING

Rebuild completely as original.

PAVING

Rebuild completely as original.

PAVING

Rebuild completely as original.

PAVING

Fill crater under running track.

PAVING

Rebuild completely as original.

PAVING

Rebuild completely as original.

PAVING

Repairs as necessary to restore  
single track.

PAVING

Rebuild completely as original.

PAVING

Fill crater under running track.

PAVING

Lay one 3 ft. Araco pipe and fill.

PAVING

1.8 ft. to supply 30 lin. ft.  
of 3 ft. Araco pipe to con-  
tractor.



| KM.              | STRUCTURE                                         | WORK TO BE DONE BY M.R.S.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | WORK TO BE DONE BY CONTRACTOR                                                              | NAME OF CONTRACTOR |
|------------------|---------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|--------------------|
| 22.149           | RIVER ARNO - 5 Skew<br>Arches each 29.76m<br>Span | <p><u>PHASE I</u> - Reconstruction of those parts of piers and abutments necessary to carry series of UCB 3-girder deck spans. Erection of series of 3-girder Deck UCB spans. Erection to be parallel to centre line of bridge and as far from it as possible to facilitate permanent repairs to arches.</p> <p><u>PHASE II</u> - Turn arches on half of bridge not covered by UCB. Move running track to this half of bridge.</p> <p><u>PHASE III</u> - Dismantle UCB spans and return to store.</p> <p><u>PHASE IV</u> - Turn arches on half of bridge formerly covered by UCB and complete permanent repair.</p> | <p><u>PHASE I</u> - Erection of Aerial ropeway to assist in repairs to piers by M.R.S.</p> | FERROB             |
| 22.562           | Occupation Road. One span of 3.2 metres.          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Rebuild abutments for South track. Span gap with rail clusters.                            | PARRI              |
| 22.901           | Occupation Road - One span of 3.2 metres.         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Gap to be filled in under South track using debris etc lying on site                       | PARRI              |
| 23.000           | Very large bomb crater in track.                  | Use angledozer to fill in.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                            |                    |
| 23.200 to 23.400 | Track has been stripped and used as a road.       | Angledozer required to smooth formation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Lay and ballast track.                                                                     | I.S.               |
| 23.743           | Culvert over irrigation ditch span 1.75m.         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Lay one 3ft Armo pipe and fill over.                                                       | PARRI              |
| 24.323           | Occupation Road - One span of 2.93 metres.        | Gap to be filled in under South track by angledozer.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                            |                    |
| 24.806           | Culvert. One span of 2.5 metres.                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | To be rebuilt as a brick arch. Work under South track to be completed before work          | PARRI              |



| E            | WORK TO BE DONE BY M.R.S.                                                                                                                                                                                                                                                                                    | WORK TO BE DONE BY CONTRACTOR                                                                                         | NAME OF CONTRACTOR | REMARKS                                                                       |
|--------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|--------------------|-------------------------------------------------------------------------------|
| ew<br>m      | <p><u>PHASE I</u> - Reconstruction of those parts of piers and abutments necessary to carry series of UCB 3-girder deck spans. Erection of series of 3-girder Deck UCB spans. Erection to be parallel to centre line of bridge and as far from it as possible to facilitate permanent repairs to arches.</p> | <p><u>PHASE I</u> - Erection of Aerial ropeway to assist in repairs to piers by M.R.S.</p>                            | FERROBETON         |                                                                               |
|              |                                                                                                                                                                                                                                                                                                              | <p><u>PHASE II</u> - Turn arches on half of bridge not covered by UCB. Move running track to this half of bridge.</p> | FERROBETON         |                                                                               |
|              | <p><u>PHASE III</u> - Dismantle UCB spans and return to store.</p>                                                                                                                                                                                                                                           |                                                                                                                       | -                  | <p>Only if MES troops available. Otherwise work to be done by contractor.</p> |
|              |                                                                                                                                                                                                                                                                                                              | <p><u>PHASE IV</u> - Turn arches on half of bridge formerly covered by UCB and complete permanent repair.</p>         | FERROBETON         |                                                                               |
| One<br>ss.   |                                                                                                                                                                                                                                                                                                              | <p>Rebuild abutments for South track. Span gap with rail clusters.</p>                                                | PARRINI            |                                                                               |
| One<br>ss.   |                                                                                                                                                                                                                                                                                                              | <p>Gap to be filled in under South track using debris etc lying on site</p>                                           | PARRINI            |                                                                               |
| crater       | <p>Use angledozer to fill in.</p>                                                                                                                                                                                                                                                                            |                                                                                                                       | -                  |                                                                               |
| ripped<br>d. | <p>Angledozer required to smooth formation.</p>                                                                                                                                                                                                                                                              | <p>Lay and ballast track.</p>                                                                                         | I.S.R.             |                                                                               |
| gation       |                                                                                                                                                                                                                                                                                                              | <p>Lay one 3ft Armco pipe and fill over.</p>                                                                          | PARRINI            | <p>WD to supply 35 lin.ft. of 3ft Armco pipe to contractor.</p>               |
| One<br>res.  | <p>Gap to be filled in under South track by angledozer.</p>                                                                                                                                                                                                                                                  |                                                                                                                       | -                  |                                                                               |
| a of         |                                                                                                                                                                                                                                                                                                              | <p>To be rebuilt as a brick arch. Work under South track to be completed before work</p>                              | PARRINI            |                                                                               |



|                  |                                              |                                                      |                                                                                                                    |      |
|------------------|----------------------------------------------|------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|------|
|                  |                                              |                                                      | clusters.                                                                                                          |      |
| 22.901           | Occupation Road - One span of 3.2 metres.    |                                                      | Gap to be filled in under South track using debris etc lying on site                                               | PARR |
| 23.000           | Very large bomb crater in track.             | Use angledozer to fill in.                           |                                                                                                                    | -    |
| 23.200 to 23.400 | Track has been stripped and used as a road.  | Angledozer required to smooth formation.             | Lay and ballast track.                                                                                             | I.S. |
| 23.743           | Culvert over irrigation ditch span 1.75m.    |                                                      | Lay one 3ft Armo pipe and fill over.                                                                               | PARR |
| 24.323           | Occupation Road - One span of 2.93 metres.   | Gap to be filled in under South track by angledozer. |                                                                                                                    | -    |
| 24.806           | Culvert. One span of 2.5 metres.             |                                                      | To be rebuilt as a brick arch. Work under South track to be completed before work under North track is commenced.  | PARR |
| 25.028           | Culvert. One span of 2.5 metres.             |                                                      | To be rebuilt as a brick arch. Work under South track to be completed before work under North track is commenced.  | PARR |
| 25.989           | Occupation Road. One span of 3m. approx.     |                                                      | Replace rail clusters on existing abutments.                                                                       | PARR |
| 26/106           | Occupation Road. One span of 1.9 metres.     |                                                      | Fill gap under North track.                                                                                        | PARR |
| 26.323           | Culvert. One brick arch of 1.9 metres.       |                                                      | To be rebuilt in original form. Work under North track to be completed before work under South track is commenced. | PARR |
| 26.496           | Occupation Road. One span of 2.2 metres.     |                                                      | Gap to be filled under North track.                                                                                | PARR |
| 26.589           | Occupation Road. One span of 1.55 metres.    |                                                      | Gap to be filled under North track.                                                                                | PARR |
| 26/663           | Occupation Road. One span of 2.55m. span.    |                                                      | Rebuild abutments and span with rail clusters under North track                                                    | PARR |
| 26.668           | Stream. Brick arch of 5.26m. span.           |                                                      | Rebuild abutments and span with rail cluster under North track                                                     | PARR |
| 26.903           | Occupation Road. Rail Cluster span of 2.91m. |                                                      | Rebuild completely as originally.                                                                                  | PARR |
| 27.263           | Occupation Road. Brick arch of 2.96m. span   |                                                      | Rebuild abutments and span with rail clusters.                                                                     | PARR |
| 27.366           | Stream. Brick arch of 2.96m. span.           |                                                      | Rebuild as originally existing.                                                                                    | PARR |



|                  |                                                                                                                                |         |                                                                      |
|------------------|--------------------------------------------------------------------------------------------------------------------------------|---------|----------------------------------------------------------------------|
|                  | clusters.                                                                                                                      |         |                                                                      |
| - One<br>res.    | Gap to be filled in under<br>South track using debris etc<br>lying on site                                                     | PARRINI |                                                                      |
| crater           | Use angledozer to fill in.                                                                                                     | -       |                                                                      |
| stripped<br>ed.  | Angledozer required to smooth<br>formation.                                                                                    | I.S.R.  |                                                                      |
| igation<br>n.    | Lay one 3ft Armco pipe and<br>fill over.                                                                                       | PARRINI | WD to supply<br>35 lin.ft.<br>of 3ft Armco<br>pipe to<br>contractor. |
| - One<br>res.    | Gap to be filled in under<br>South track by angledozer.                                                                        | -       |                                                                      |
| an of            | To be rebuilt as a brick<br>arch. Work under South track<br>to be completed before work<br>under North track is<br>commenced.  | PARRINI |                                                                      |
| an of            | To be rebuilt as a brick<br>arch. Work under South track<br>to be completed before work<br>under North track is commenced.     | PARRINI |                                                                      |
| . One<br>rox.    | Replace rail clusters on<br>existing abutments.                                                                                | PARRINI |                                                                      |
| . One<br>res.    | Fill gap under North track.                                                                                                    | PARRINI |                                                                      |
| ick<br>res.      | To be rebuilt in original<br>form. Work under North track<br>to be completed before work<br>under South track is<br>commenced. | PARRINI |                                                                      |
| . One<br>res.    | Gap to be filled under North<br>track.                                                                                         | PARRINI |                                                                      |
| . One<br>tres.   | Gap to be filled under North<br>track.                                                                                         | PARRINI |                                                                      |
| . One<br>span.   | Rebuild abutments and span with<br>rail clusters under North track                                                             | PARRINI |                                                                      |
| rch              | Rebuild abutments and span with<br>rail cluster under North track                                                              | PARRINI |                                                                      |
| . Rail<br>2.91m. | Rebuild completely as<br>originally.                                                                                           | PARRINI |                                                                      |
| . Brick<br>span  | Rebuild abutments and span<br>with rail clusters.                                                                              | PARRINI |                                                                      |
| rch of           | Rebuild as originally<br>existing.                                                                                             | PARRINI |                                                                      |



| KN.    | STRUCTURE                                                                                              | WORK TO BE DONE BY M.V.S.                    | WORK TO BE DONE BY CONTRACTOR                                                                                                                          | NAME<br>CONTR |
|--------|--------------------------------------------------------------------------------------------------------|----------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| 27.528 | Occupation Road. Rail cluster span of 3.30m.                                                           |                                              | Take down and rebuild west abutment. Span with rail clusters under all tracks.                                                                         | PARRI         |
| 27.740 | River PESA. Single steel span of 30.8m. Separate girder or UCB span to carry span for each of 2 tracks | Erect and launch either lattice South track. | Rebuild abutments. Clear demolished steelwork from river bed. Fill scour holes in river banks North of bridge. Fill scour holes in Railway embankment. | POGGI         |
| 28.815 | Stream. Rail cluster span of 2.35m.                                                                    |                                              | Rebuild as original. Work under North track to be completed before work under South track is commenced.                                                | PARDI         |
| 29.120 | Occupation Road. Brick arch of span 3.40m.                                                             |                                              | Rebuild as original. Work under North track to be completed before work under South track is commenced.                                                | PARDI         |
| 29.396 | Irrigation Canal. Rail cluster span of 2.60m.                                                          |                                              | Lay two 2ft Armco pipes & fill                                                                                                                         | PARDI         |
| 29.667 | Occupation Road. Rail cluster span of 2.90m.                                                           |                                              | Rebuild as original. Work under North track to be completed before work under South track is commenced.                                                | PARDI         |
| 30.213 | Occupation Road. Reinforced concrete slab span of 2.86m.                                               |                                              | Fill gap in under South track.                                                                                                                         | PARDI         |
| 30.247 | Irrigation Canal. STEEL span of 8.75m.                                                                 |                                              | Rebuild abutments under South track. Erect standard WD 3ft RSJ span. Clear debris of demolished steelwork.                                             | PARDI         |
| 30.598 | Stream. Brick arch culvert span 1.75m.                                                                 |                                              | Rebuild as original. Work under south track to be completed before work under North track is commenced.                                                | PARDI         |
| 30.662 | Stream. Brick arch culverts span 2.15m.                                                                |                                              | Repair bomb hole in roof of culvert. Area approx 8 Sq.m.                                                                                               | PARDI         |
| 30.775 | Stream. Brick arch culvert Span 1.70m.                                                                 |                                              | Rebuild as original. Work under South track to be completed before work under North track is commenced.                                                | PARDI         |
| 30.912 | Stream. Brick arch culvert span 1.78m.                                                                 |                                              | Lay one 3ft Armco pipe & fill.                                                                                                                         | PARDI         |



| R E                                                       | WORK TO BE DONE BY M. S.                                                 | WORK TO BE DONE BY CONTRACTOR                                                                                                                          | NAME OF CONTRACTOR | REMARKS                                                             |
|-----------------------------------------------------------|--------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|---------------------------------------------------------------------|
| 1. Rail<br>3.30m.                                         |                                                                          | Take down and rebuild west abutment. Span with rail clusters under all tracks.                                                                         | PARRINI            |                                                                     |
| 2. Steel<br>Separate girder or UCB span to carry 2 tracks | Erect and launch either lattice girder or UCB span to carry South track. | Rebuild abutments. Clear demolished steelwork from river bed. Fill scour holes in river banks North of bridge. Fill scour holes in Railway embankment. | POGGI              | Tn to give decision as to whether UCB or lattice girder to be used. |
| 3. Masonry<br>Abutment                                    |                                                                          | Rebuild as original. Work under North track to be completed before work under South track is commenced.                                                | PARDI              |                                                                     |
| 4. Brick<br>40m.                                          |                                                                          | Rebuild as original. Work under North track to be completed before work under South track is commenced.                                                | PARDI              |                                                                     |
| 5. Rail<br>2.60m.                                         |                                                                          | Lay two 2ft Armco pipes & fill                                                                                                                         | PARDI              | WD to supply 70 lin.ft. of 2ft Armco culvert to contractor.         |
| 6. Rail<br>2.90m.                                         |                                                                          | Rebuild as original. Work under North track to be completed before work under South track is commenced.                                                | PARDI              |                                                                     |
| 7. Rein-<br>slab                                          |                                                                          | Fill gap in under South track.                                                                                                                         | PARDI              |                                                                     |
| 8. STEEL                                                  |                                                                          | Rebuild abutments under South track. Erect standard WD 31ft RSJ span. Clear debris of demolished steelwork.                                            | PARDI              | MRSto supply one 31ft RSJ span to contractor.                       |
| 9. Arch<br>7.5m.                                          |                                                                          | Rebuild as original. Work under south track to be completed before work under North track is commenced.                                                | PARDI              |                                                                     |
| 10. Arch<br>2.15m.                                        |                                                                          | Repair bomb hole in roof of culvert. Area approx 8 Sq.m.                                                                                               | PARDI              |                                                                     |
| 11. Arch<br>5.70m.                                        |                                                                          | Rebuild as original. Work under South track to be completed before work under North track is commenced.                                                | PARDI              |                                                                     |
| 12. Arch<br>7.8m.                                         |                                                                          | Lay one 3ft Armco pipe & fill.                                                                                                                         | PARDI              | MRSto supply 35 lin.ft. 3ft. Armco culvert to contractor.           |



cluster span of 2.90m.

under North track to be completed before work under South track is commenced.

PARDI

30.213 Occupation Road. Reinforced concrete slab span of 2.86m.

Fill gap in under South track.

PARDI

30.247 Irrigation Canal. STEEL span of 8.75m.

Rebuild abutments under South track. Erect standard WD 31ft RSJ span. Clear debris of demolished steelwork.

PARDI

30.598 Stream. Brick arch culvert span 1.75m.

Rebuild as original. Work under south track to be completed before work under North track is commenced.

PARDI

30.684 Stream. Brick arch culverts span 2.15m.

Repair bomb hole in roof of culvert. Area approx 8 Sq.m.

PARDI

30.775 Stream. Brick arch culvert Span 1.78m.

Rebuild as original. Work under South track to be completed before work under North track is commenced.

PARDI

30.912 Stream. Brick arch culvert span 1.78m.

Lay one 3ft Aruco pipe &amp; fill.

PARDI

31.085 Stream. Brick arch culvert span 2.09m.

Rebuild as original. Work under South track to be completed before work under North track is commenced.

PARDI

31.285 Stream. Brick arch culvert span 2.82m.

Rebuild as original. Work under South track to be completed before work under North track commences

PARDI

31.582 Occupation road. Rail cluster span 3.15m. Fill under South track by Angledozer.

31.808 Stream. Brick arch culvert span 1.70m.

Rebuild as original. Work under South track to be completed before work under North track commences.

PARDI

32.619 Stream. Brick Arch culvert span 5.3m.

Rebuild abutments. Span with steel girder under South track.

PARDI

32.747 Stream. Brick arch culvert span 2.82m.

Rebuild as original. Work under South track to be completed before work under North track commences.

PARDI

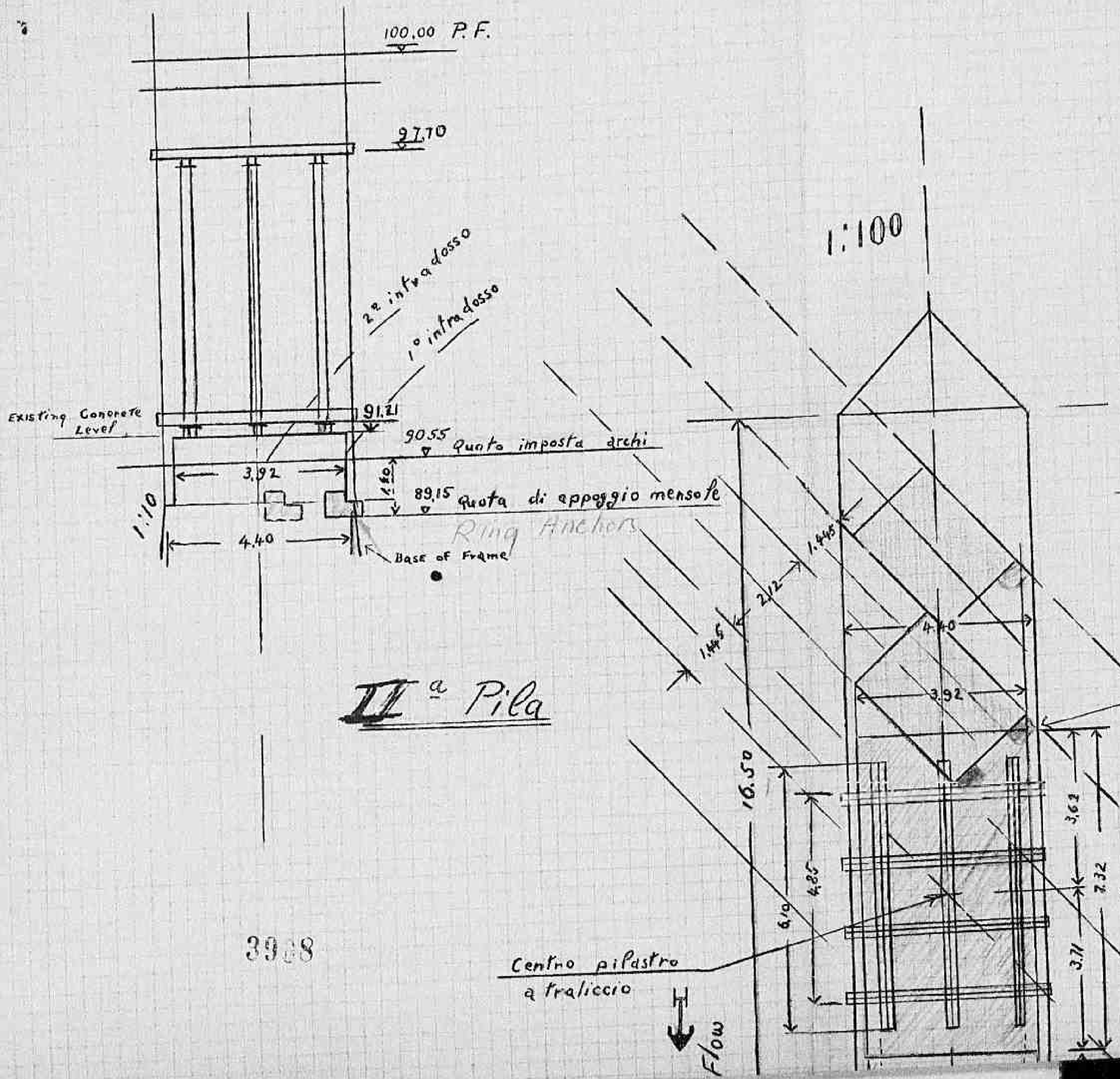
32.873 Occupation Road. Rail cluster span 3.27m. Rebuild abutments and re-use existing rail clusters.

32.887 River ORMS. Twin steel girders over single span of 13.10m. Rebuild West abutment under existing girders? Repair East abutment.

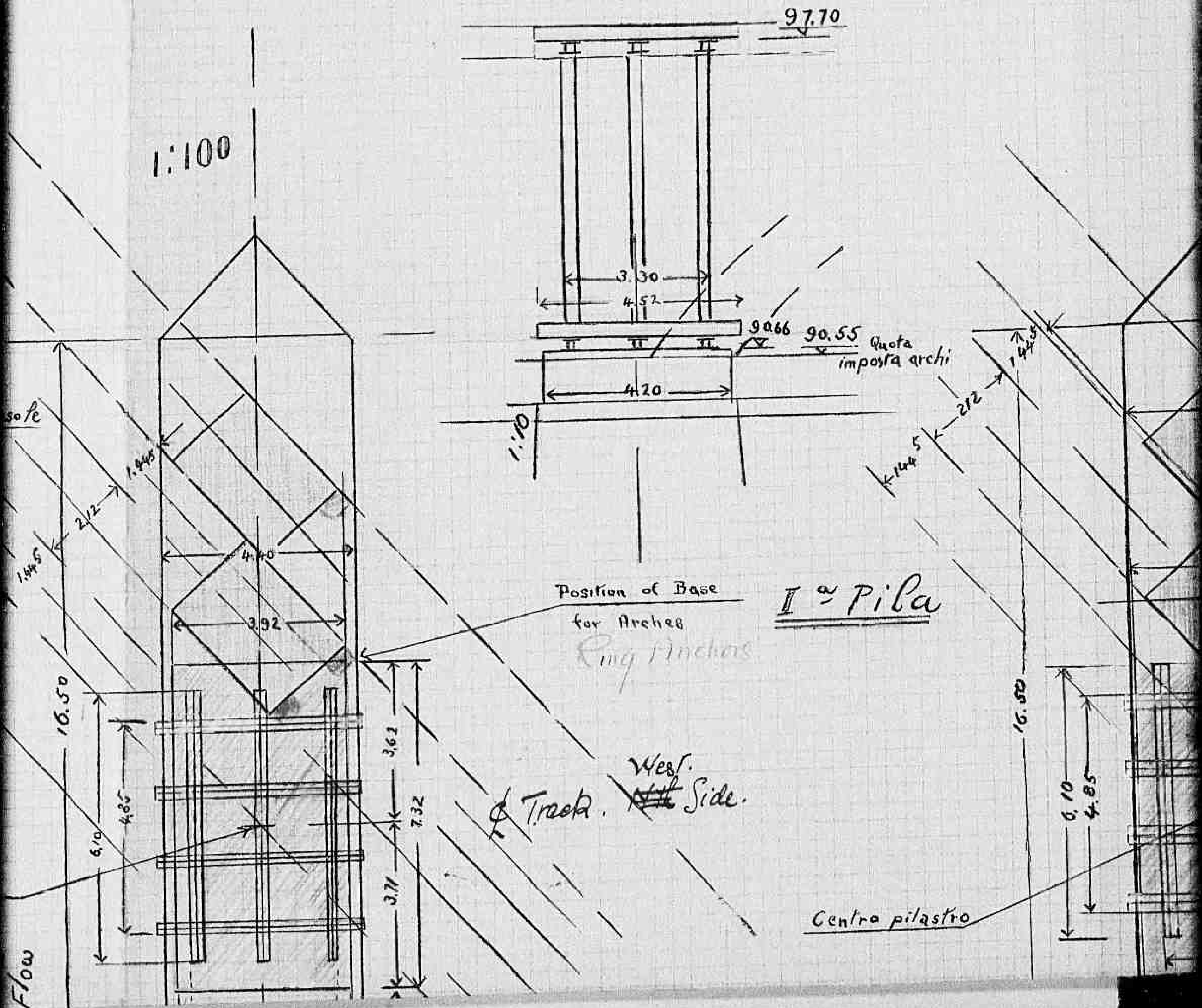


|       |                                                                                                             |       |                                                            |
|-------|-------------------------------------------------------------------------------------------------------------|-------|------------------------------------------------------------|
| on.   | under North track to be completed before work under South track is commenced.                               | PARDI |                                                            |
| in-   | Fill gap in under South track.                                                                              | PARDI |                                                            |
| b     | Rebuild abutments under South track. Erect standard WD 31ft RSJ span. Clear debris of demolished steelwork. | PARDI | MRS to supply one 31ft RSJ span to contractor.             |
| TE EL | Rebuild as original. Work under south track to be completed before work under North track is commenced.     | PARDI |                                                            |
| .     | Repair bomb hole in roof of culvert. Area approx 8 Sq.m.                                                    | PARDI |                                                            |
| .     | Rebuild as original. Work under South track to be completed before work under North track is commenced.     | PARDI |                                                            |
| .     | Buy one 3ft Armco pipe & fill.                                                                              | PARDI | MRS to supply 35 lin.ft. 3ft. Armco culvert to contractor. |
| .     | Rebuild as original. Work under South track to be completed before work under North track is commenced.     | PARDI |                                                            |
| .     | Rebuild as original. Work under South track to be completed before work under North track commences         | PARDI |                                                            |
| Rail  | Fill under South track by Angledozer.                                                                       | -     |                                                            |
| m.    | Rebuild as original. Work under South track to be completed before work under North track commences.        | PARDI |                                                            |
| n     | Rebuild abutments. Span with steel girder under South track.                                                | PARDI | Suitable steel girder available in SMPOLI station yard.    |
| m.    | Rebuild as original. Work under South track to be completed before work under North track commences.        | PARDI |                                                            |
| h     | Rebuild abutments and re-use existing rail clusters.                                                        | -     |                                                            |
| 2m.   | Rebuild West abutment under existing girders? Repair East abutment.                                         | -     |                                                            |



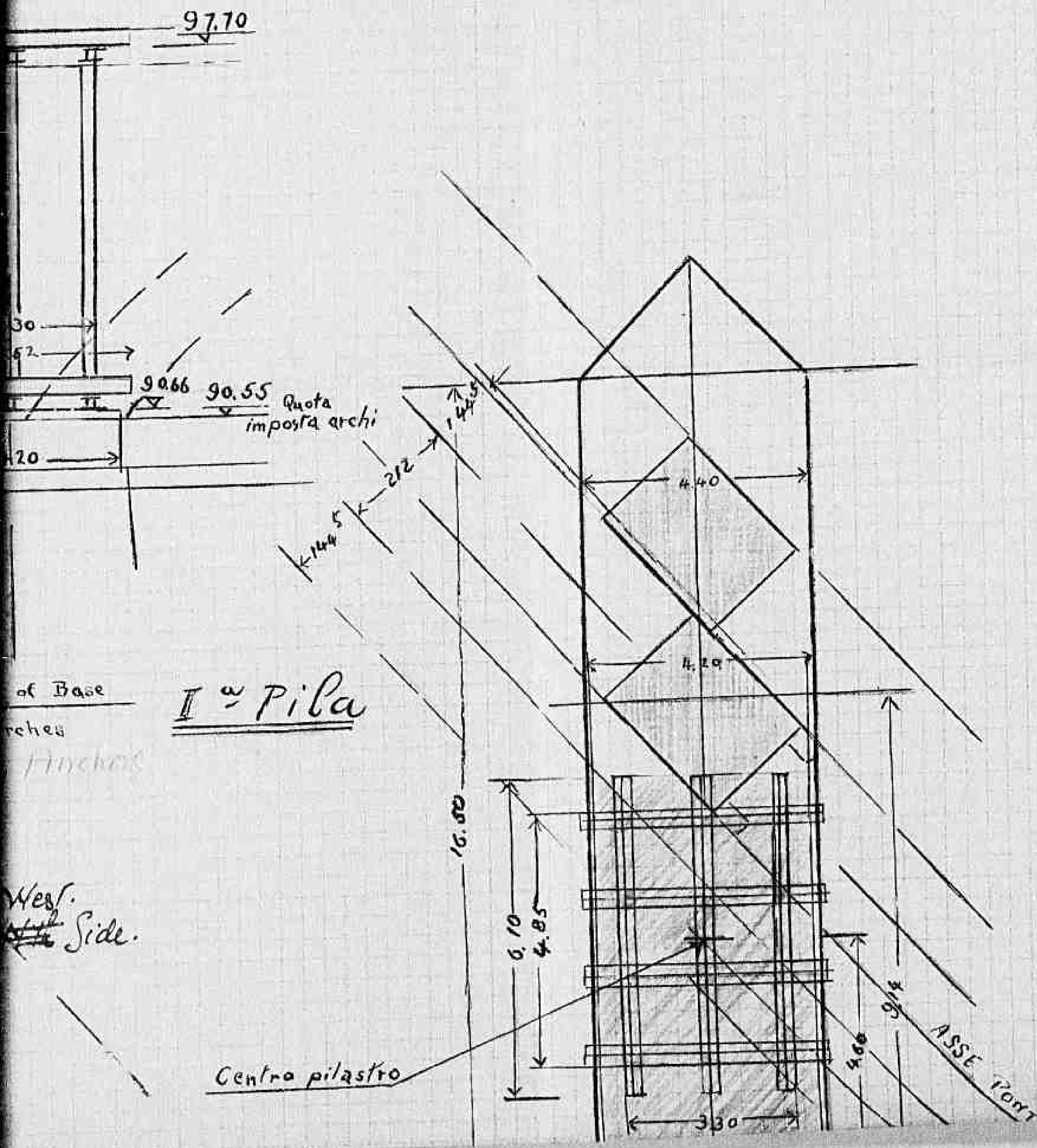








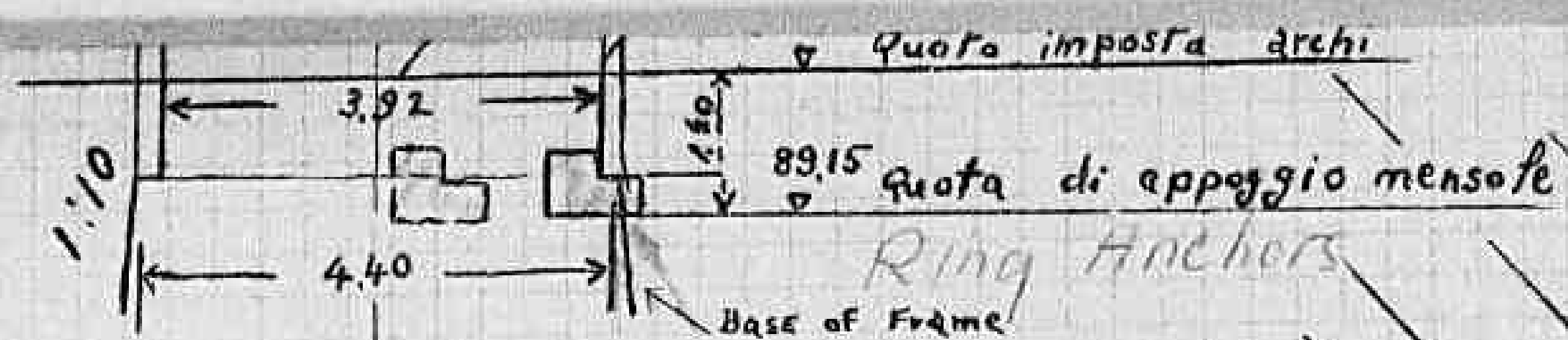
1696



PISA  
→



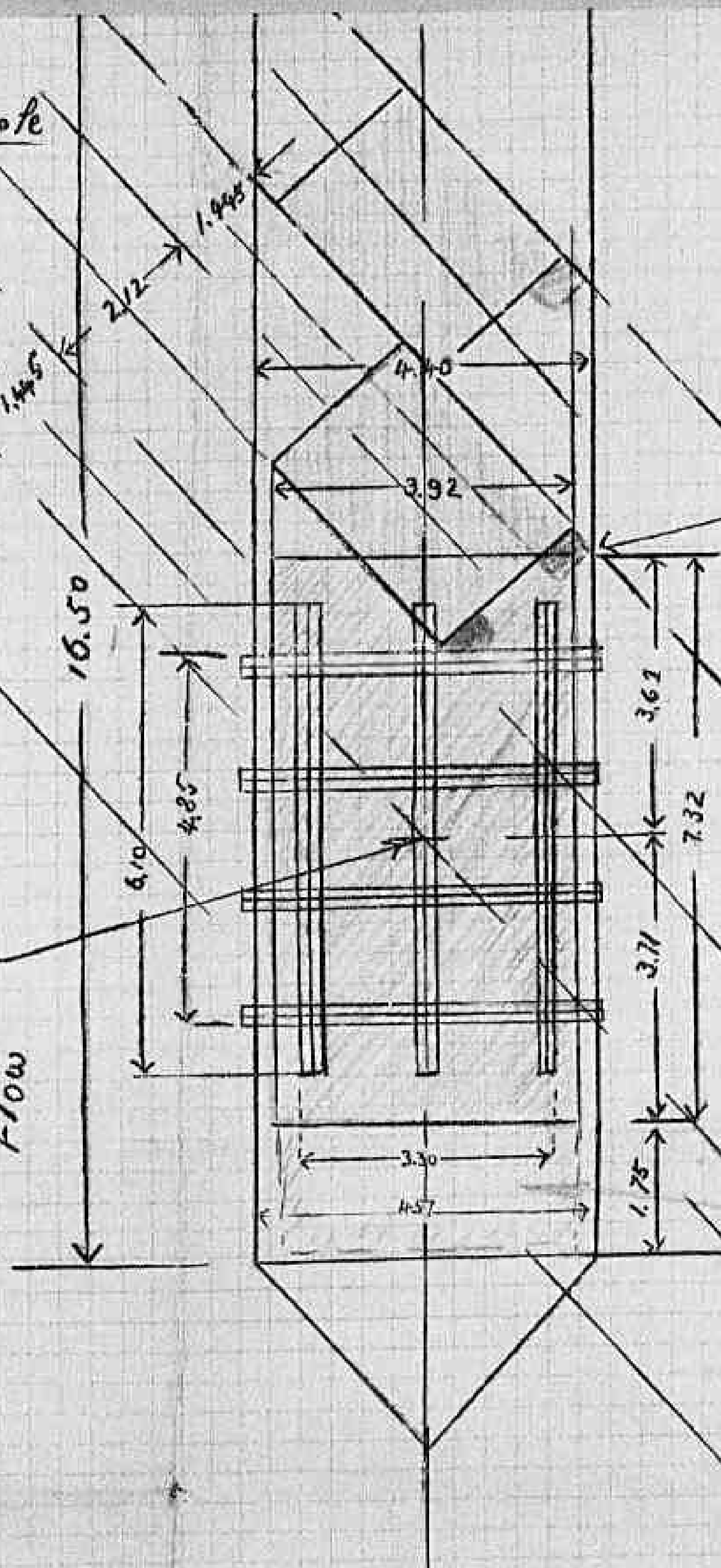
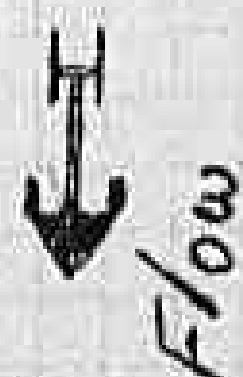
1897



II<sup>a</sup> Pila

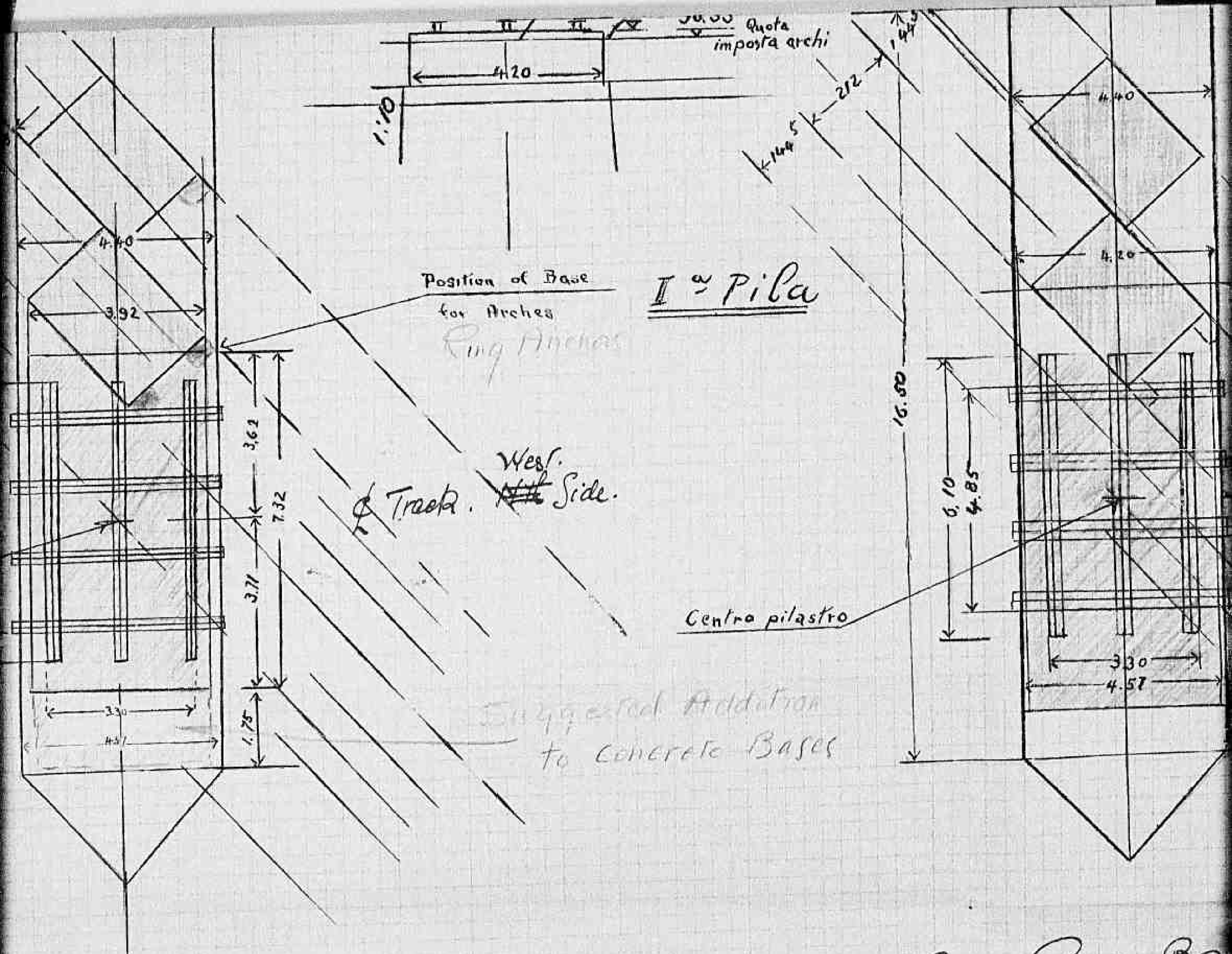
3908

Centro pilastro  
a traliccio





1698

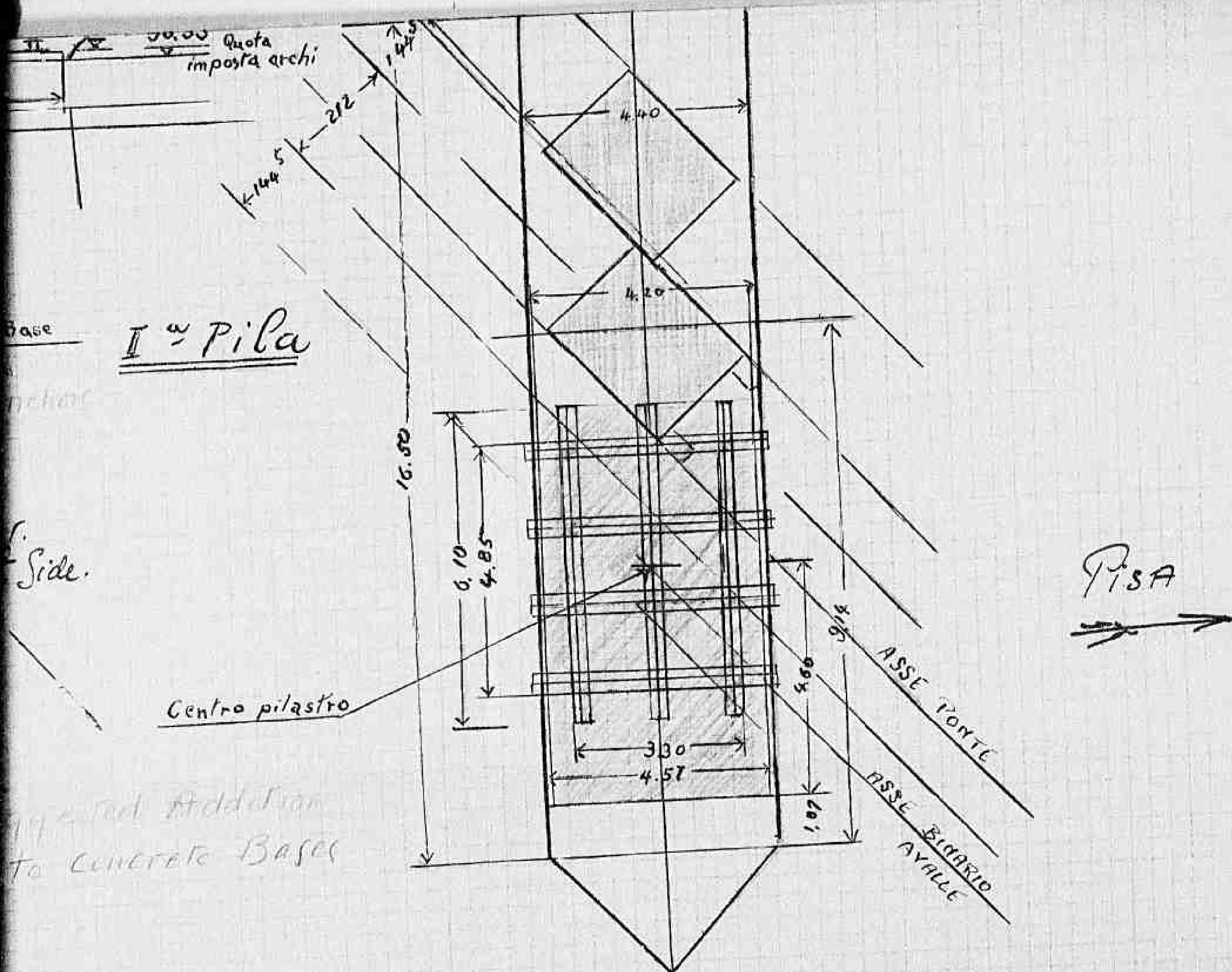


ARNO RIVER BRIDGE  
POSITION OF FOUNDATIONS PLACED BY

Table 2



1699



# ARNO RIVER BRIDGE -

POSITION OF FOUNDATIONS PLACED BY 715 RLW. COY. U.S.A.

Taken 20<sup>th</sup> Feb/46

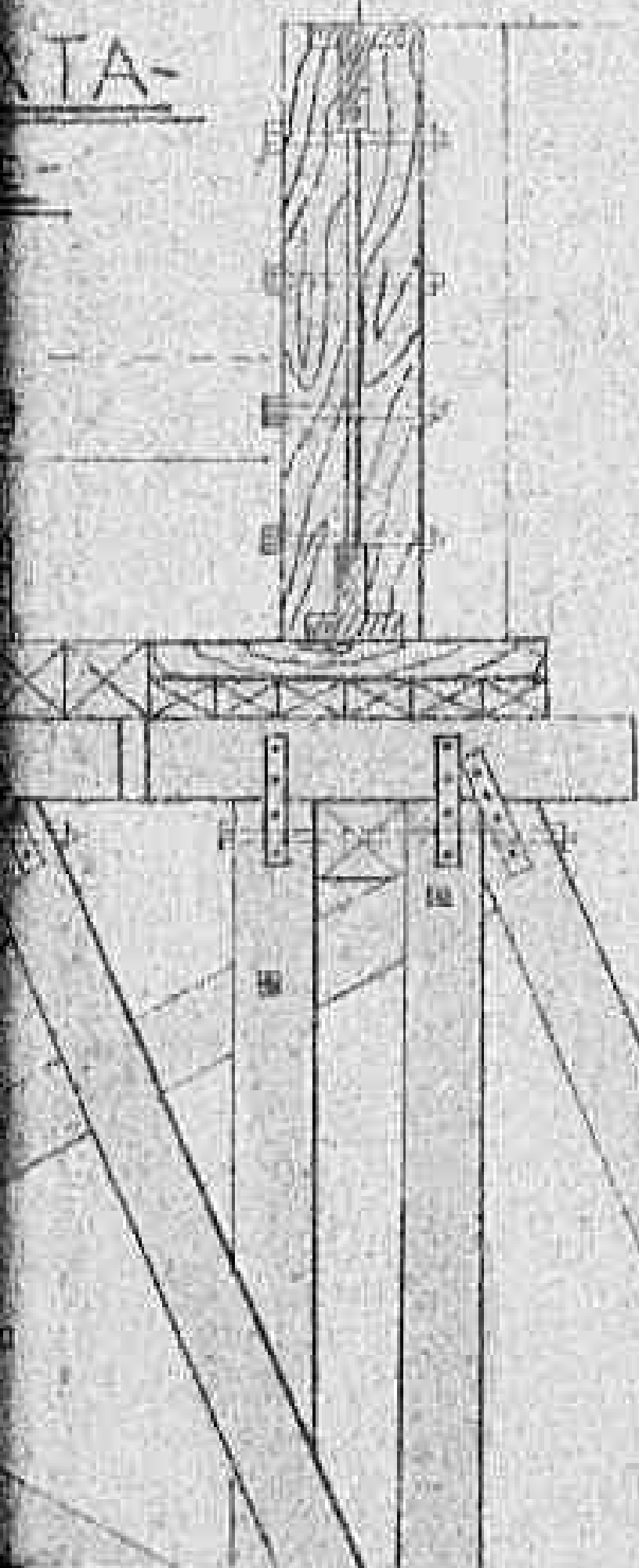
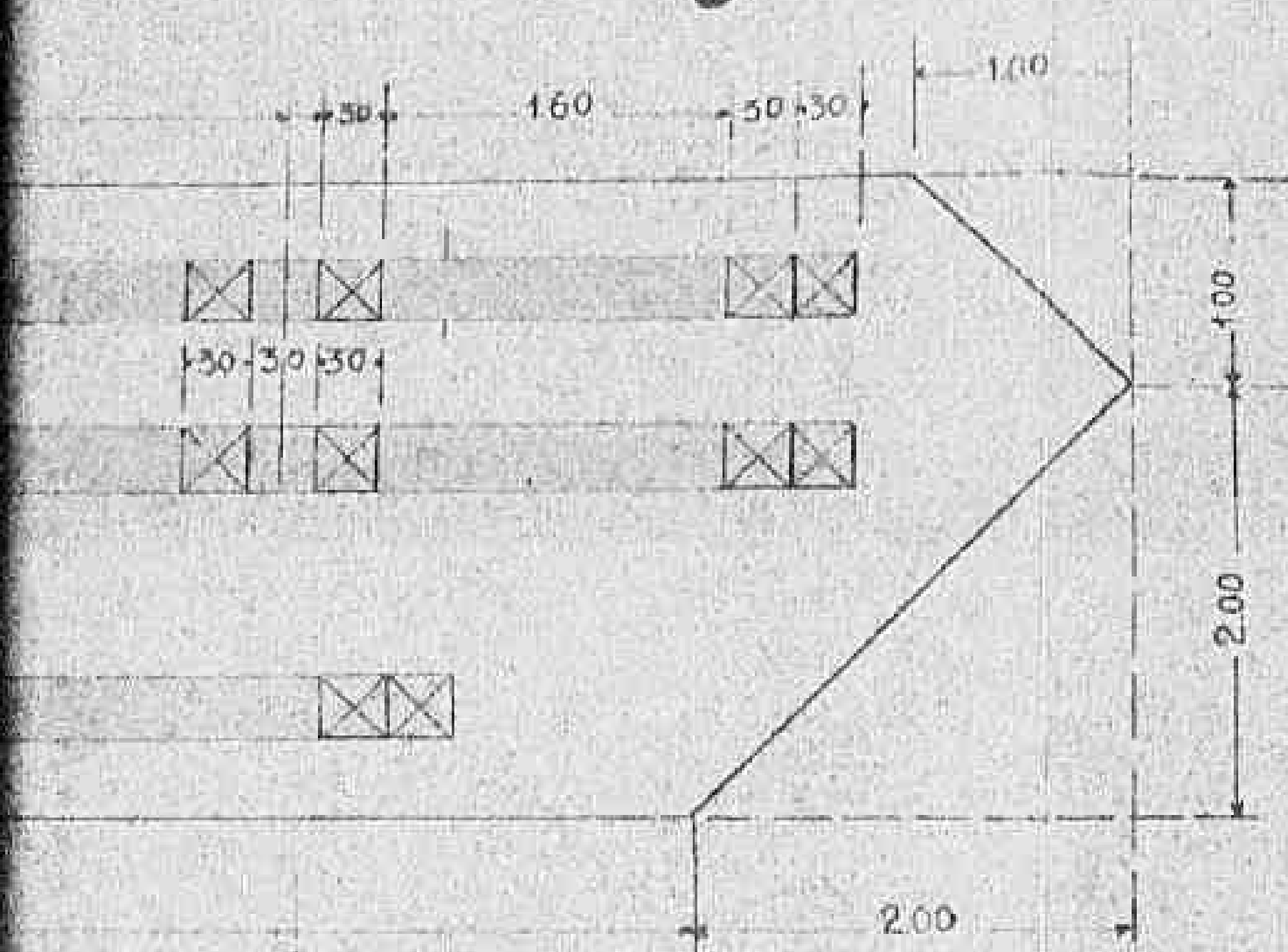






1701

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SCALE 1:50

3957

late Av

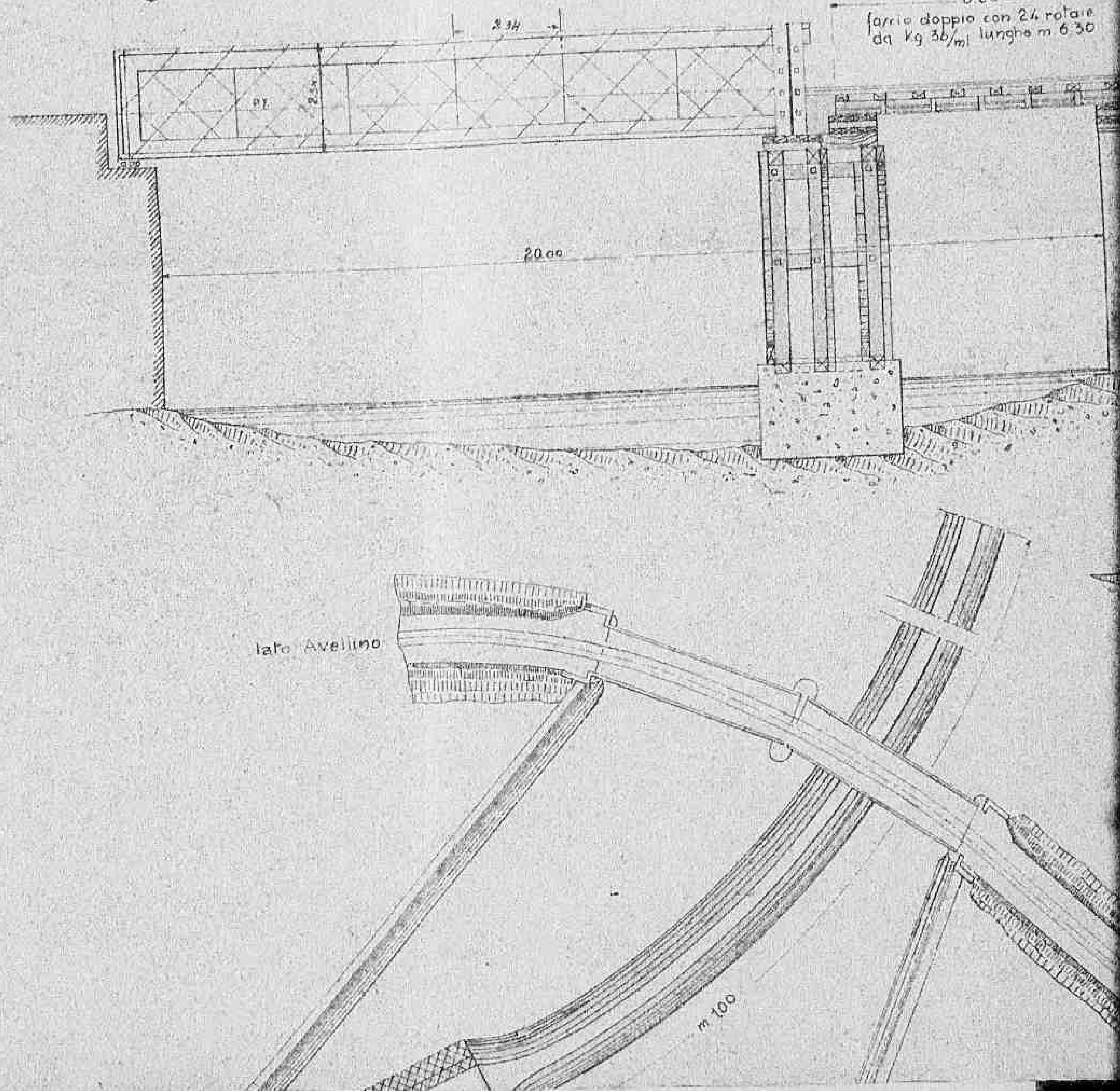


- PRO/PETTO TRAVATA

/CALA 1:100

650

fascia doppio con 2% rotale  
da Kg 36/ml lunghe m 6.30





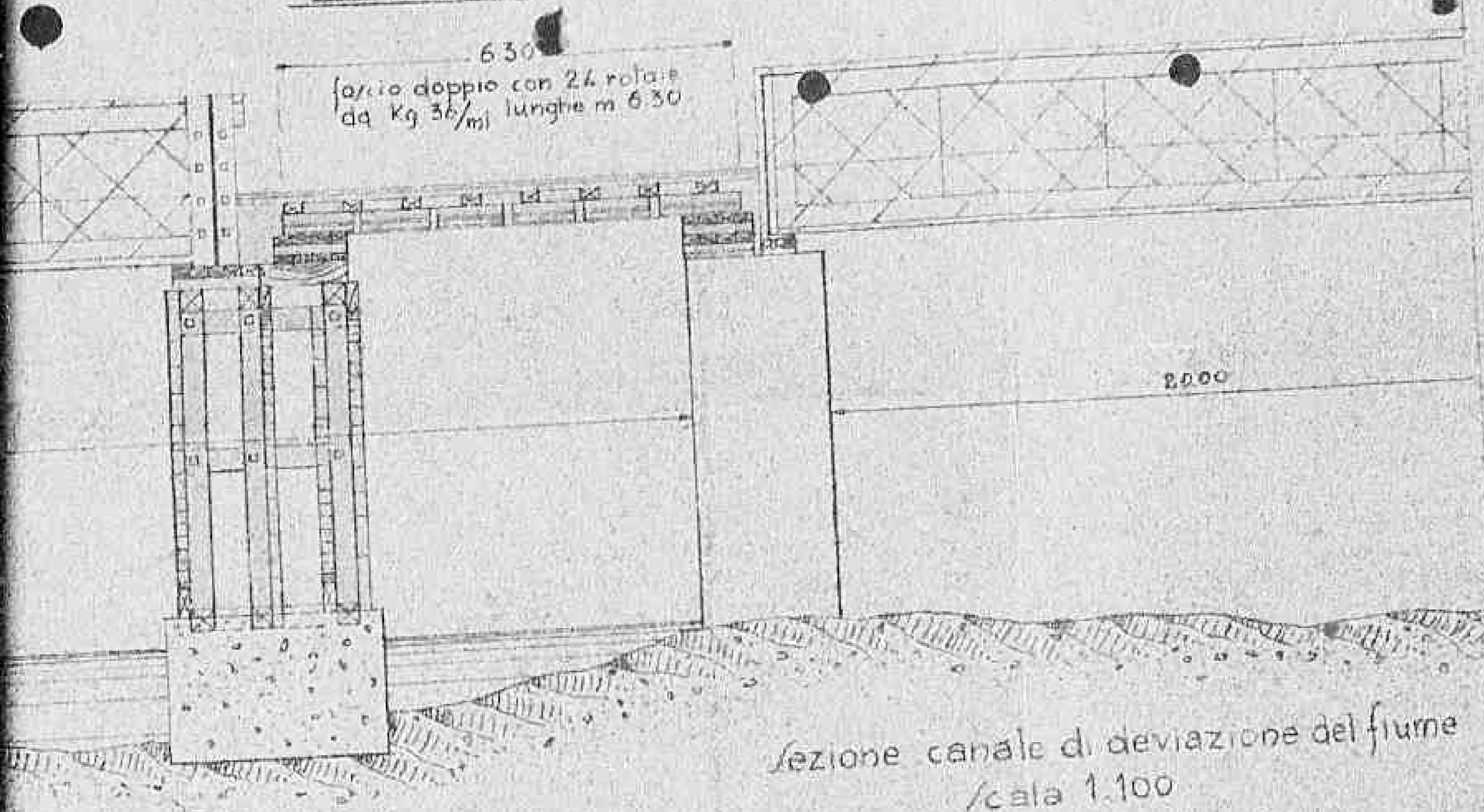
1703

RO/PETTO TRAVATA A MONTI-

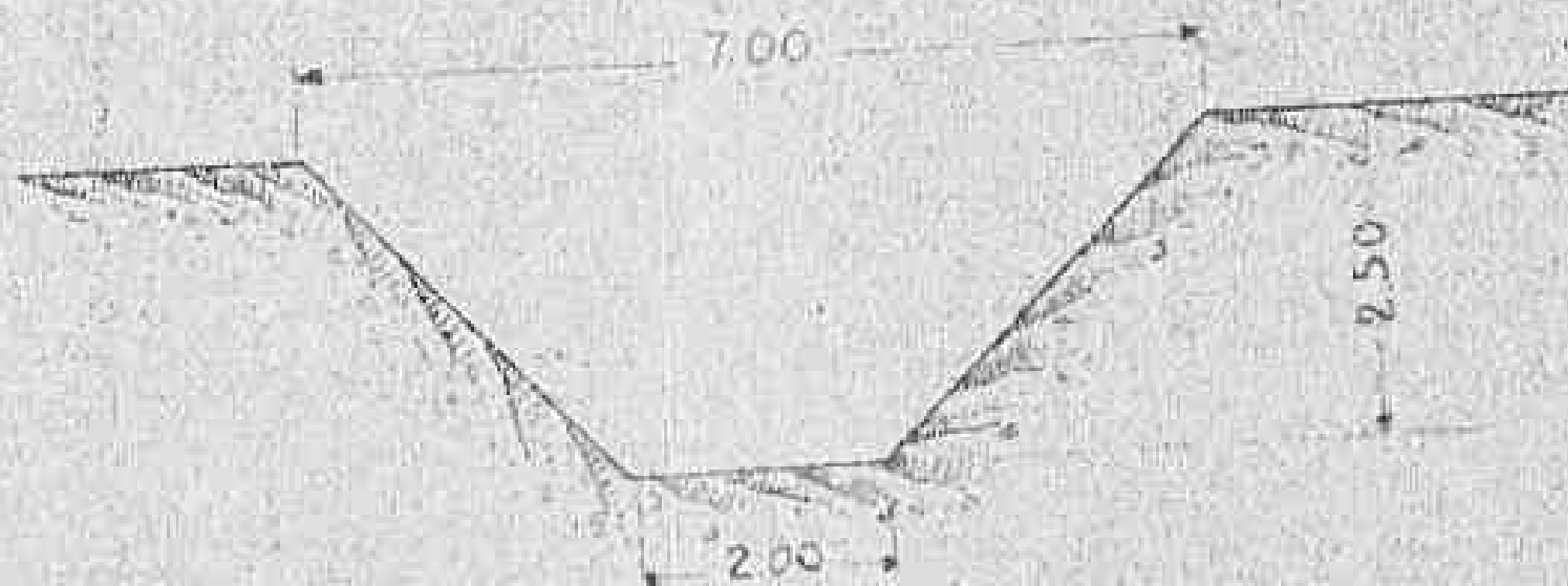
10

/CALA 1:100

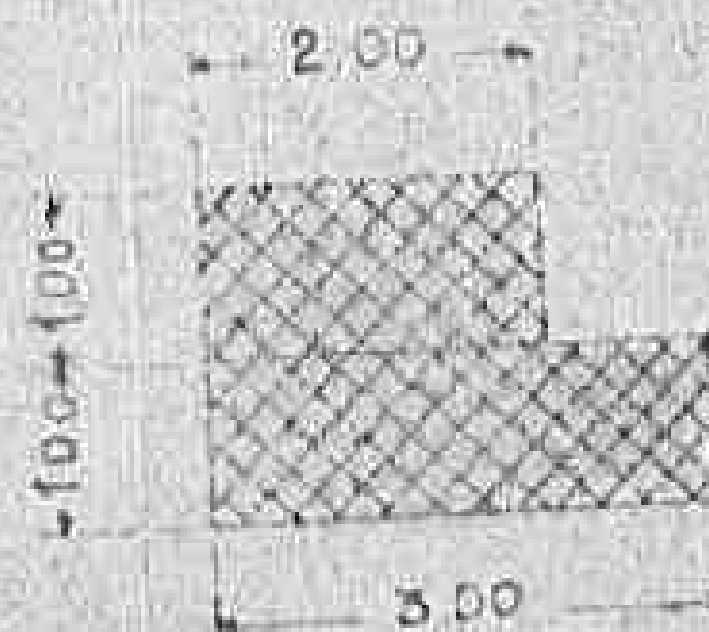
6.30  
 fascio doppio con 24 rotelle  
 da Kg. 36/mi lunghe m. 6.30



sezione canale di deviazione del fiume  
 /cala 1:100



sezione pennello di deviazione in gabbioni  
 /cala 1:100



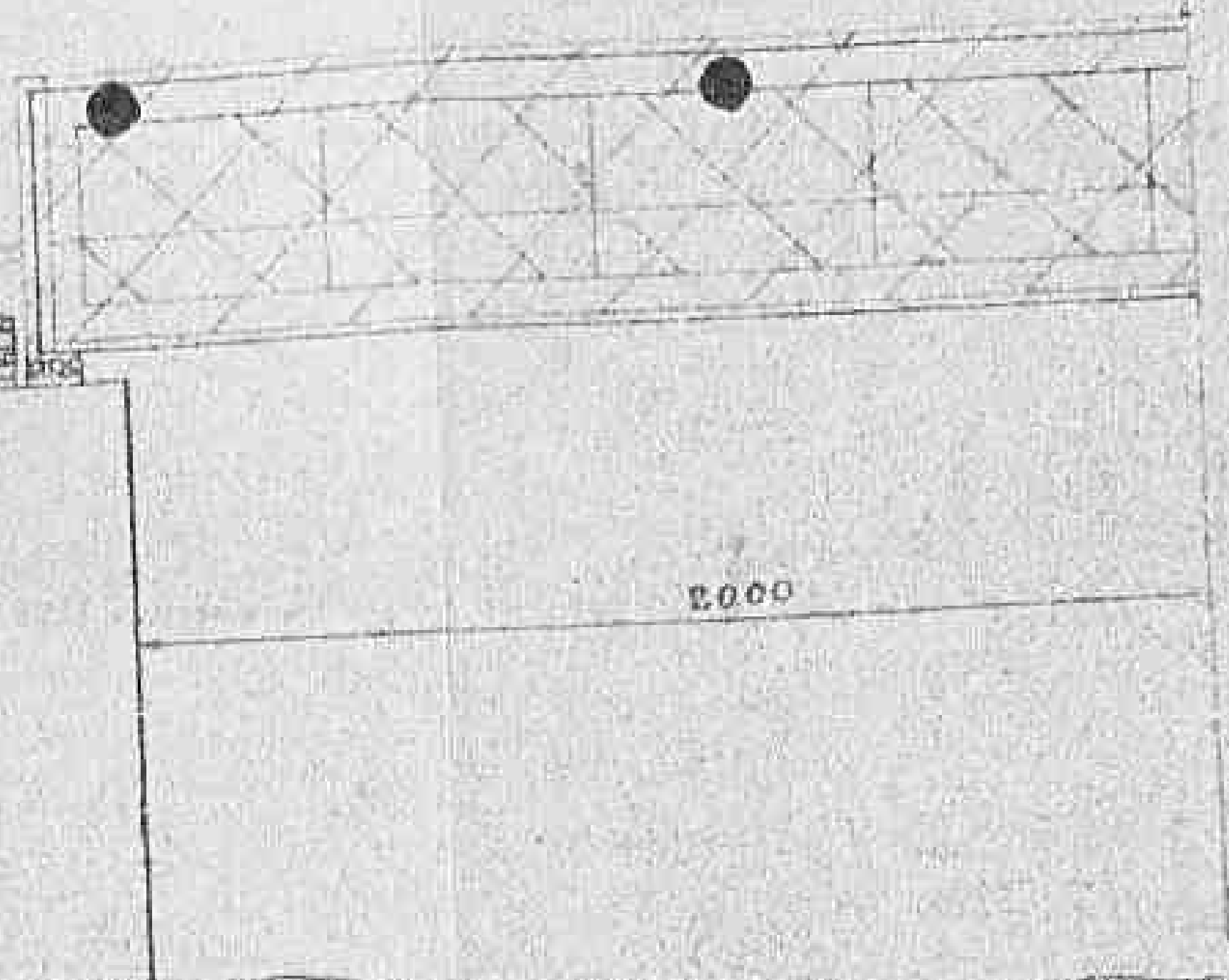
sollevamento  
 Avellino al po  
 sul fiume C  
 70+841.54 del  
 Avellino-R



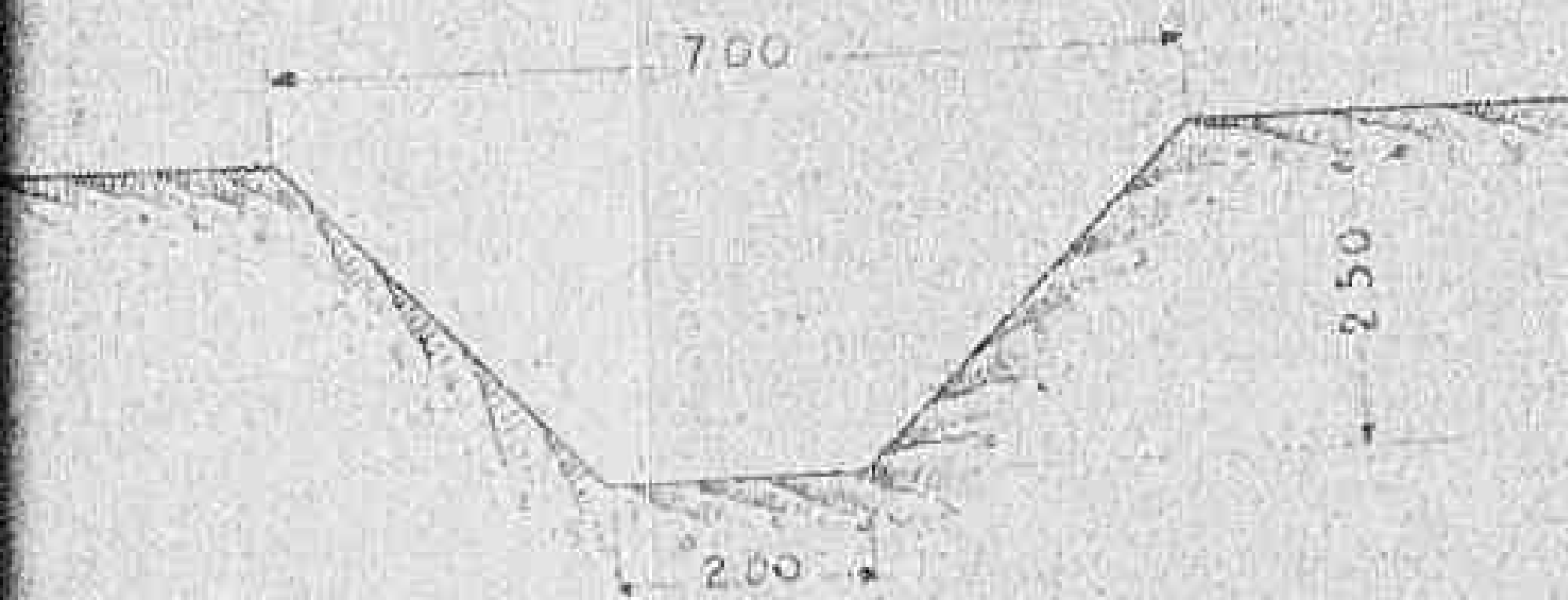
A MONTE:

(10)

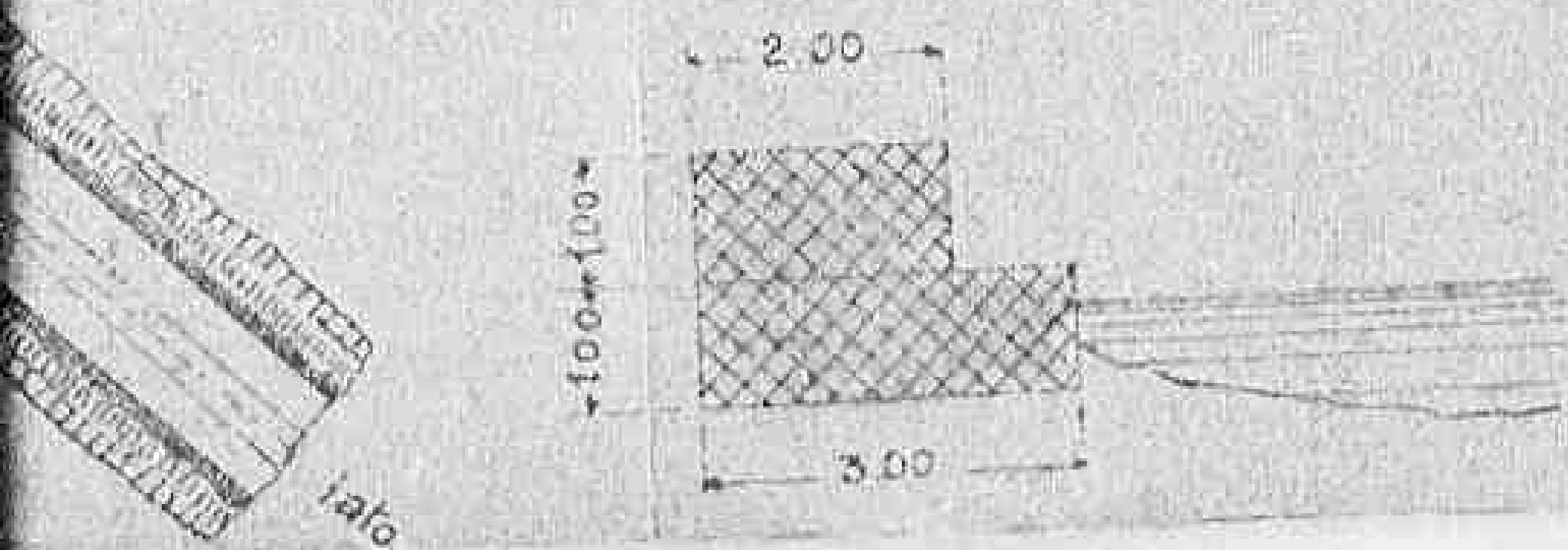
Sollevamento travata lato  
Avellino al ponte in ferro  
sul fiume Ofanto al Km  
70+841.54 della linea  
Avellino-Rocchetta /A.



Sezione canale di deviazione del fiume  
 scala 1:100



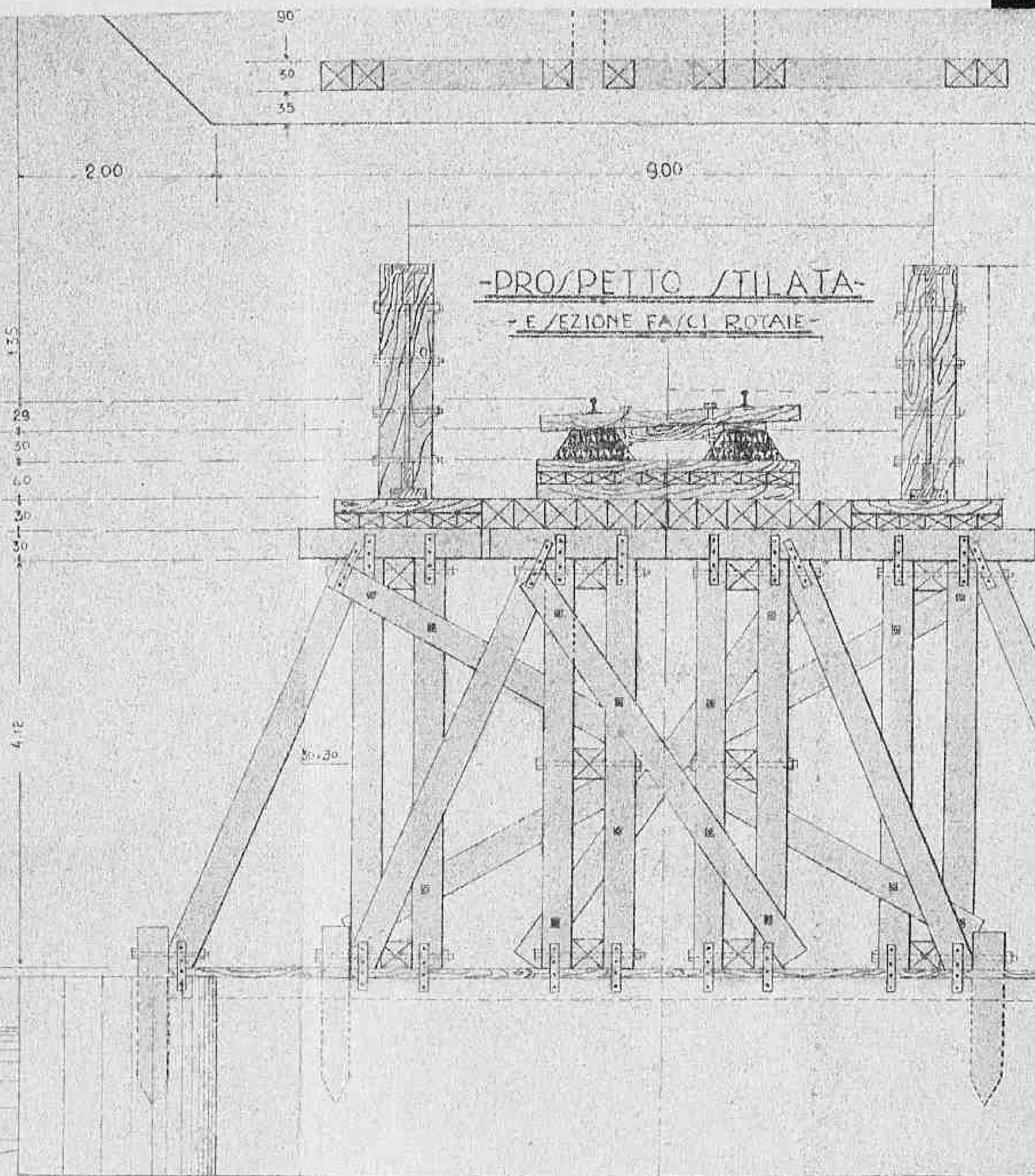
Sezione pennello di deviazione in gabbioni  
 scala 1:100





1705

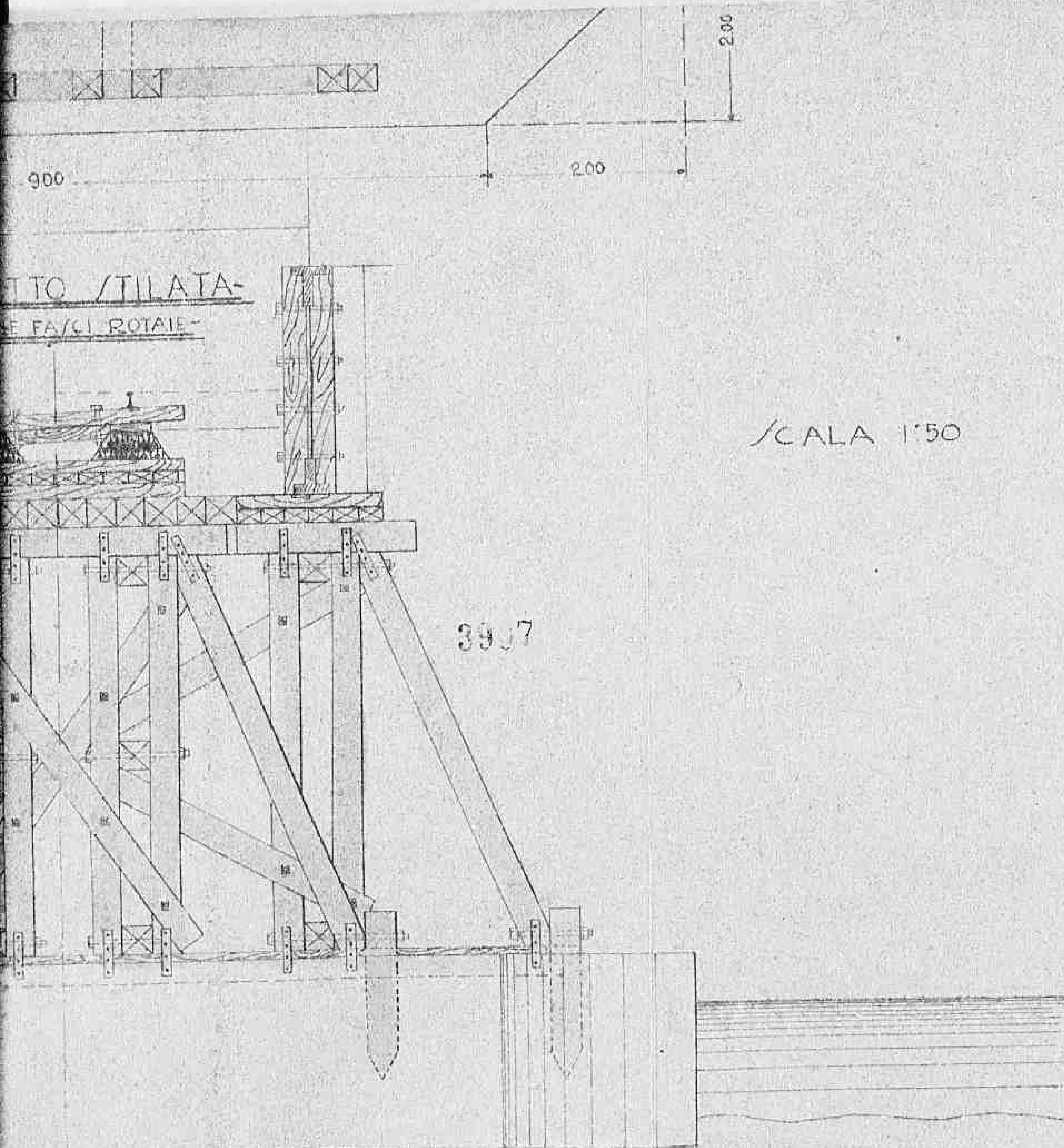
Declassified E.O. 12356 Section 3.3/NND No. 785021





1706

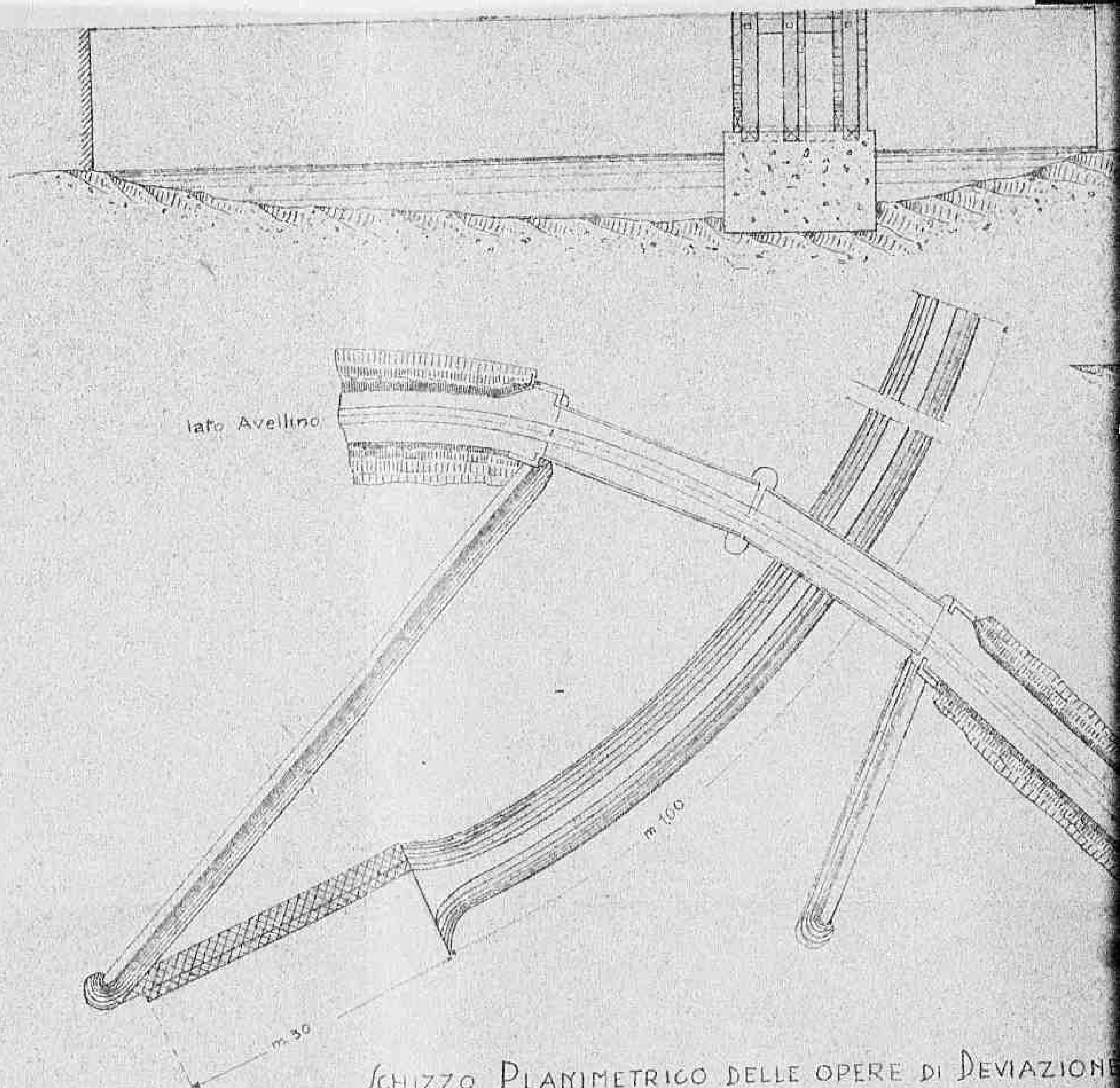
Declassified E.O. 12356 Section 3.3/NND No. 785021





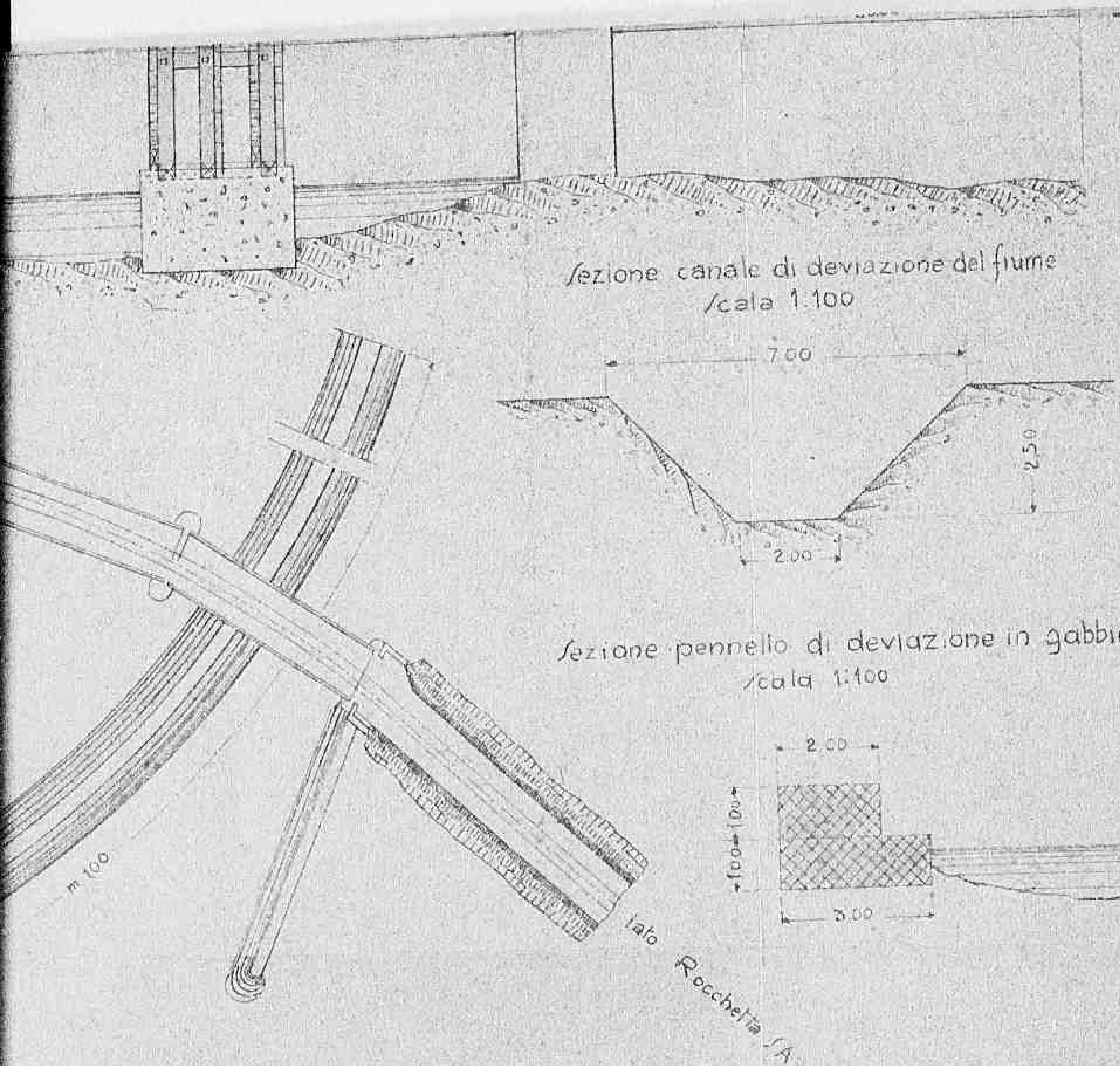
1707

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SCIZZO PLANIMETRICO DELLE OPERE DI DEVIAZIONE  
SCALA 1:500







9

AVELLINO-MOCCHETTA LINE

Steel bridge at Km.65+814, 39.76 meters span.

- Provisional arrangement
- Materials necessary:

|                              |                |     |
|------------------------------|----------------|-----|
| Wood for girders             | - cubic meters | 100 |
| Steel (stirrup-rivets-bolts) | Tonn.          | 1   |
| Cement                       | Tonn.          | 40  |
| Oxygen                       | Bottles        | 8   |
| Acetylene                    | Bottles        | 4   |

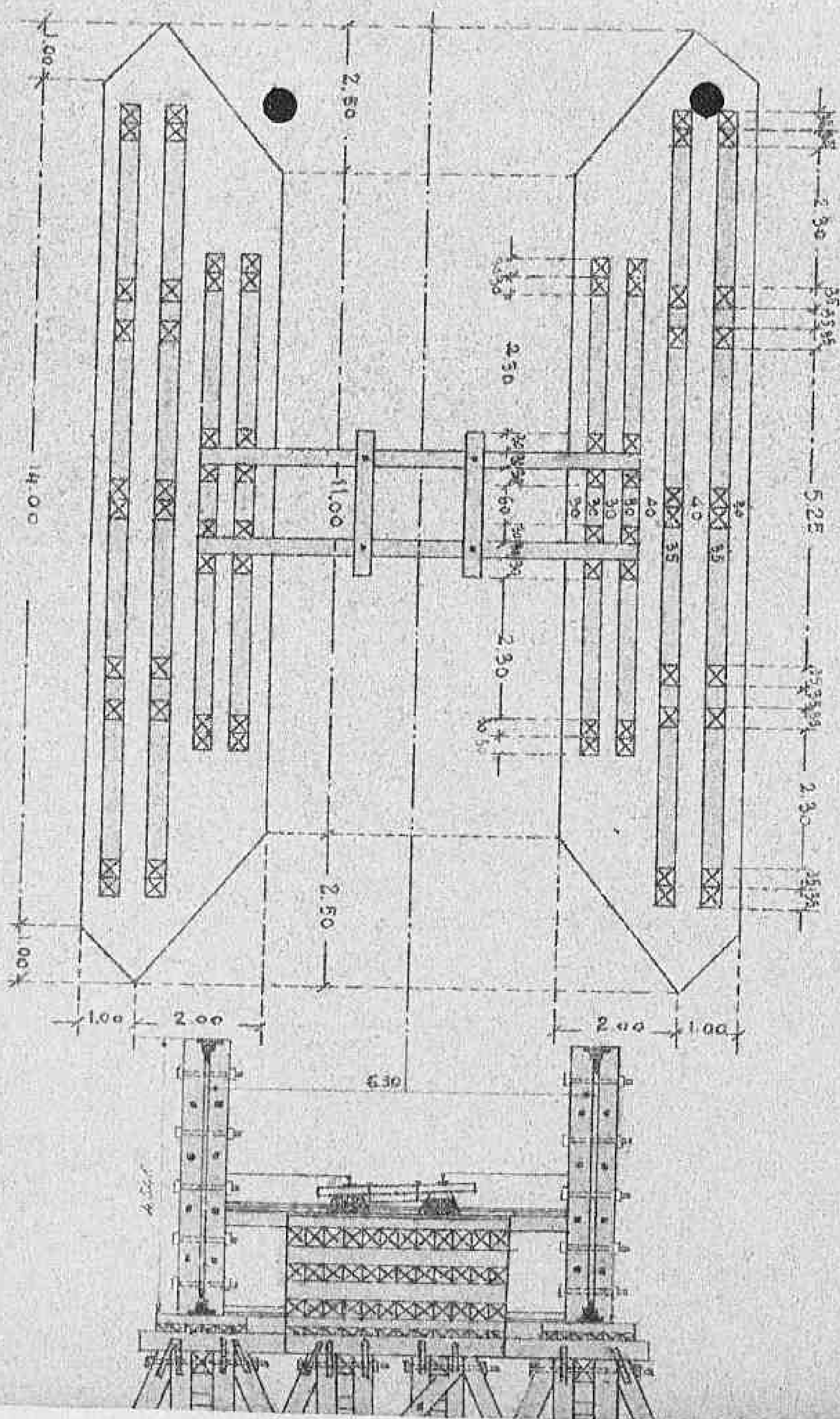
3306



⑨ Sistemazione provvisoria del ponte  
obliquo in acciaio di luce m: 39.76  
Zul - fiume Ofanto al Km: 65 + 814.95  
della linea Avellino - Rocchetta/A.



1711



PIANTO

CALA 1:100



1712

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PIANTA

lato Avellino

I

1/500

piano terra

Quota di massima piena  
(deputa di informazioni  
locali)

/CALA 1:100

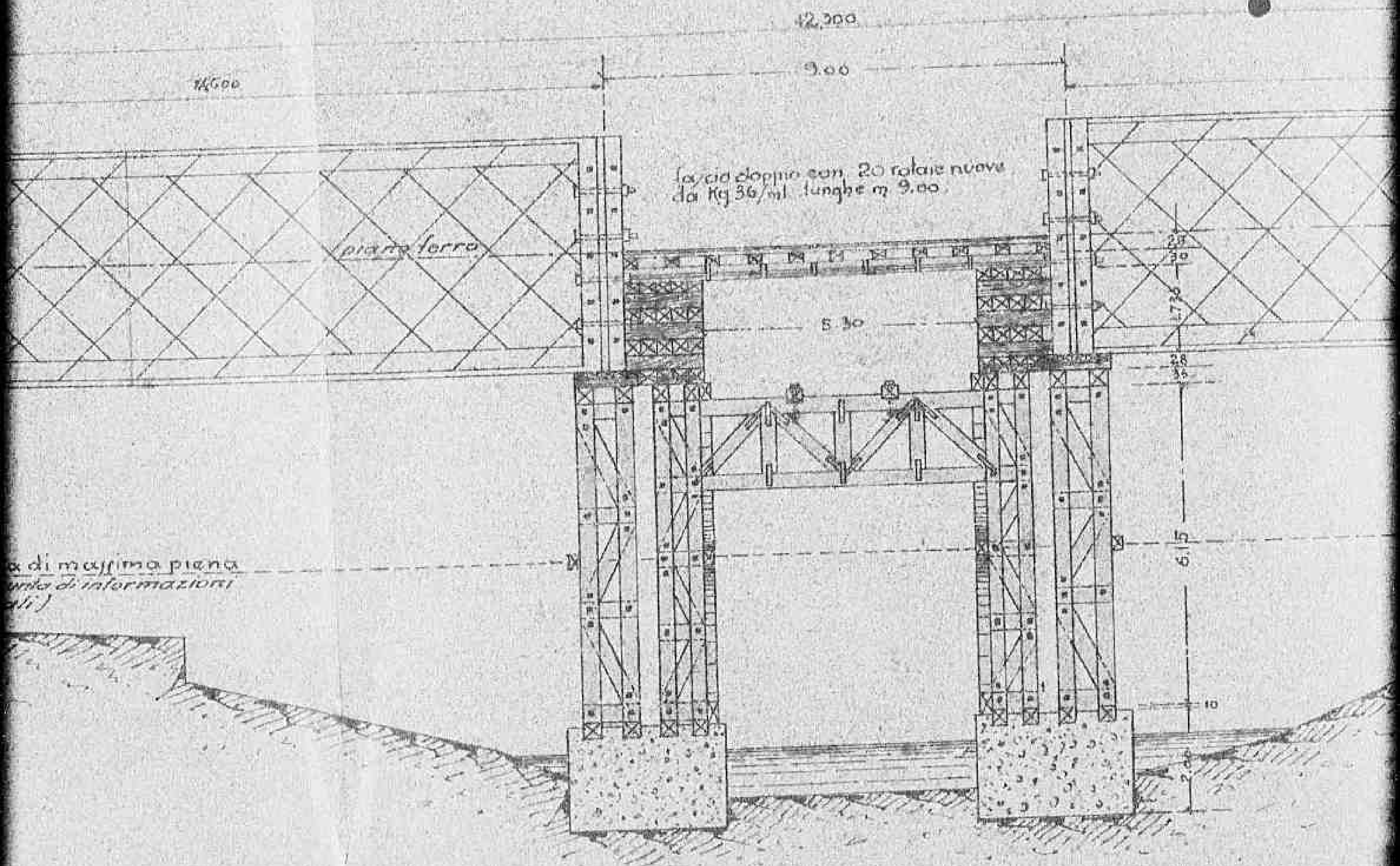
TIPO DELL  
IN CA



1713

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

# PRO/PETTO A MONTE



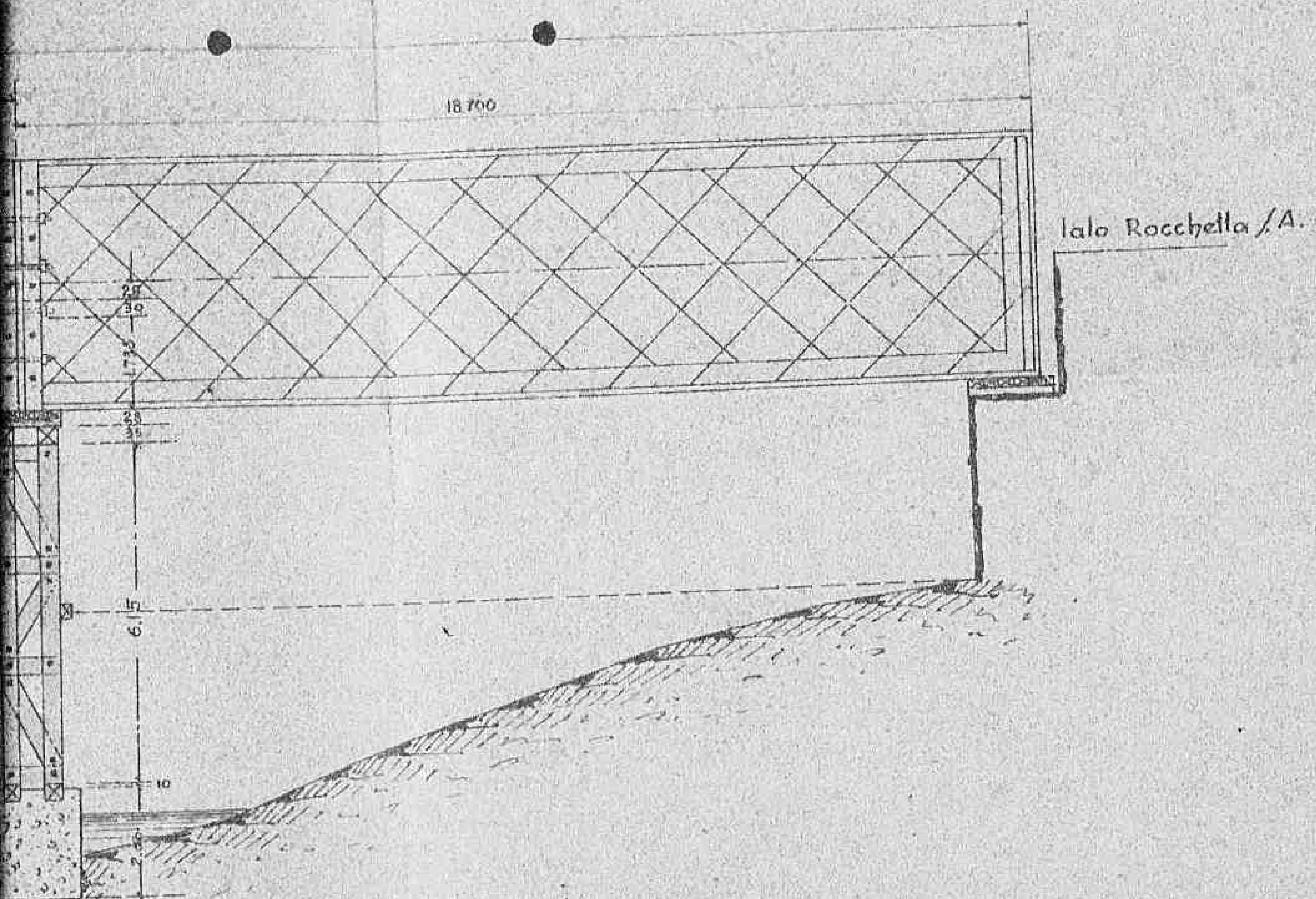
TIPO DELLA TURA IN LEGNAME PER LA COSTRUZIONE DEI BLOCC  
IN CALCE/TRUZZO DI BASE DELLE TILATE

SEZIONE



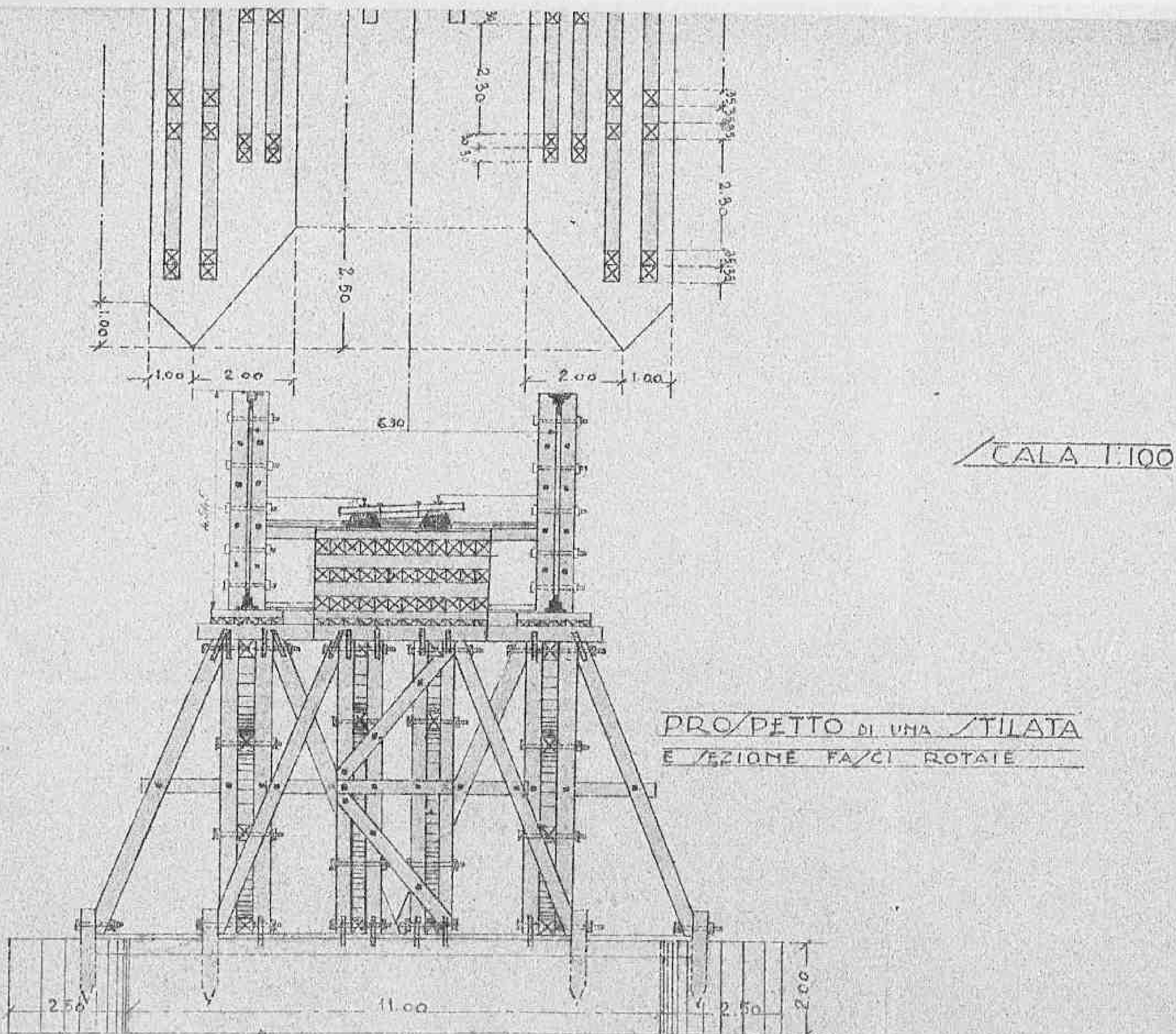
1714

Declassified E.O. 12356 Section 3.3/NND No. 735021



RUZIONE DEI BLOCCHI  
TILATE







1716

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

Quota di massima piena  
(e giunta di informazioni  
locali)

CALE 1:100

TIPO D  
IN

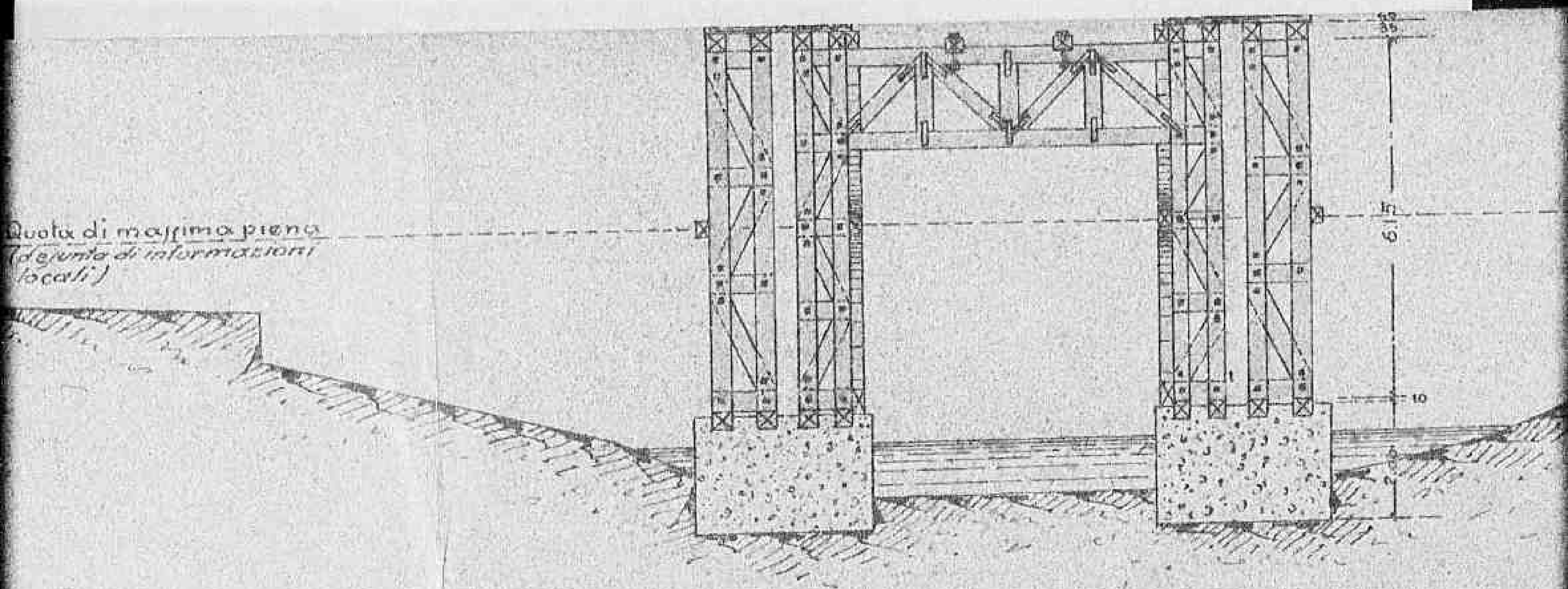
OPETTO DI VMA / TILATA  
ZIONE PA/CI ROTAIE

|      |      |
|------|------|
| 2.50 | 2.00 |
|------|------|



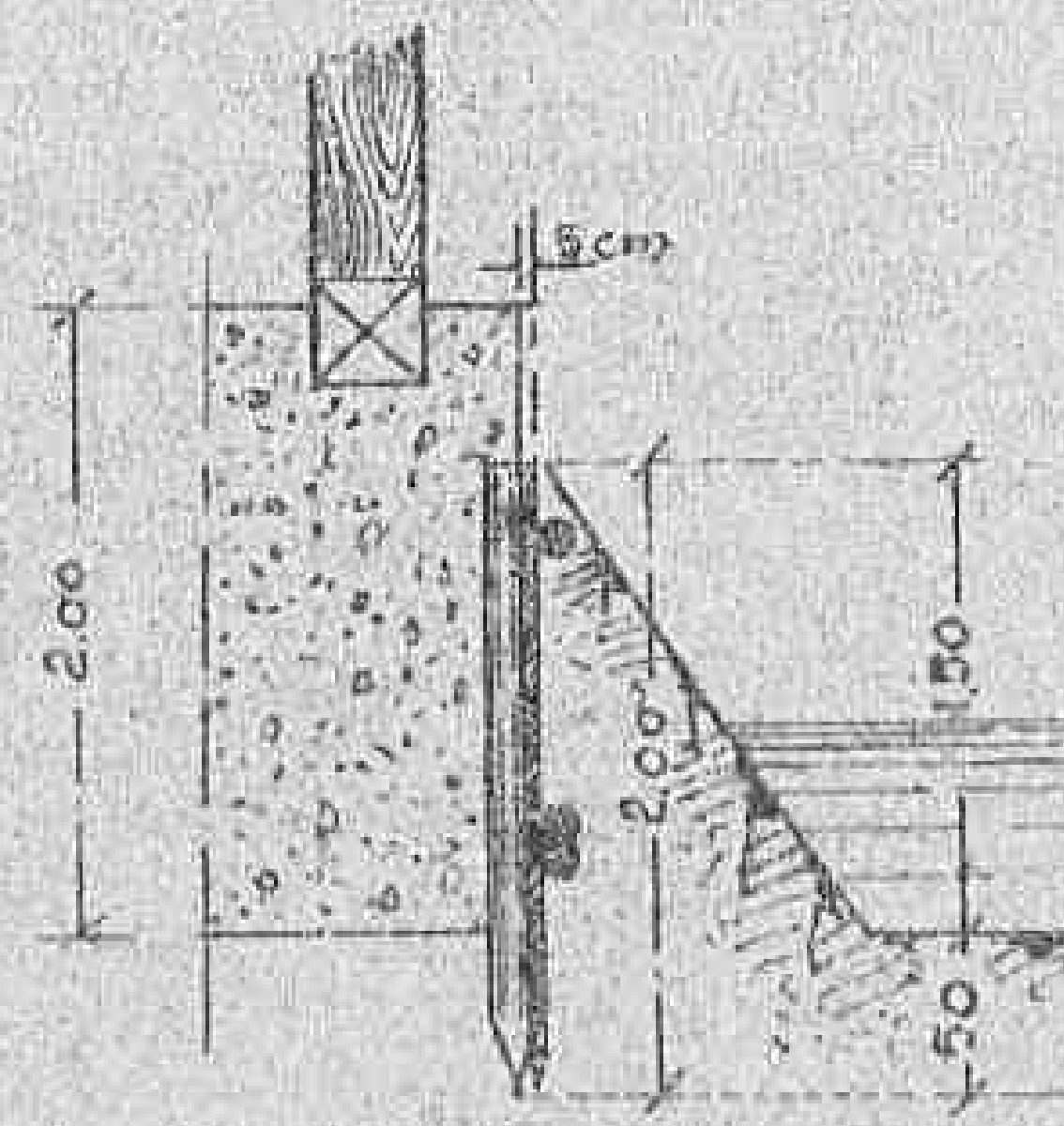
1717

Quota di massima piena  
(degiunta di informazioni  
locali)



TIPO DELLA TURA IN LEGNAME PER LA COSTRUZIONE DEI BLO  
IN CALCE/TRUZZO DI BASE DELLE TILATE

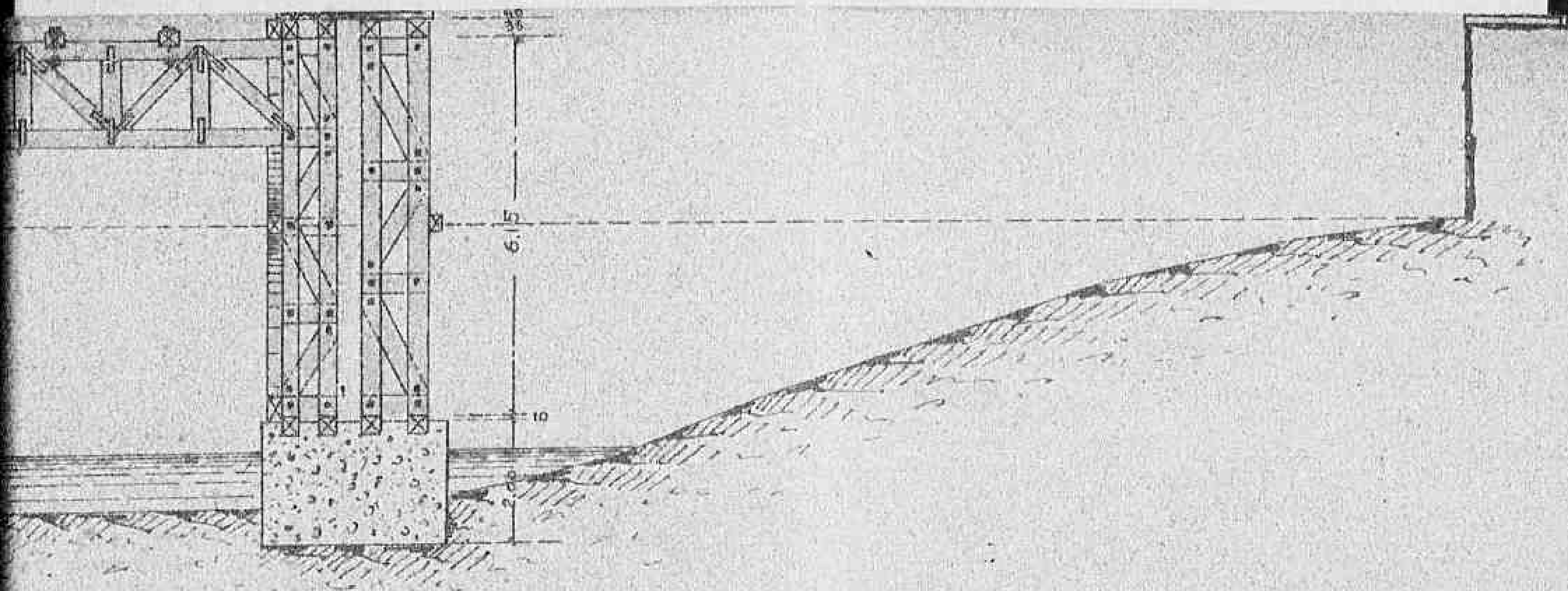
SEZIONE





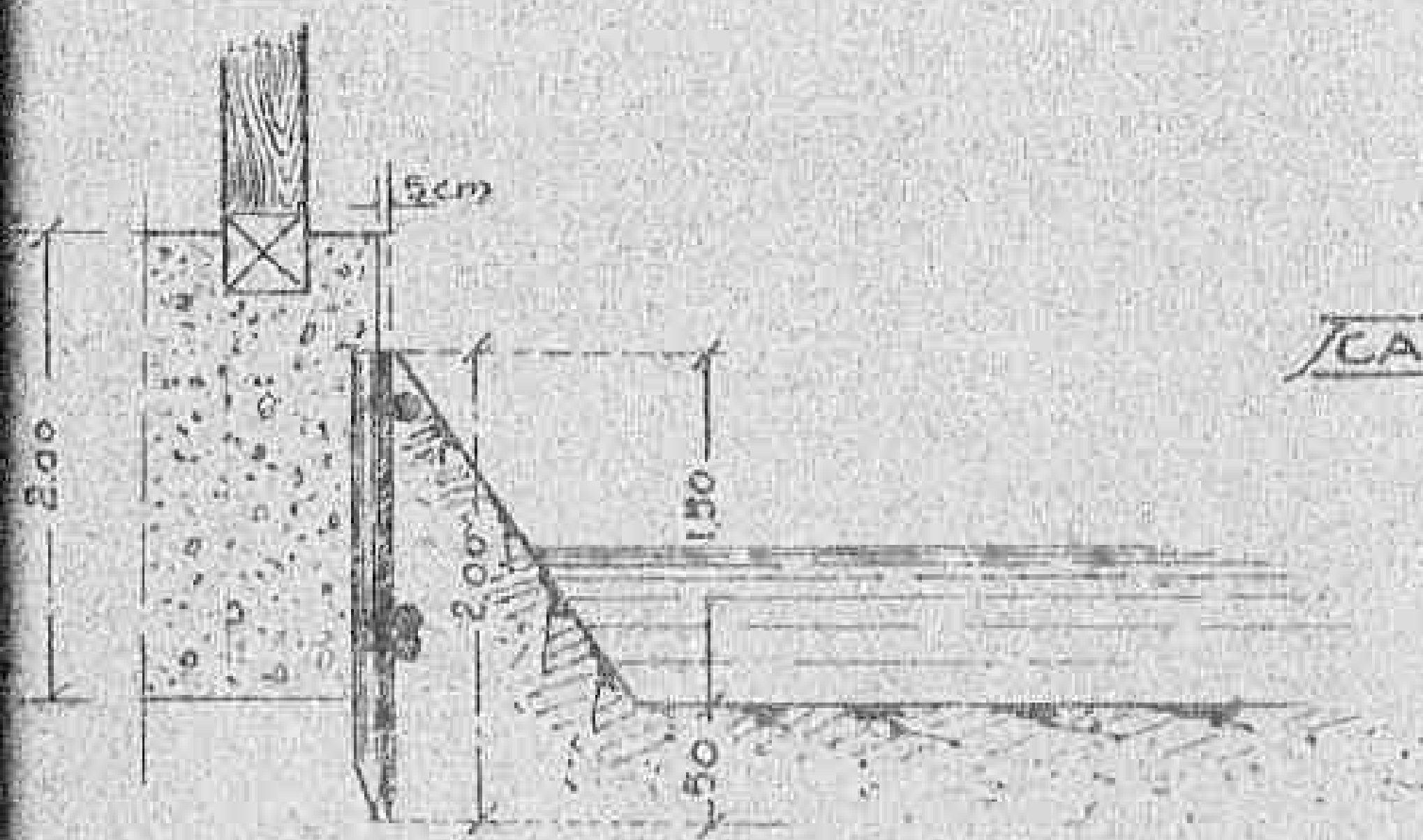
1718

Declassified E.O. 12356 Section 3.3/NND No. 785921



AME PER LA COSTRUZIONE DEI BLOCCHI  
SI BA/E DELLE /TILATE

SEZIONE



CALAT: 50



( 8 )  
AVELLINO-ROCCETTA LINE

Over-line bridge at Km.65+146.51, 4.80 meter span.

- Definitive arrangement

- Materials necessary:

Cement Q/11 230

Bricks NO. 14000

2004



1720

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

2031

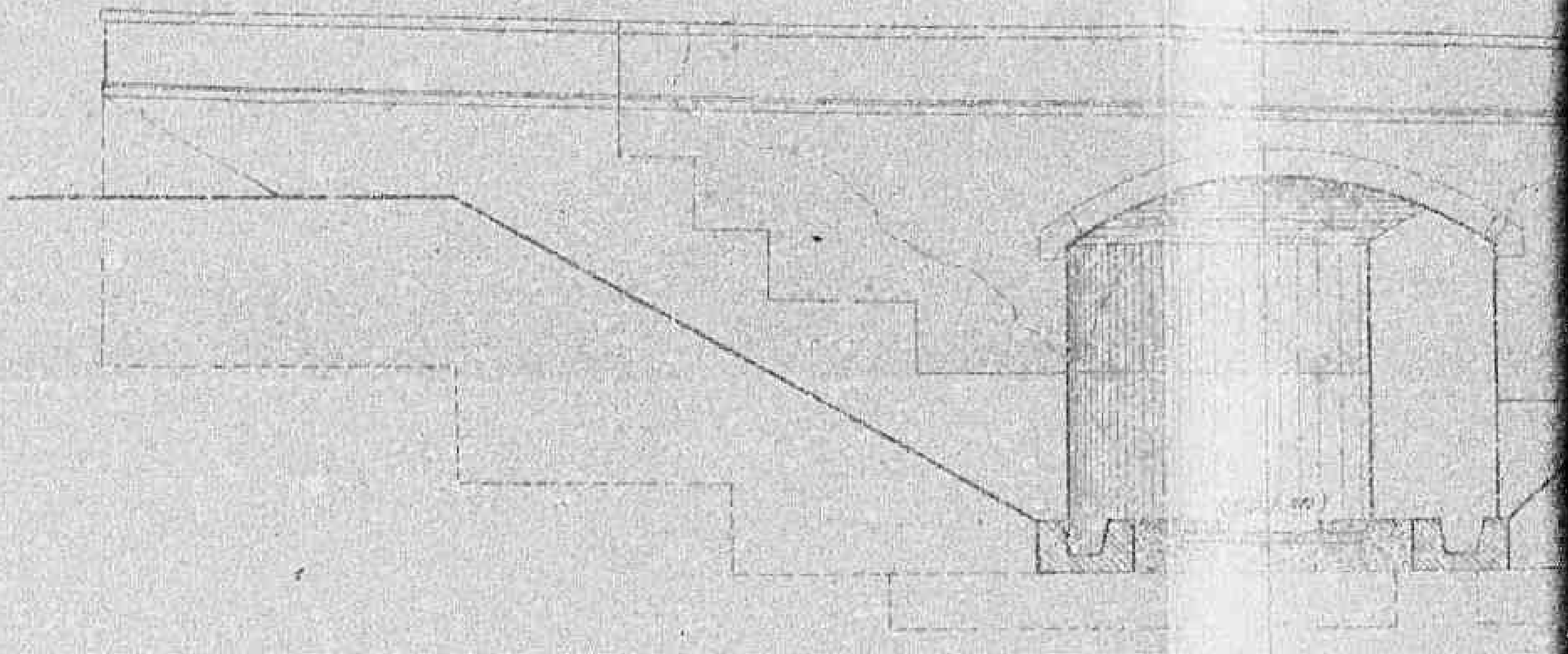
8

LINEA AVELLINO - ROCCHETTA S.A.

RICOSTRUZIONE CAVALCATA AL K. +65+146.51

1:100

PROSPETTO VERSO AVELLINO



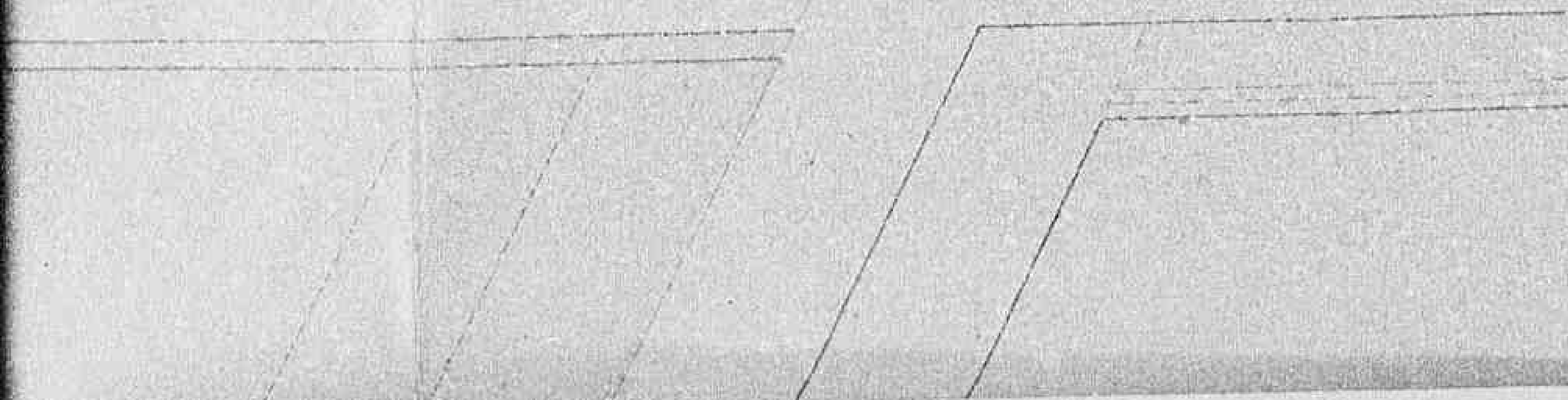
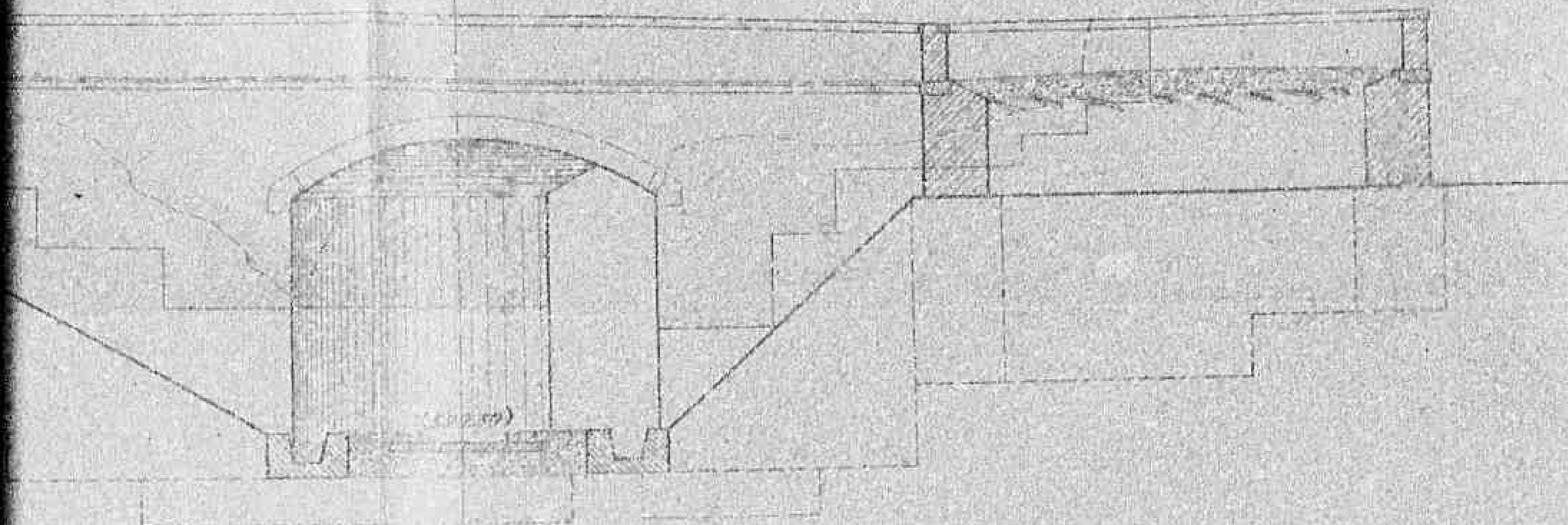


1721

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

4146.51

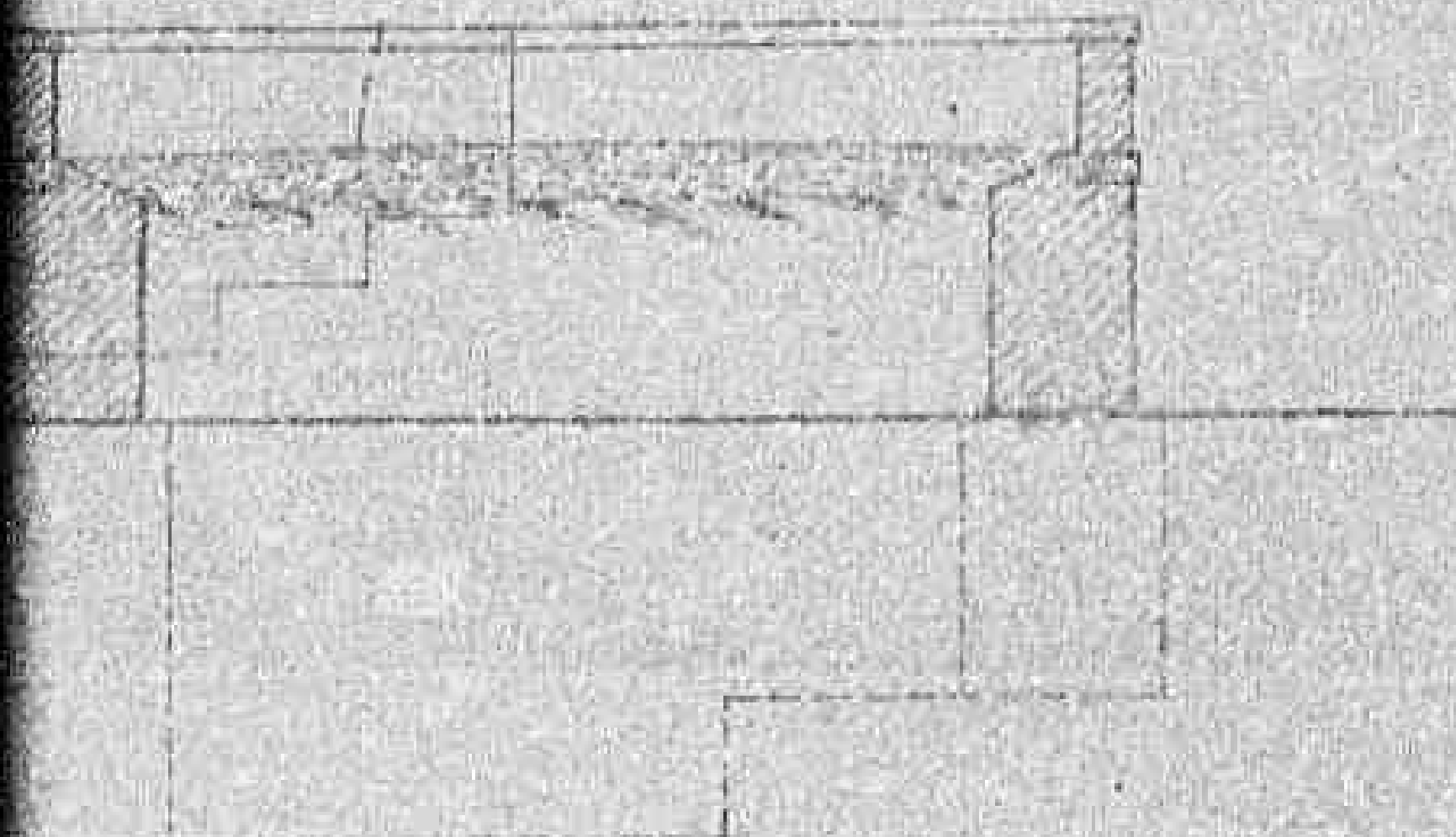
PROGETTO VERSO AVELLINO



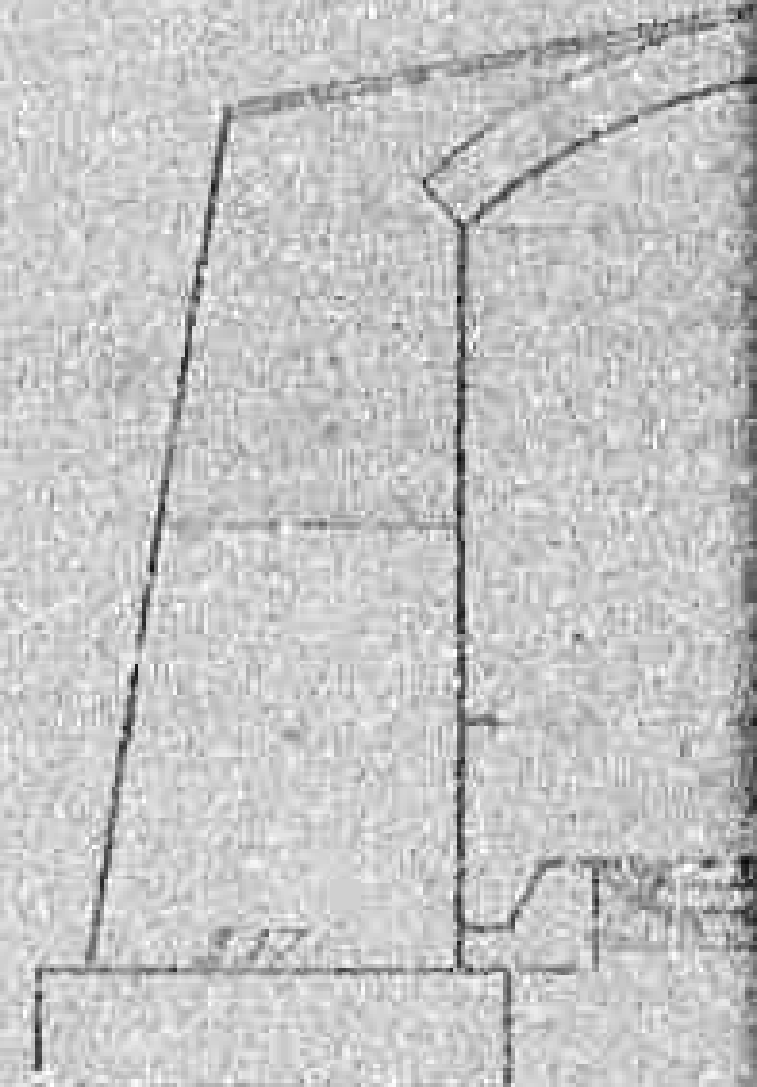


1722

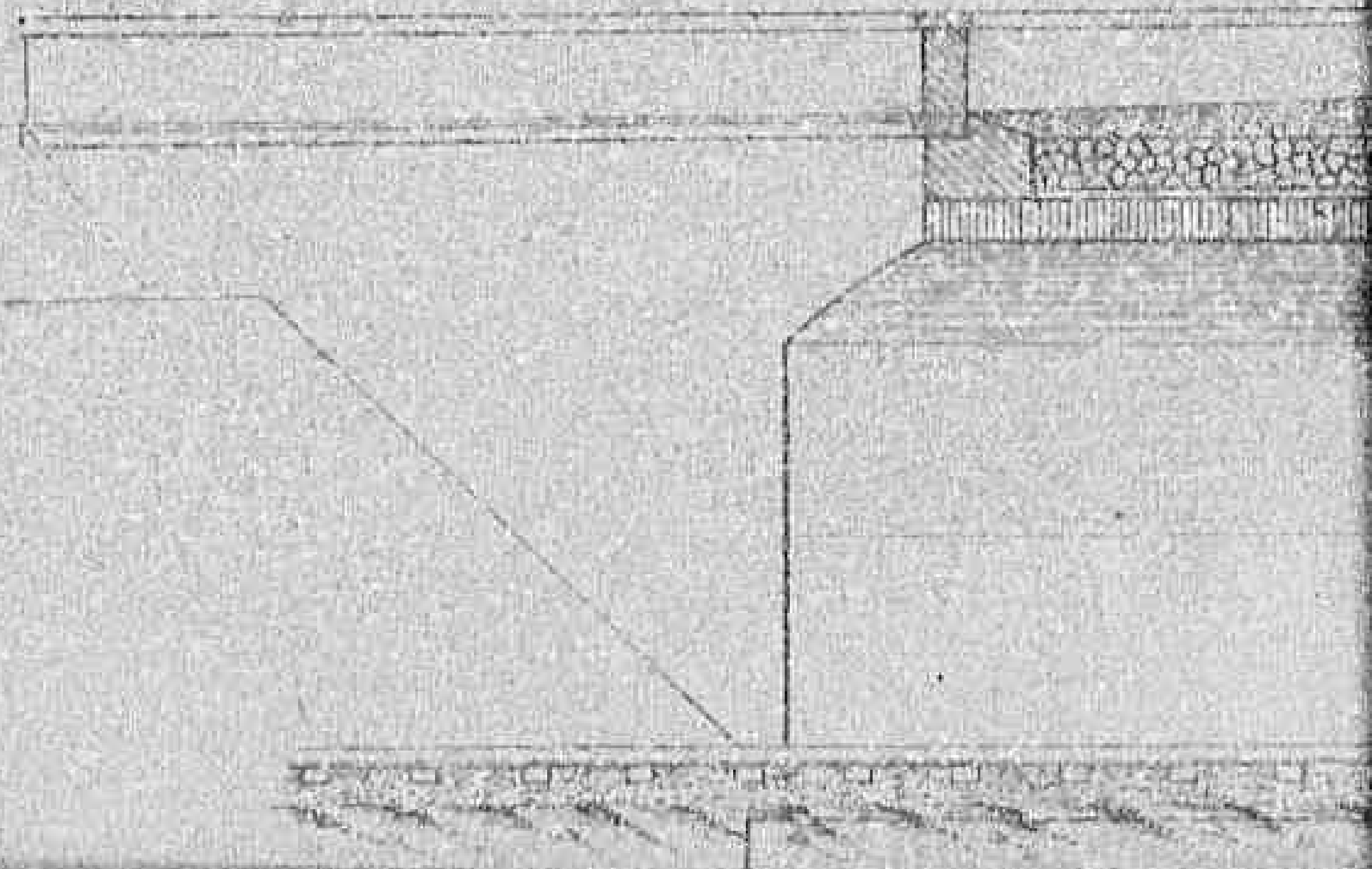
Declassified E.O. 12356 Section 3.3/NND No. 785021



End 25%



SE 2





1723

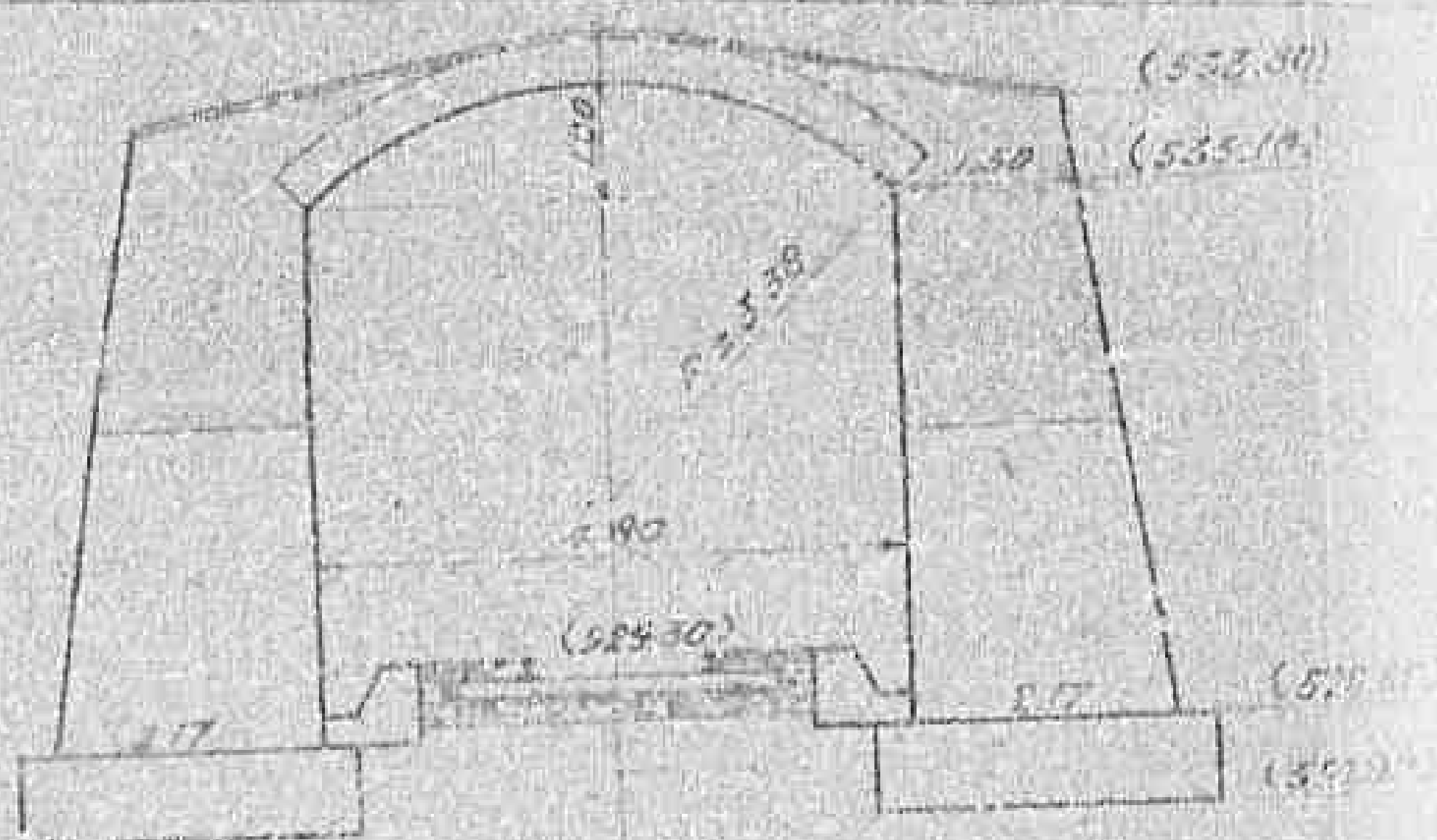
Declassified E.O. 12356 Section 3.3/NND No. 735021

SEZ. TRASV. SUL RETTO

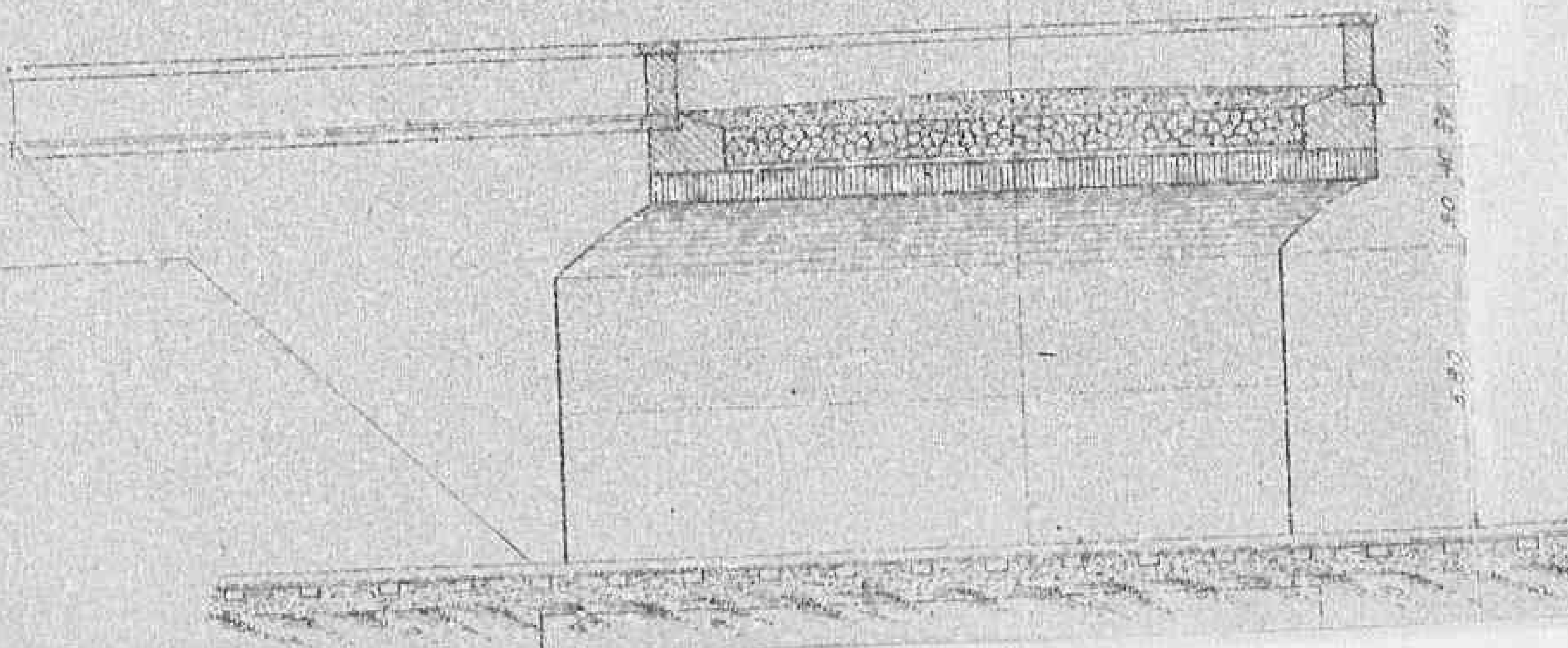
PEND. 25%

(535.19)

PEND. 4%



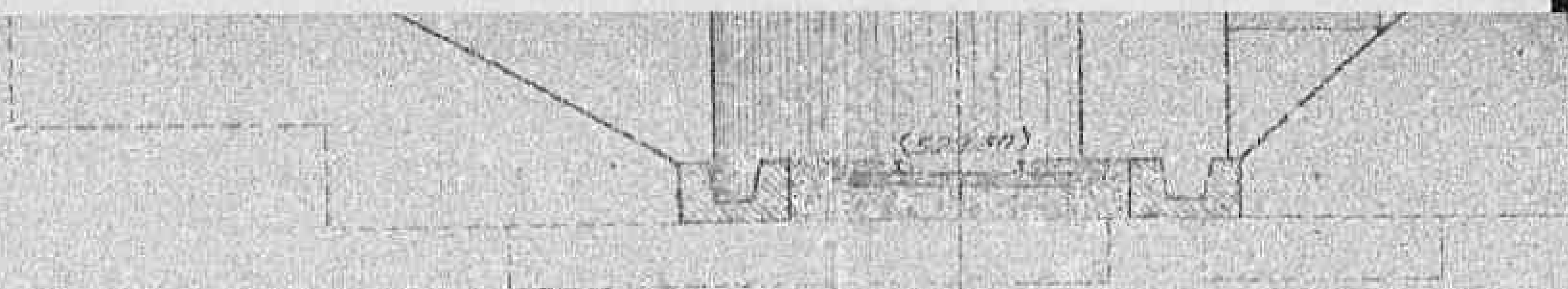
SEZ. LONGITUDINALE





1724

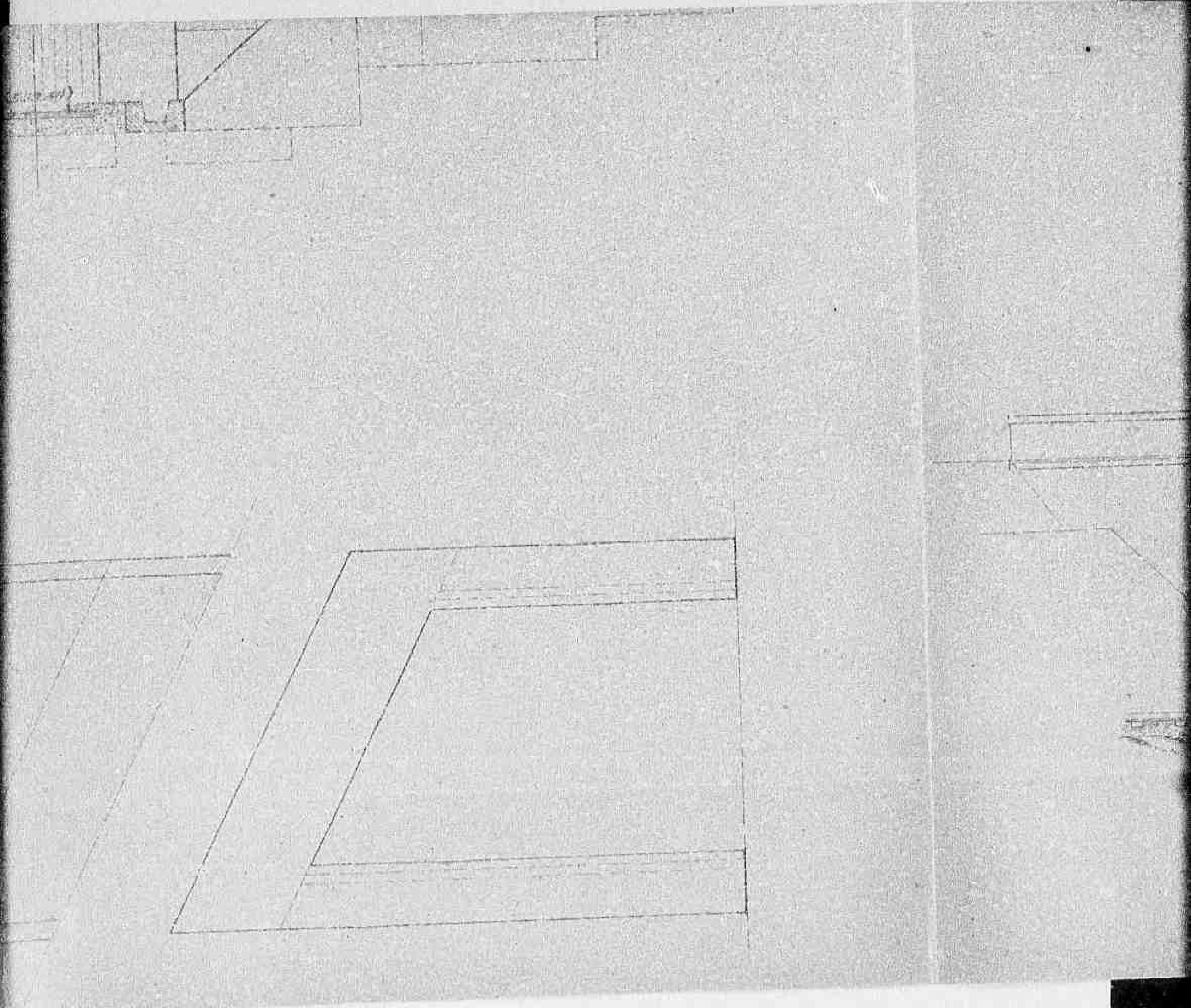
Declassified E.O. 12356 Section 3.3/NND No. 785021





1725

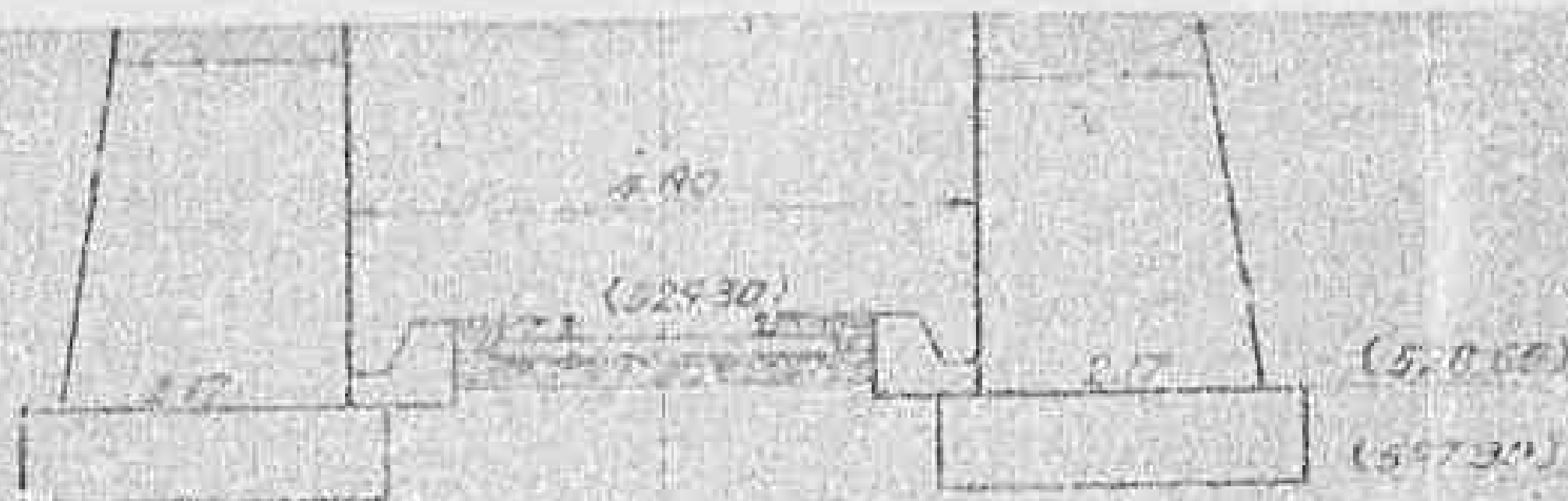
Declassified E.O. 12356 Section 3.3/NND No. 785021



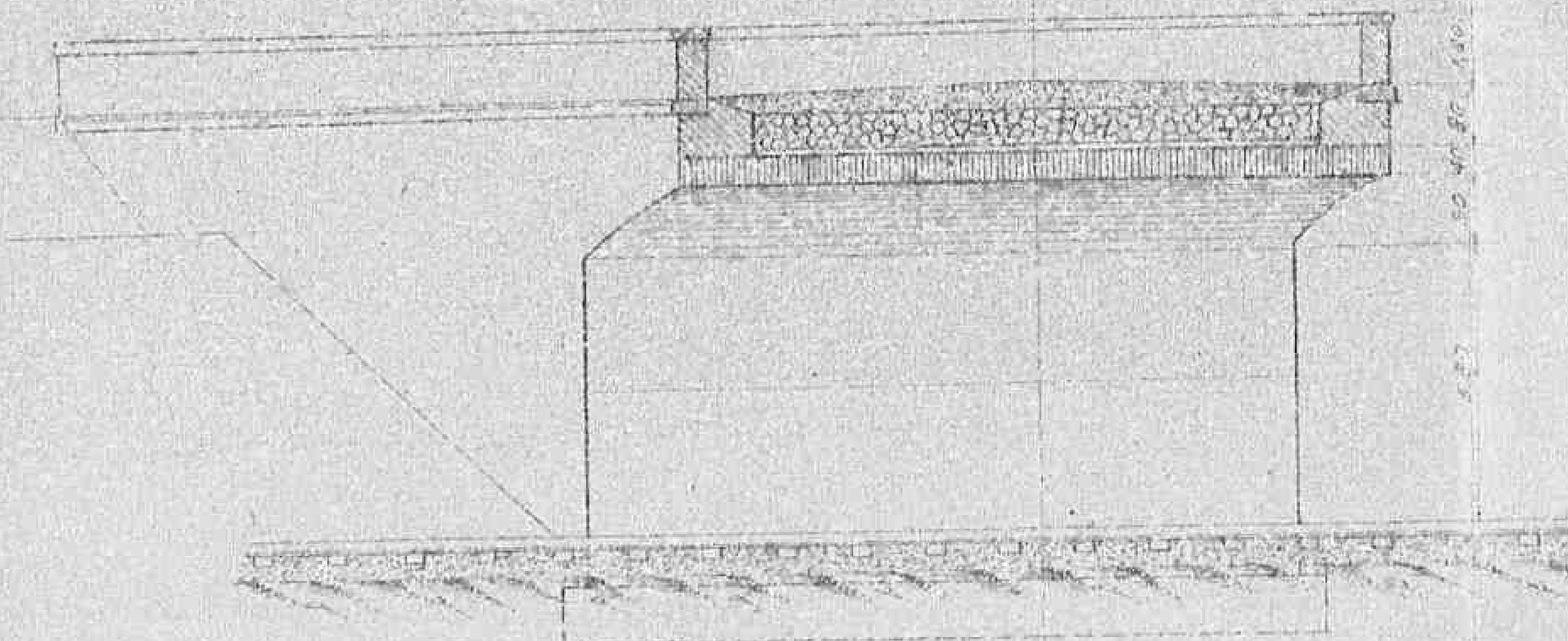


1726

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



SEZ LONGITUDINALE





7  
AVELLINO=ROCCETTA LINE

Over-line bridge at km.54+544,49, 10 meters span.

- Definitive arrangement
- Materials necessary:

|        |      |       |
|--------|------|-------|
| Cement | Q/li | 500   |
| Bricks | No.  | 27000 |

6302



1 7 2 8

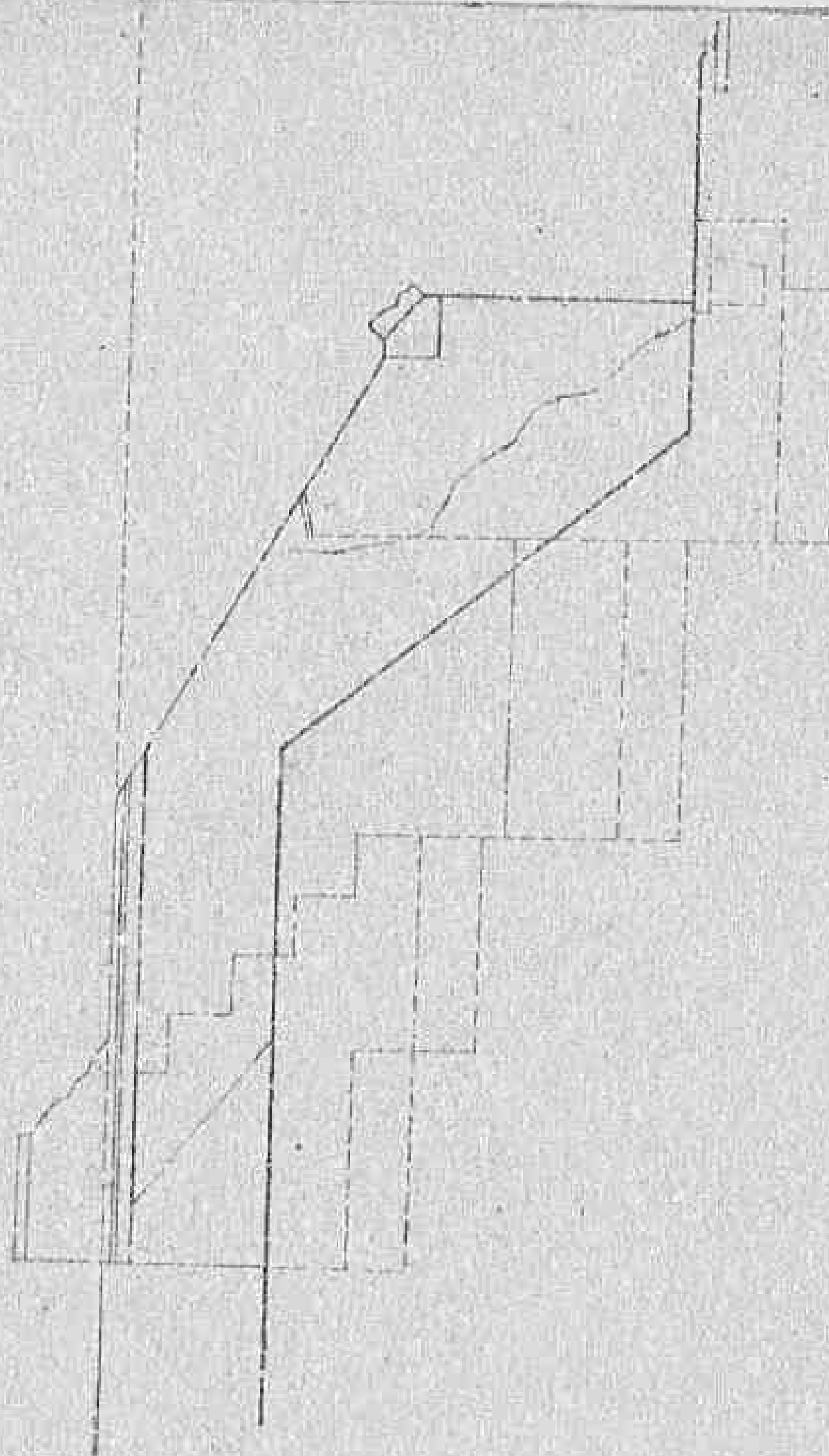
Declassified E.O. 12356 Section 3.3/NND No. 785021

LINEA AVELLINO-ROCCHESTA S.A.

• RICOSTRUZIONE CAVALCAVIA AL Km. 54+544.

SCALA 1:100

STV



3904



1729

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

2730

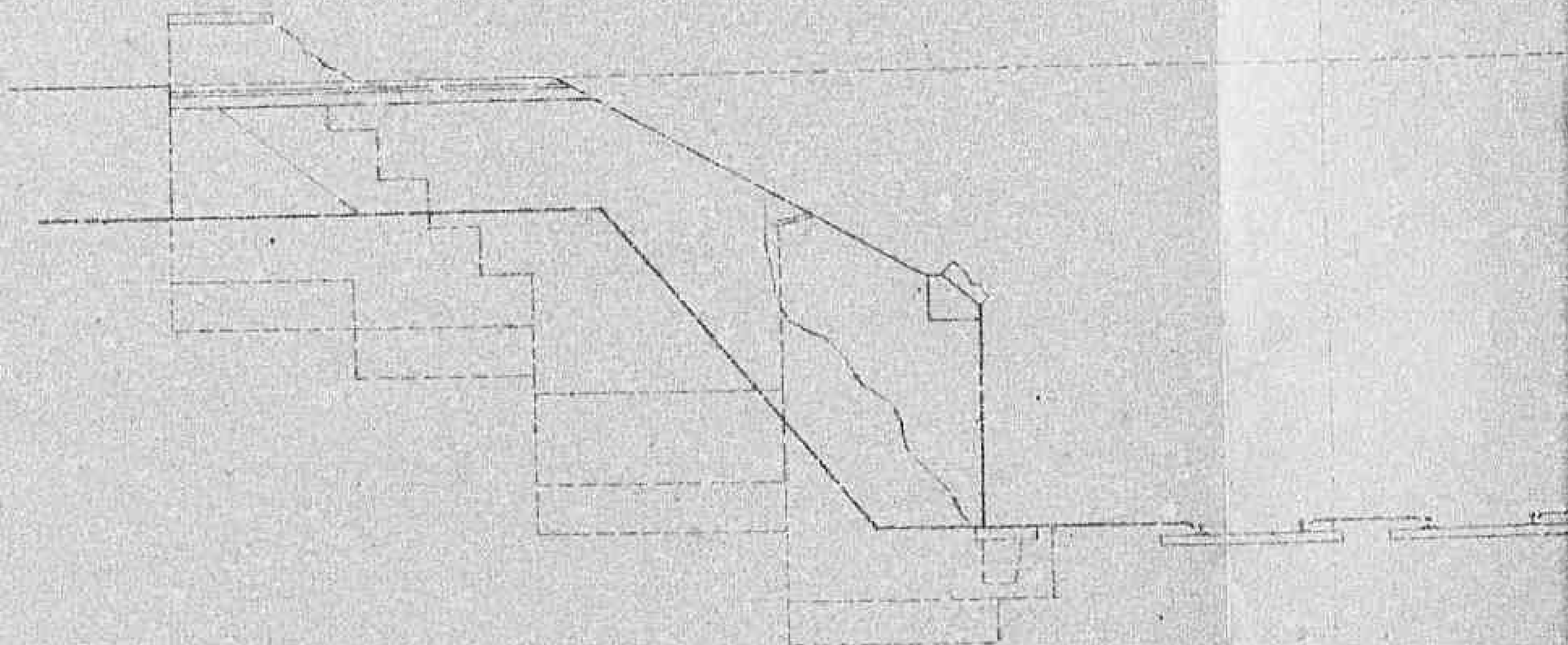
7

LINEA AVELLINO - ROCCHETTA S.A.

RICOSTRUZIONE CAVALCAVIA AL Km. 54+544,49

SCALA 1:100

STATO ATTUALE



3901



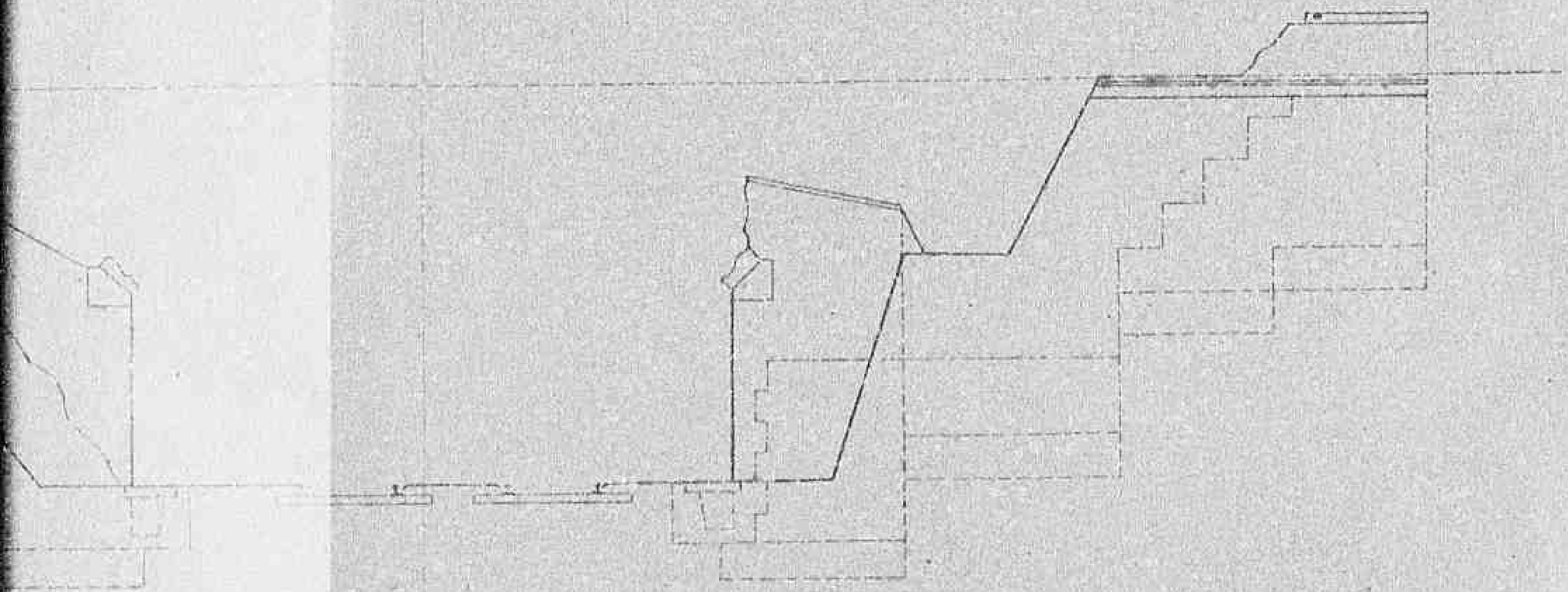
17301

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

S.A.

Km. 54+544.49

STATO ATTUALE





1731

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

1/2 PROSPETTO LATO AV

16.25

678.32

675.60

674.90

674.20

672.60

671.90

670.90

670.27

2.50

2.50

5.50

PIANTA MURATURE

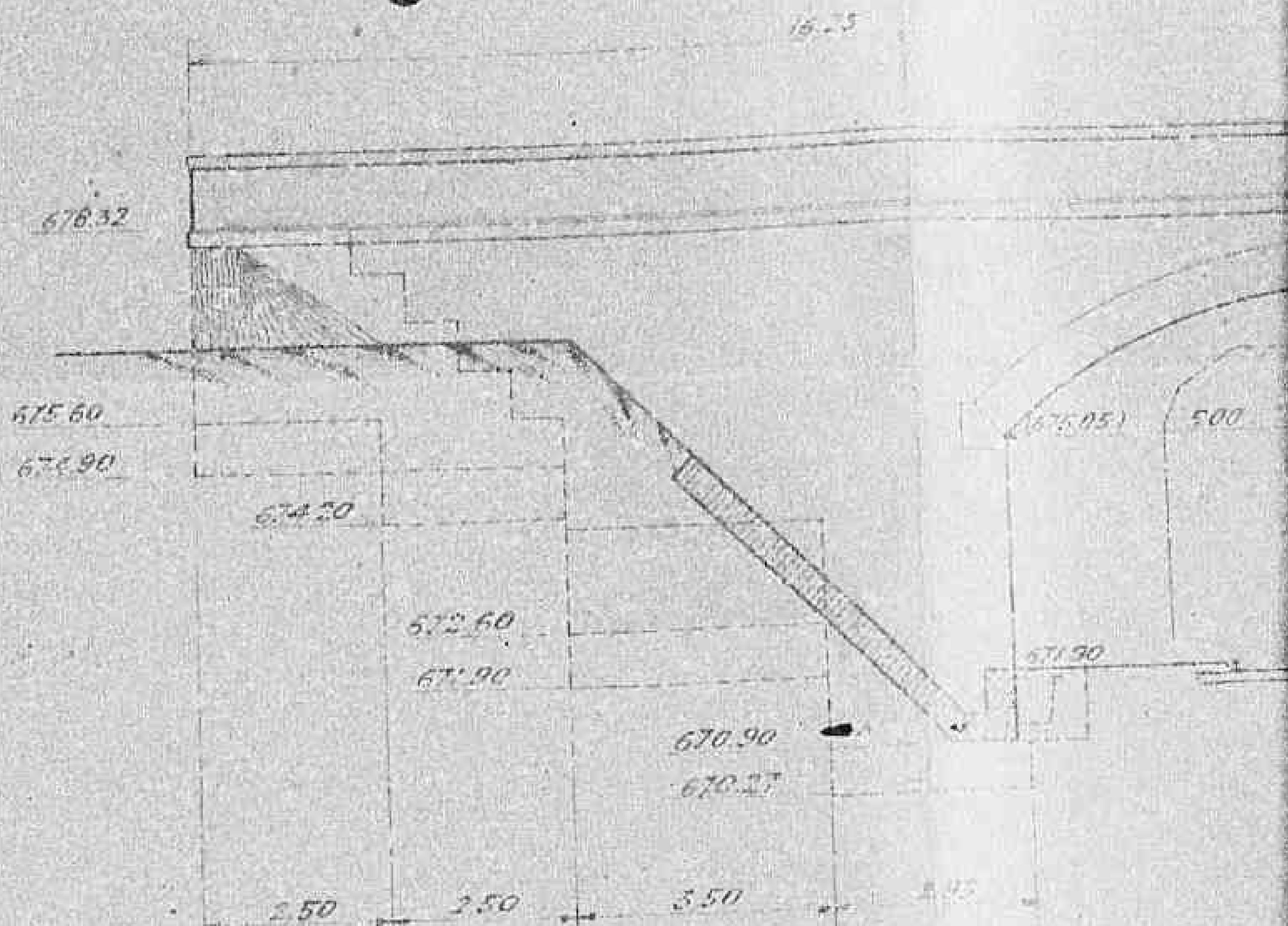
6.00



1732

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

1/3 PROSPETTO LATO AVELLINO



PIANTA MURATURE SCOPERTE

6.00  
2.00

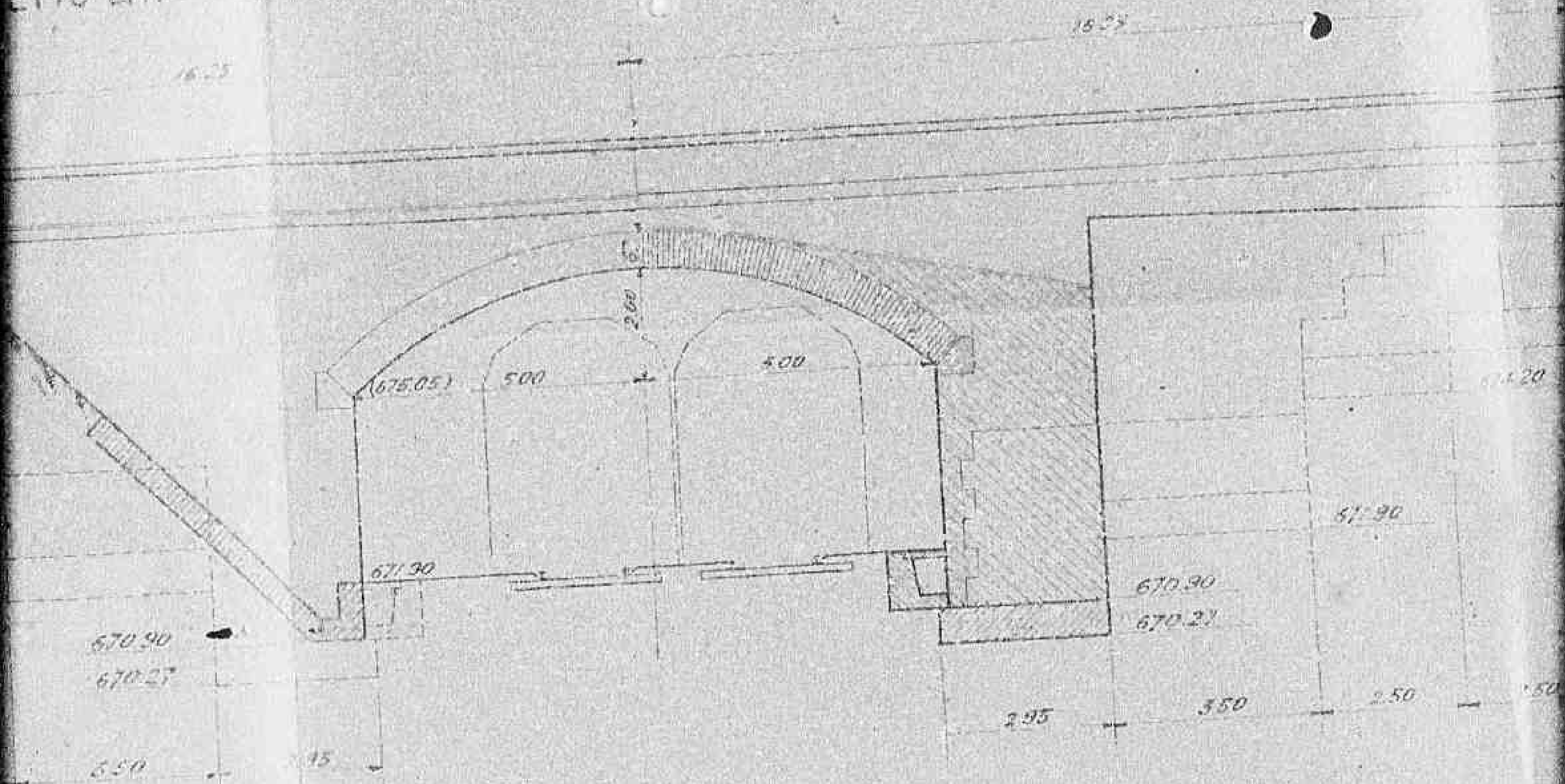


1733

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

ETTO LATO AVELLINO

1/2 SEZ. LONGITUDINALE



PIANTA MURATURE SCOPERTE

PIANTA A PIANO FONDAZ.

6.60

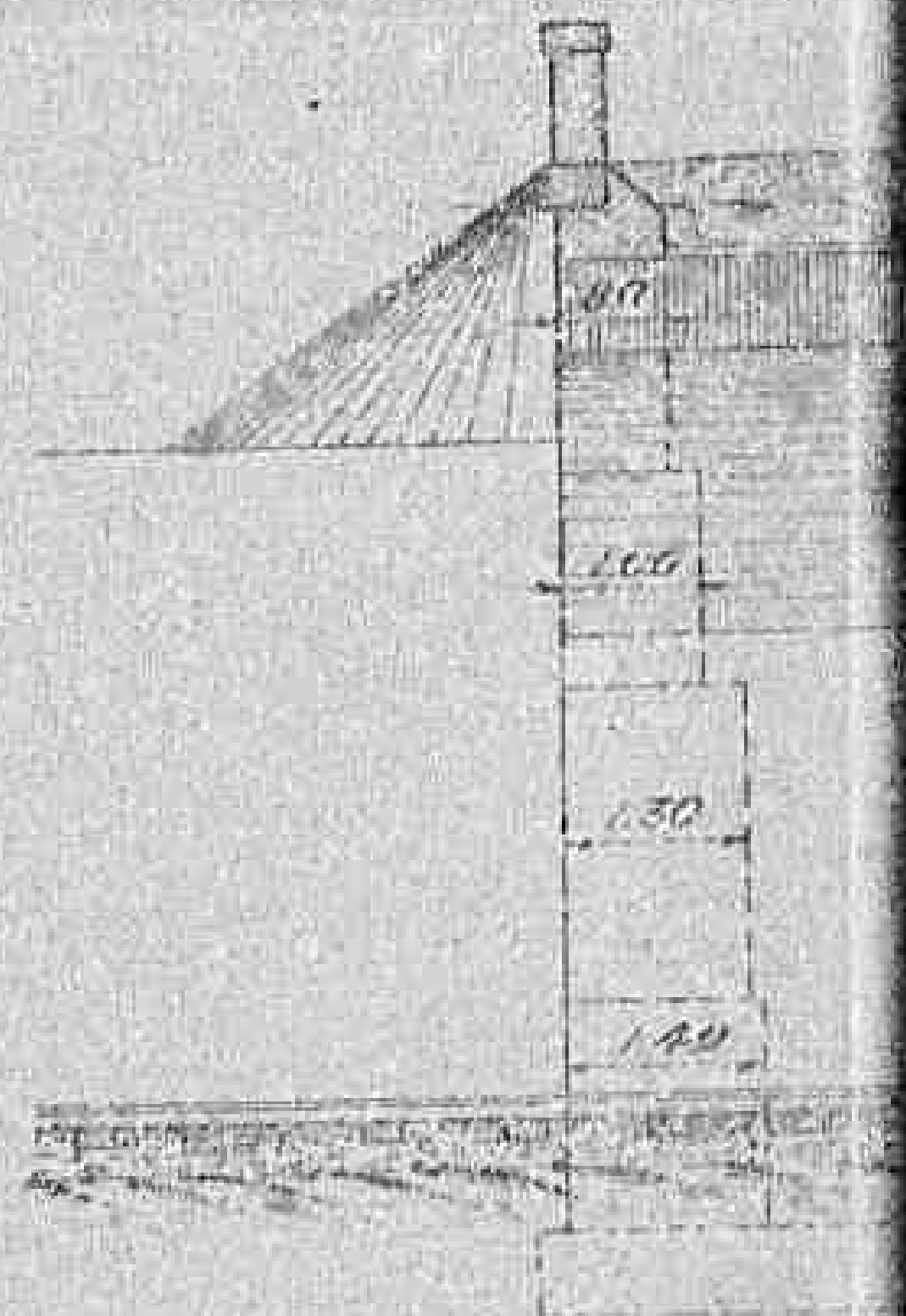
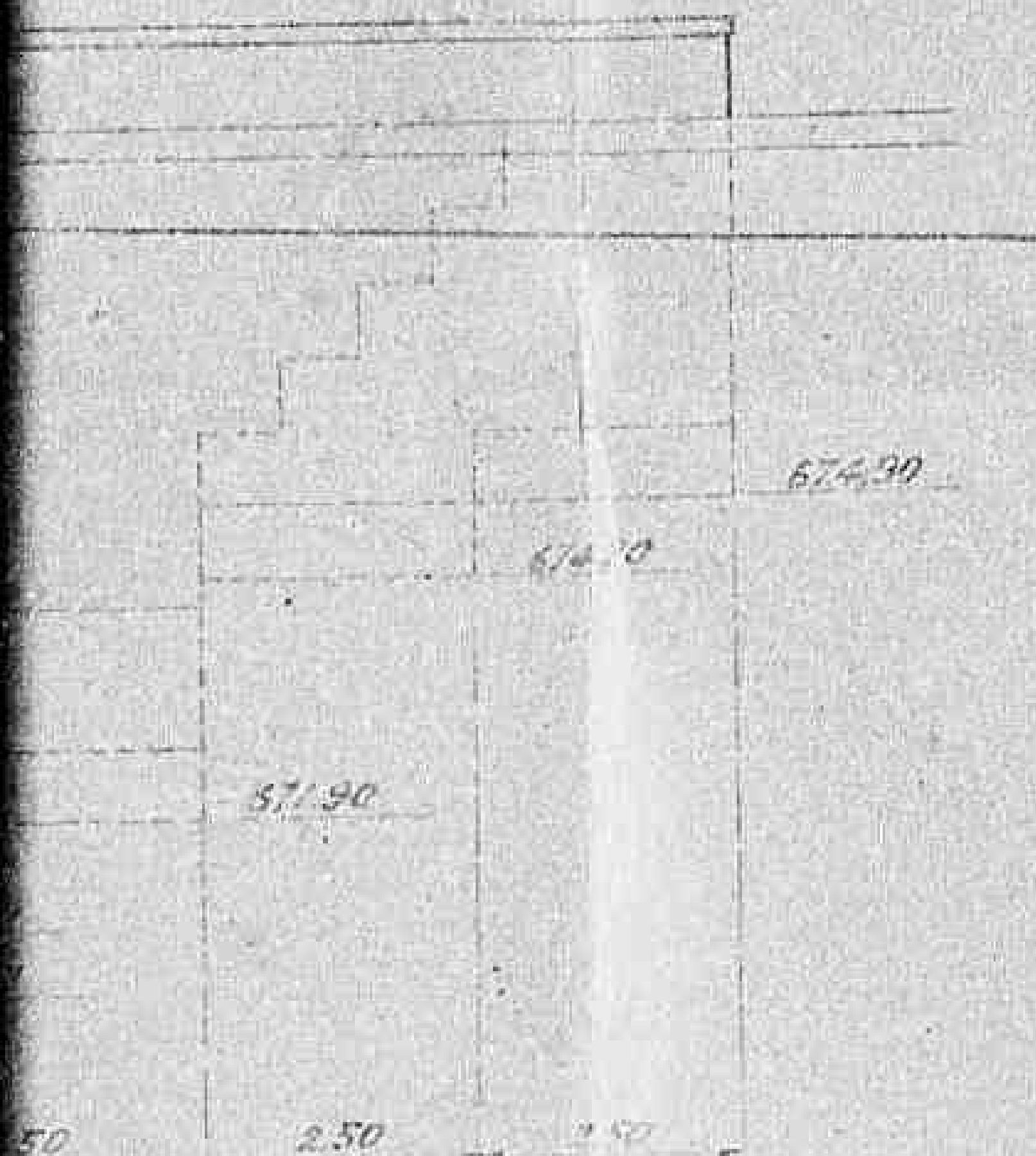


1734

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

INALE

SEZIONE



NO FONDAZ.

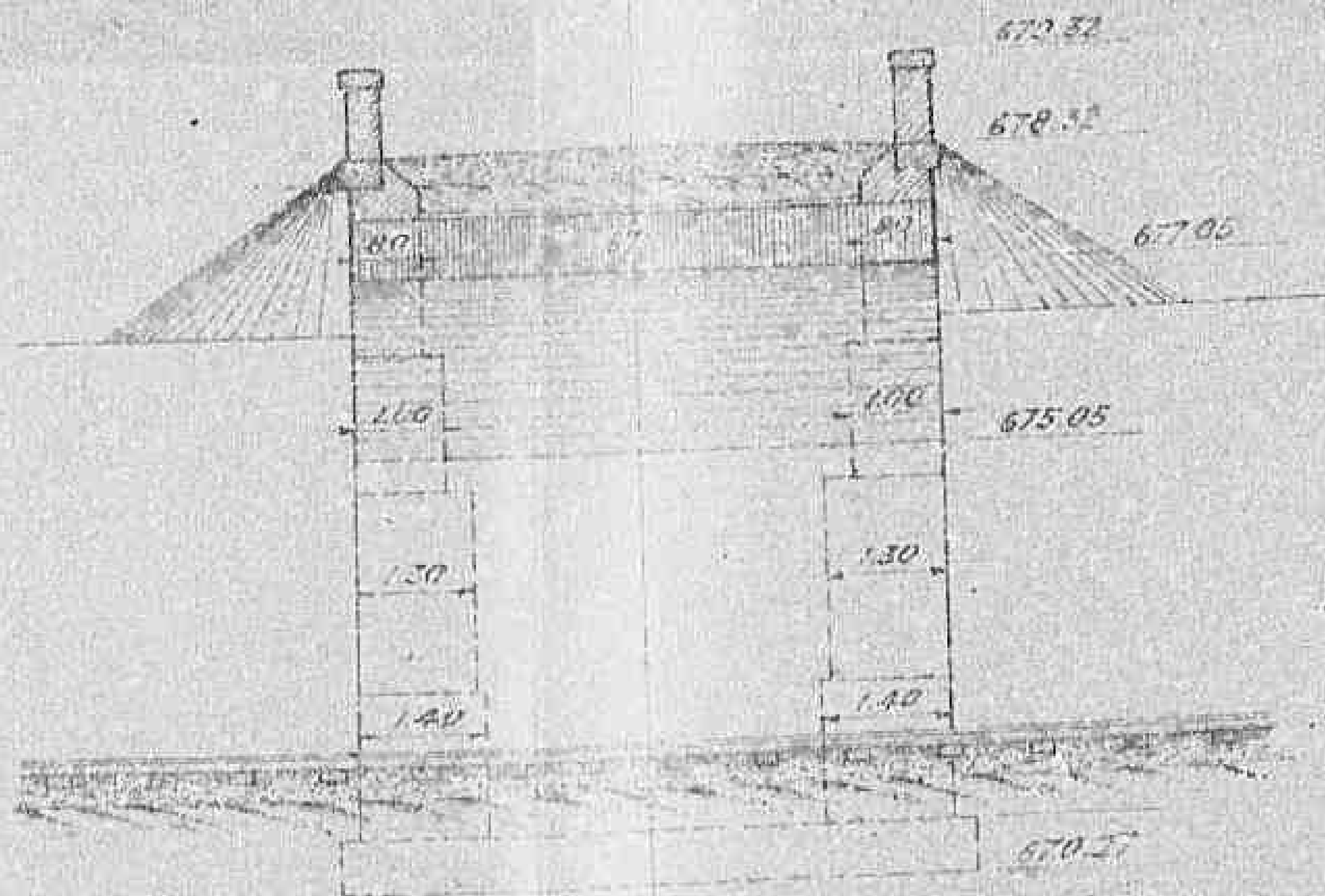




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Declassified E.O. 12356 Section 3.3/NND No. 785021

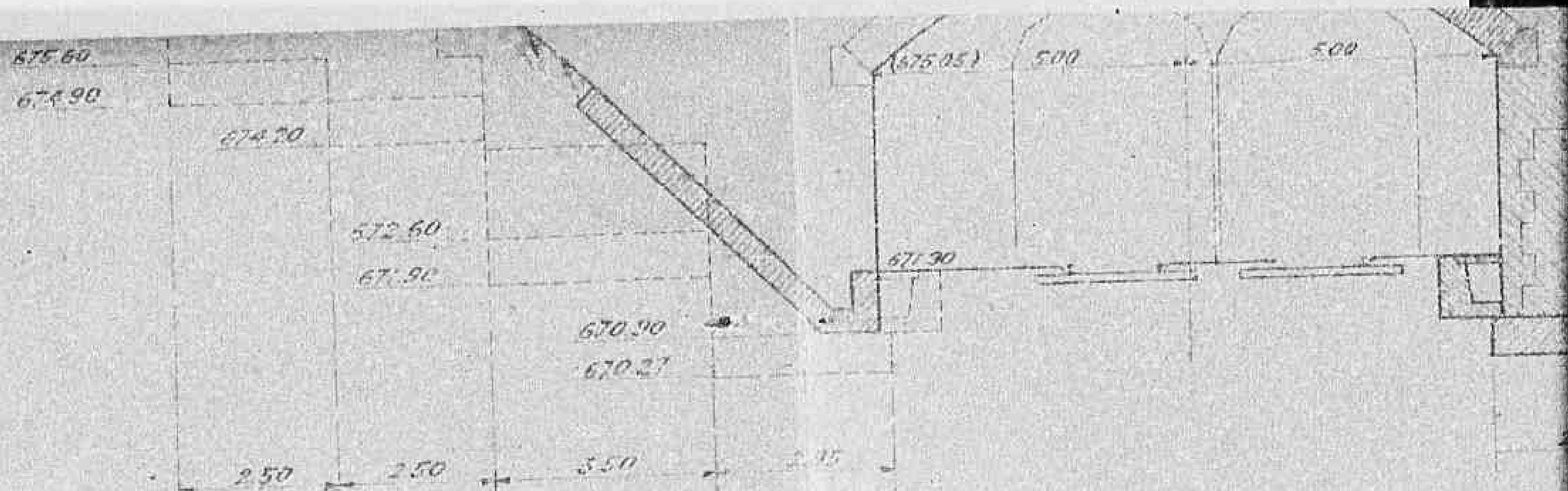
SEZIONE TRASVERSALE



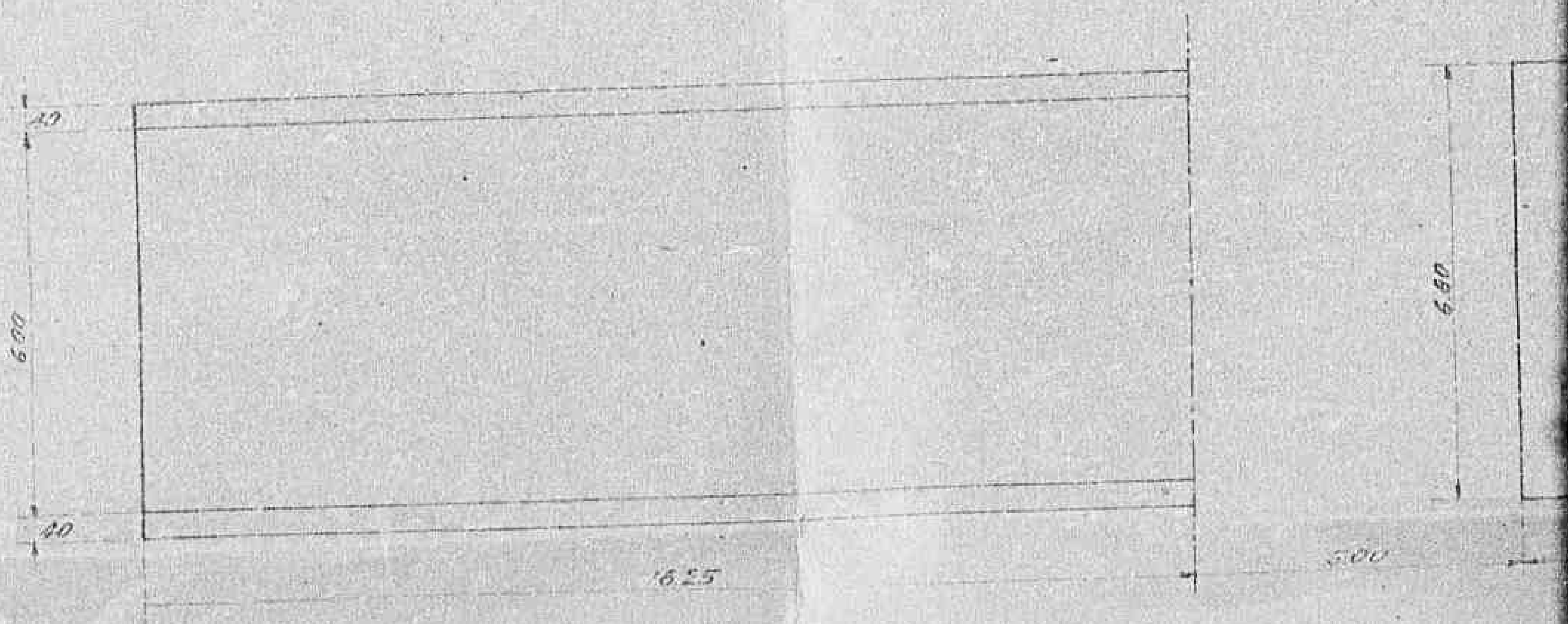


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Declassified E.O. 12356 Section 3.3/NND No. 785021



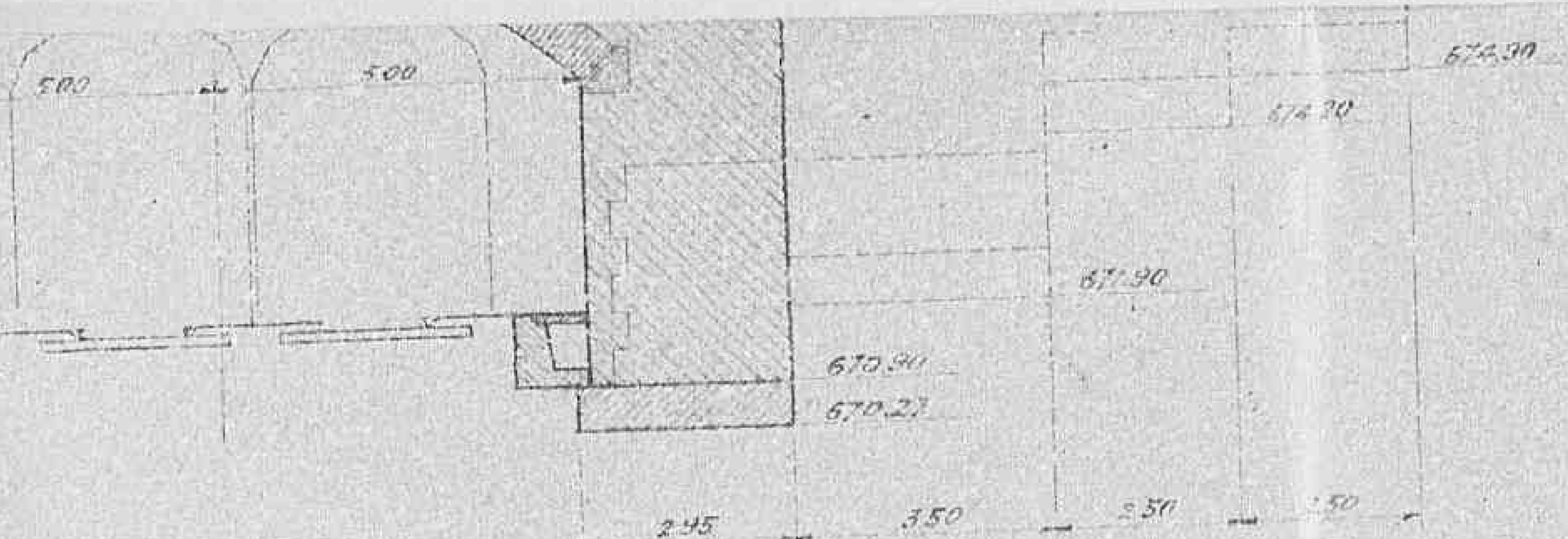
PIANTA MURATURE SCOPERTE



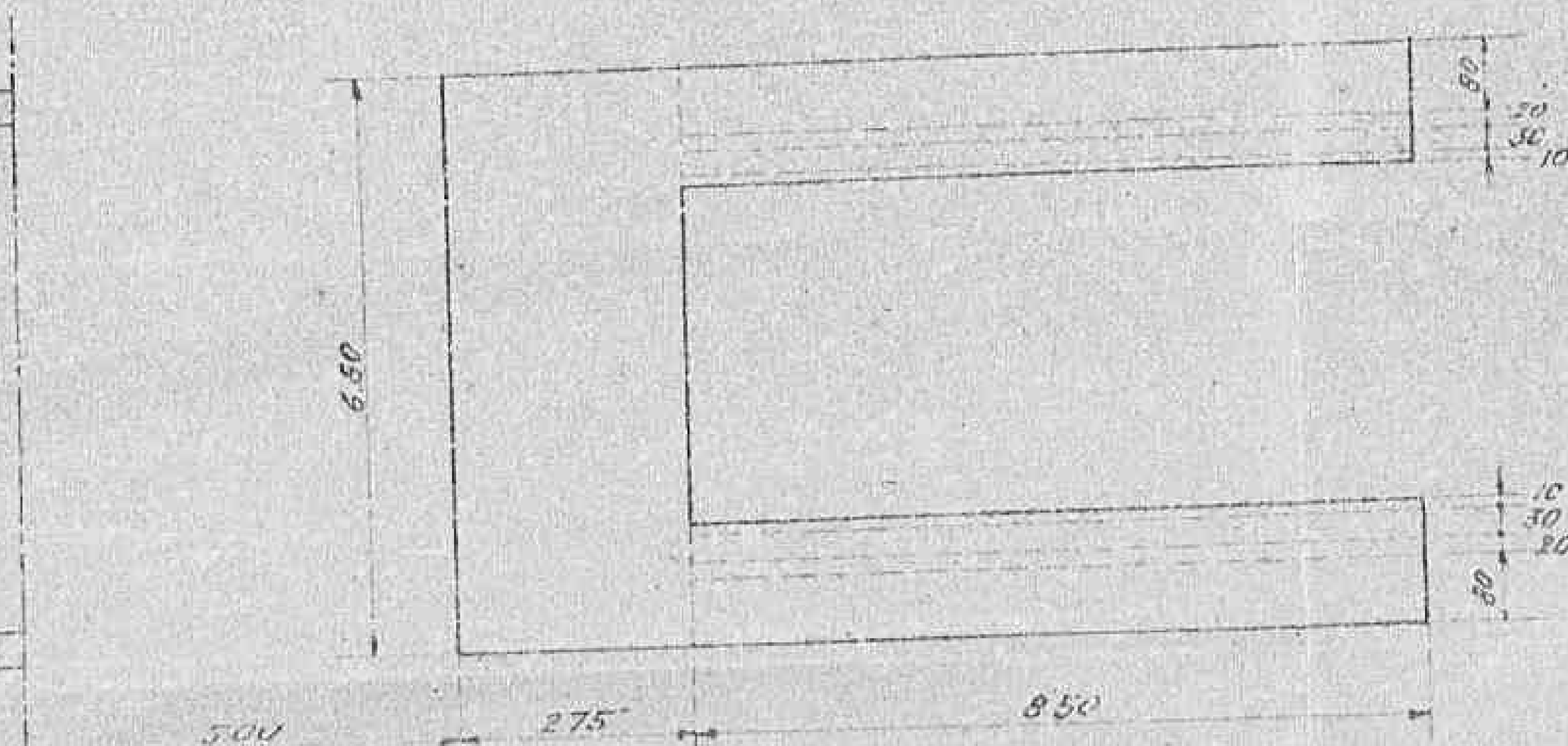


1737

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



PIANTA A PIANO FONDAZ.



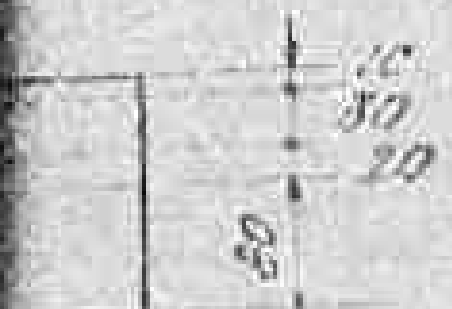
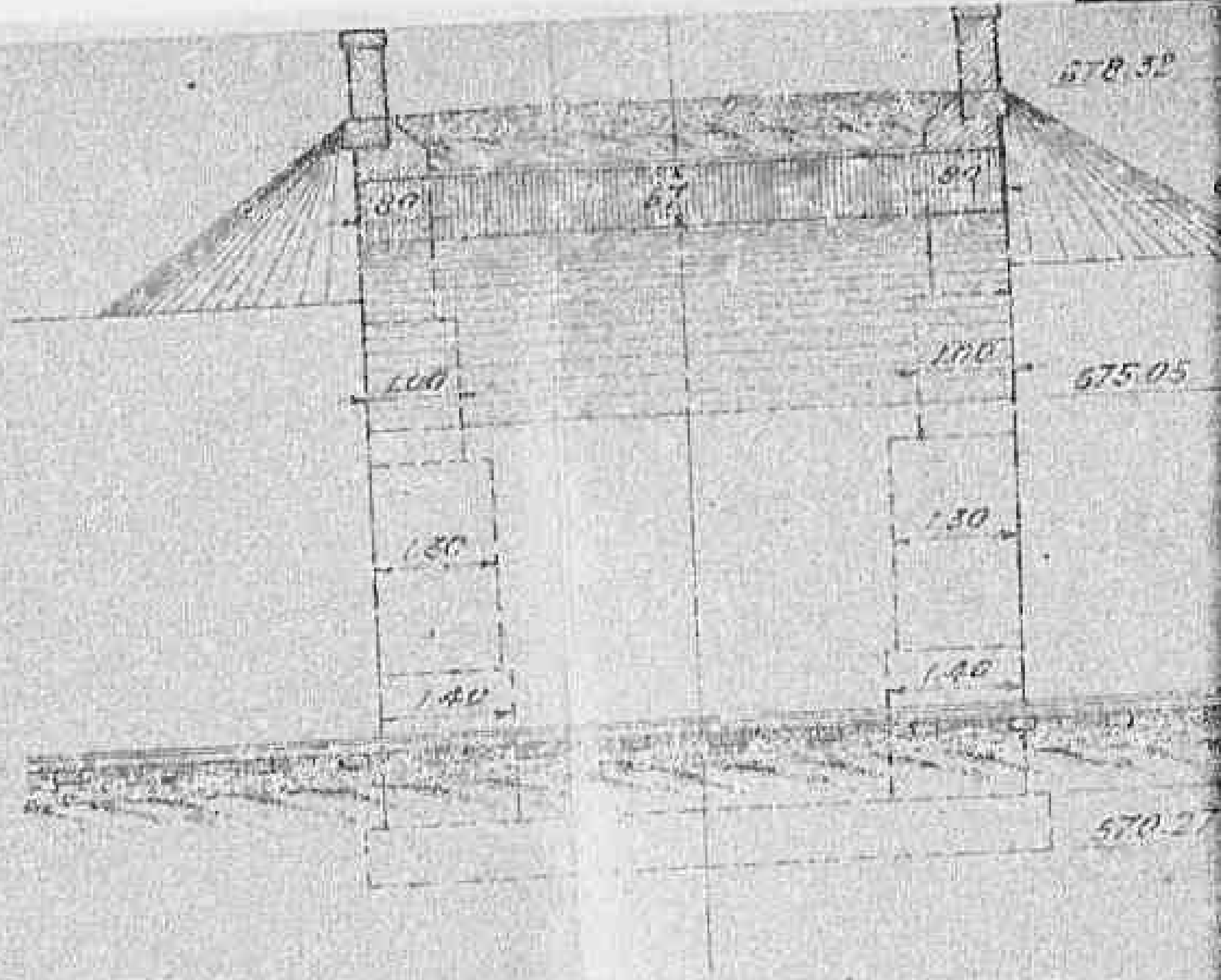


1738

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

674.30

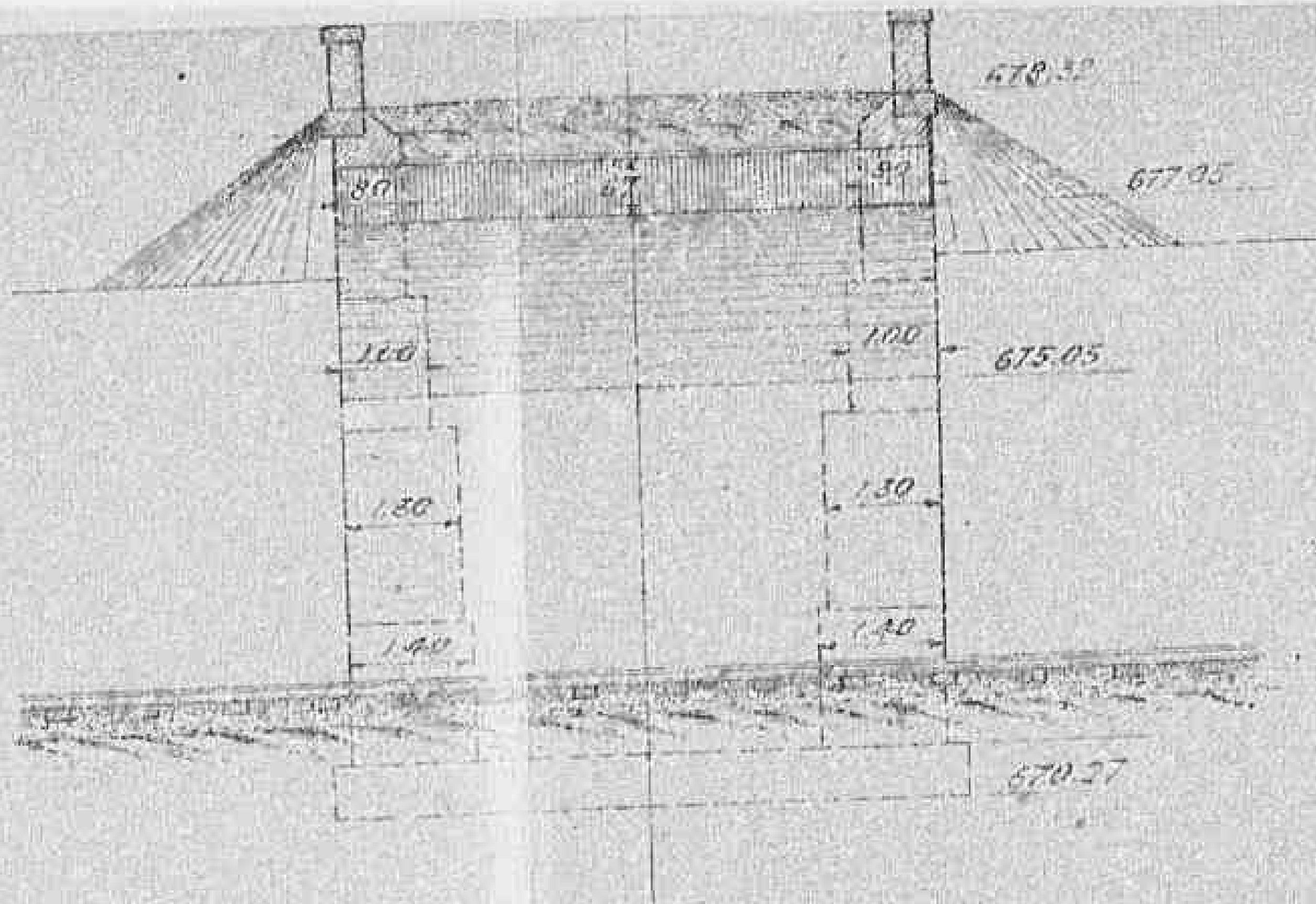
678.32





1739

Declassified E.O. 12356 Section 3.3/NND No. 795021





6  
AVELLINO-ROCCHETTA LINE

Viaduct on Avella walloon at Km. 52+606,80, 5 span, 15  
meters each

- Definitive arrangement
- Materials necessary:

Steel Kg. 750

Wood for definitive centering - cubic meters 110

3830



1741

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

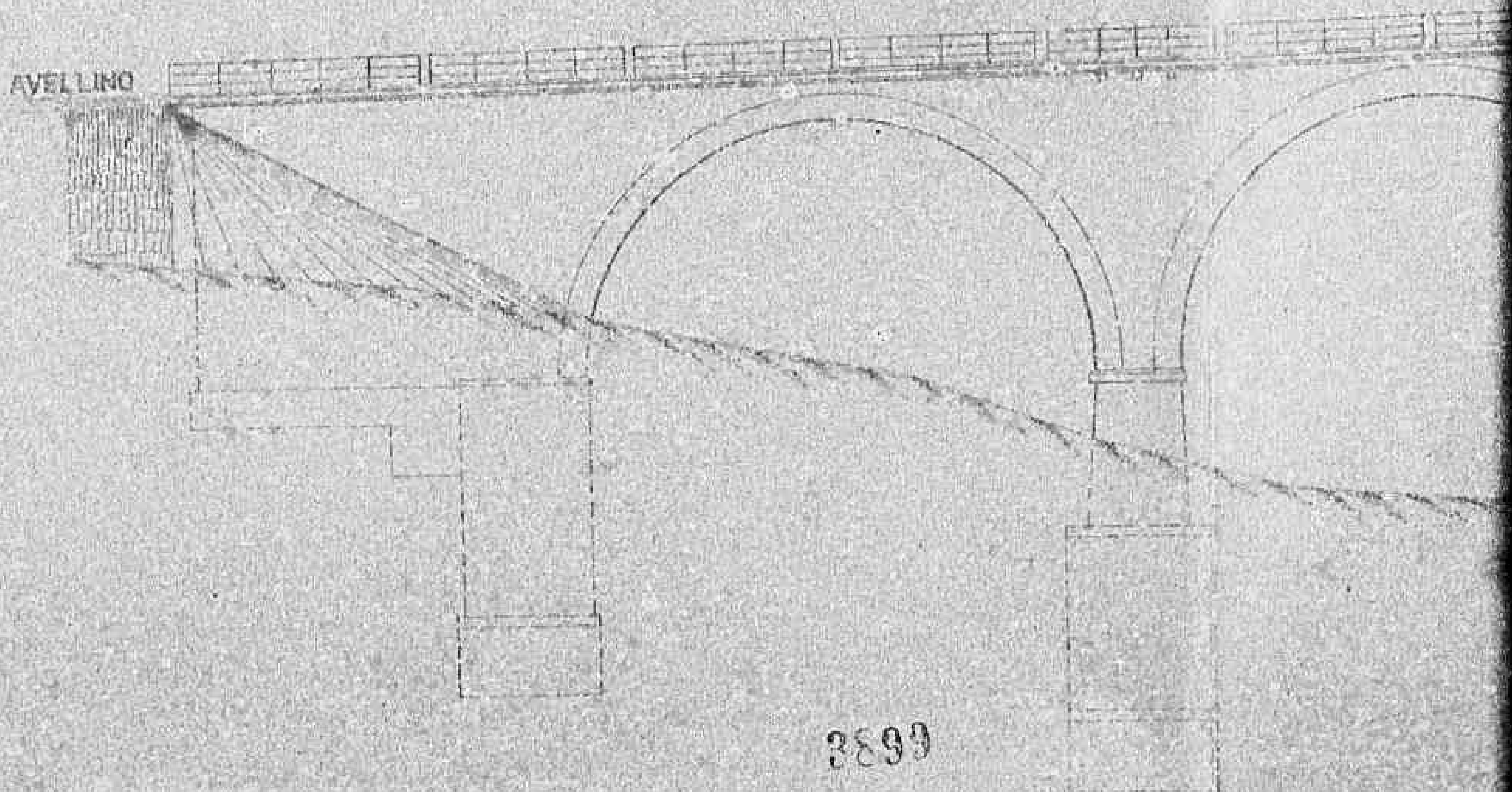
2019

6

LINEA AVELLINO - ROCCHETTA S.A.

VIADOTTO SUL VALLONE AVELLA AL Km. 52+606,80

RICOSTRUZIONE CENTINE DI RAFFORZAMENTO DEL VOLT



3899



1742

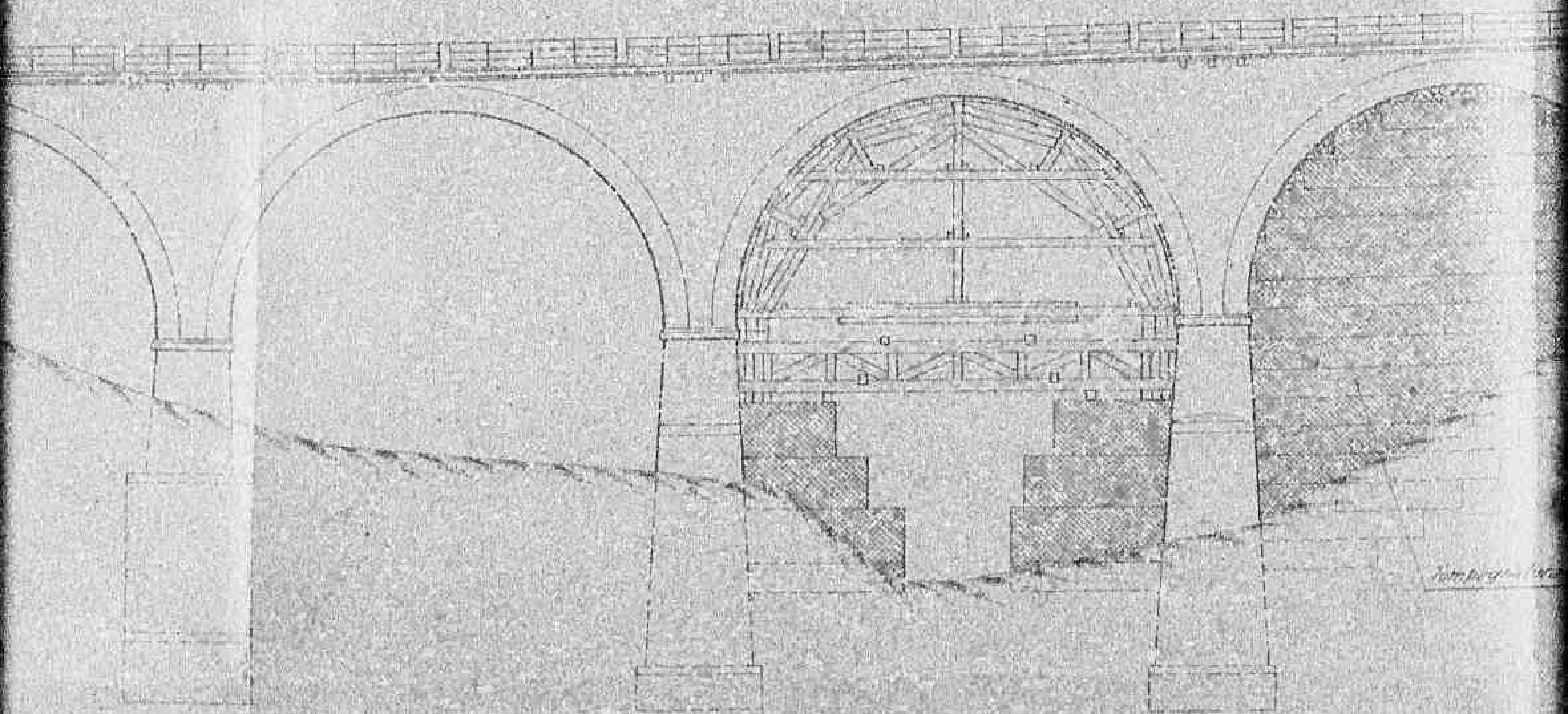
Declassified E.O. 12356 Section 3.3/NND No. 735021

A.

AL Km. 52+606,80

FORZAMENTO DEL VOLTO CENTRALE

PROSPETTO A MONTE 1:200

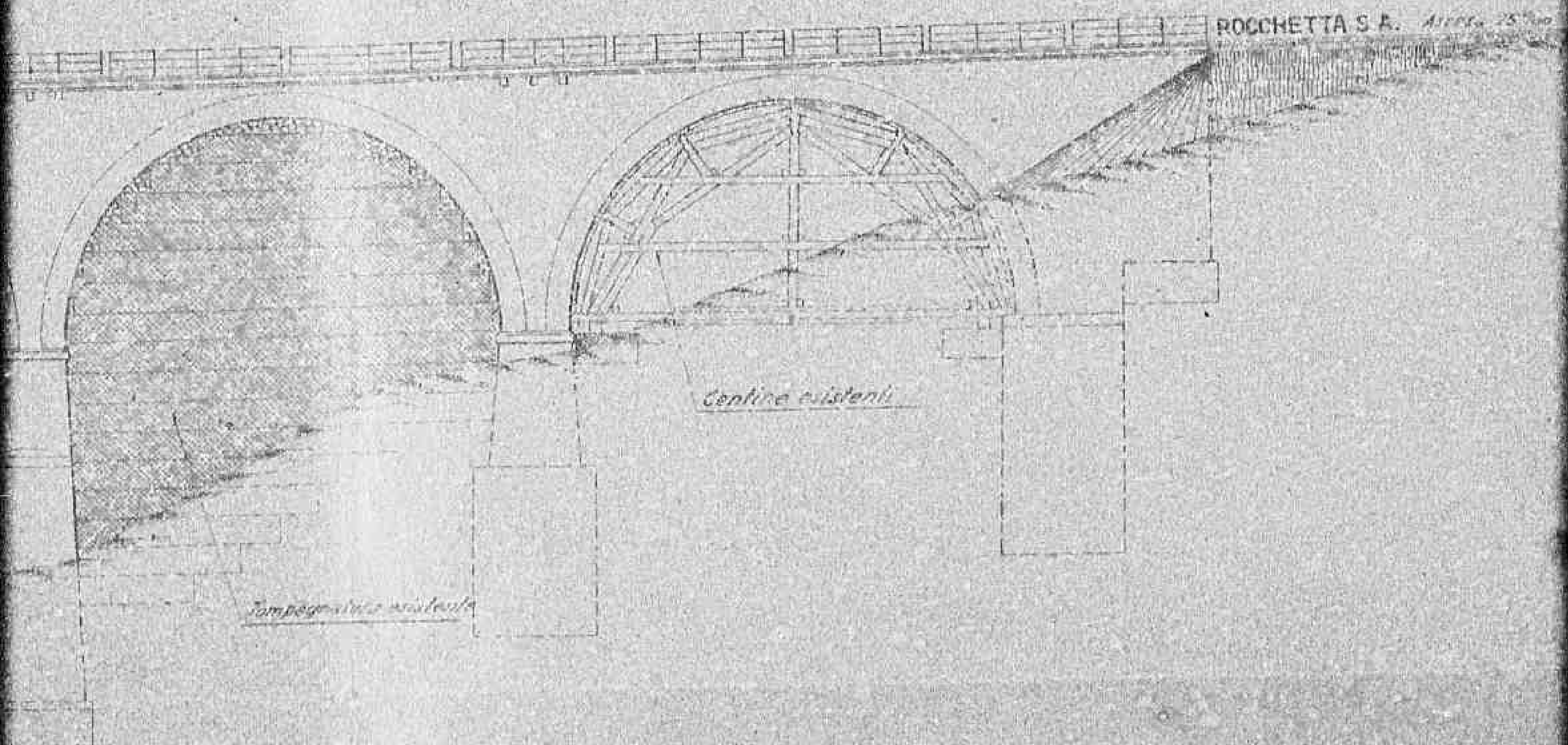




1743

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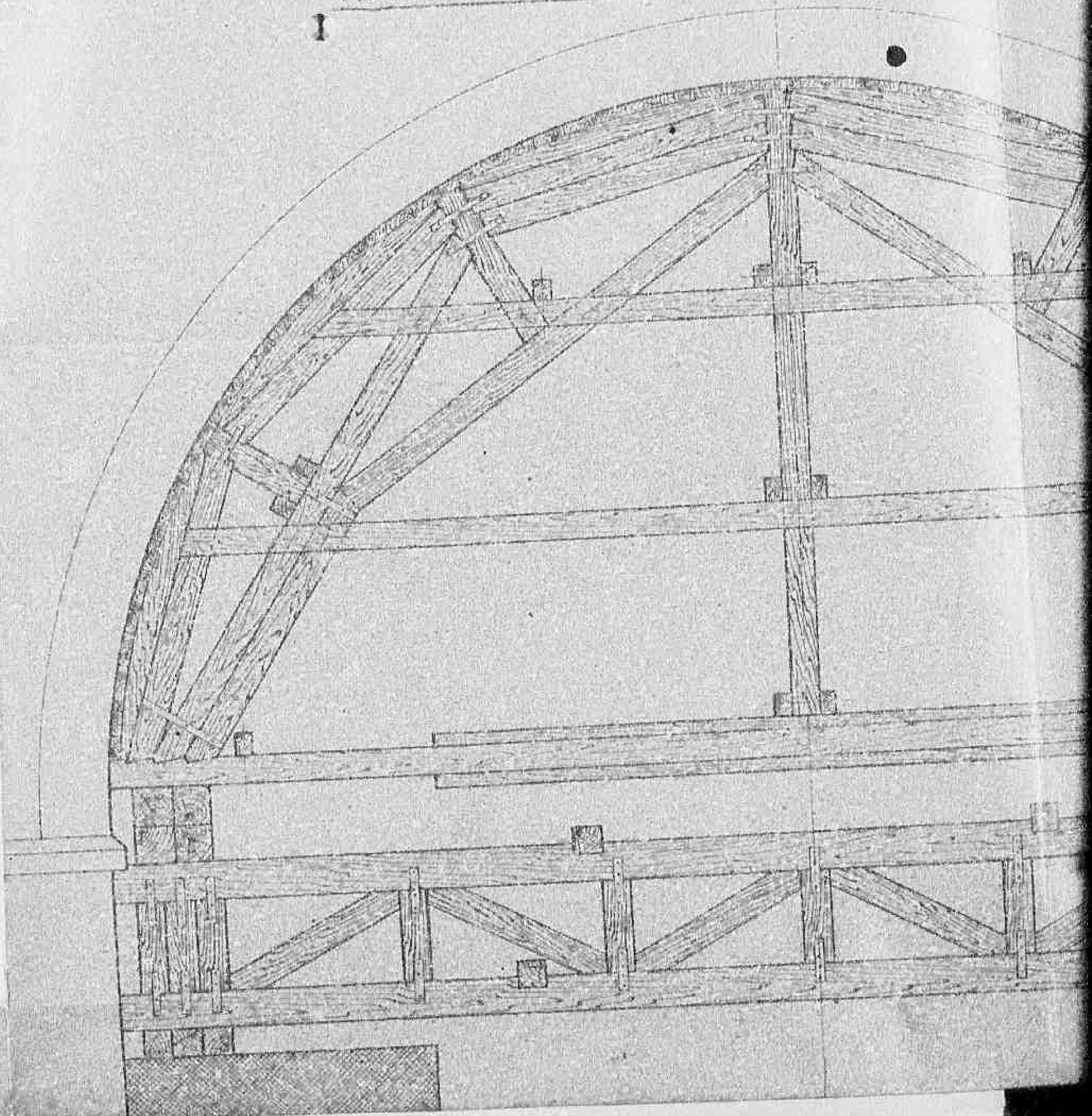
1:200





## PARTICOLARE DI UNA CENTINA E DI UN CONTRASTO A

I

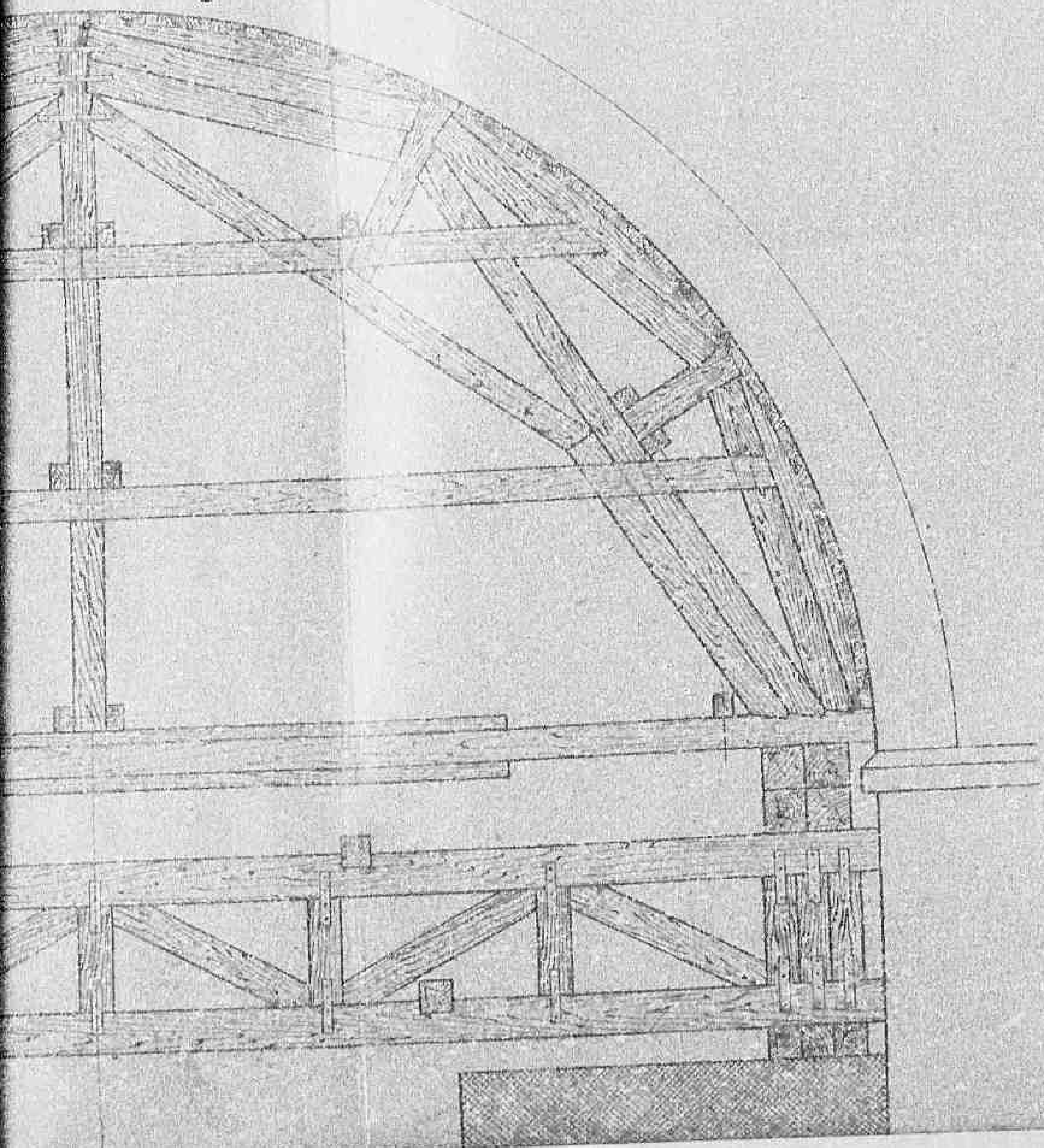




1745

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

INA E DI UN CONTRASTO A TRALICCIO

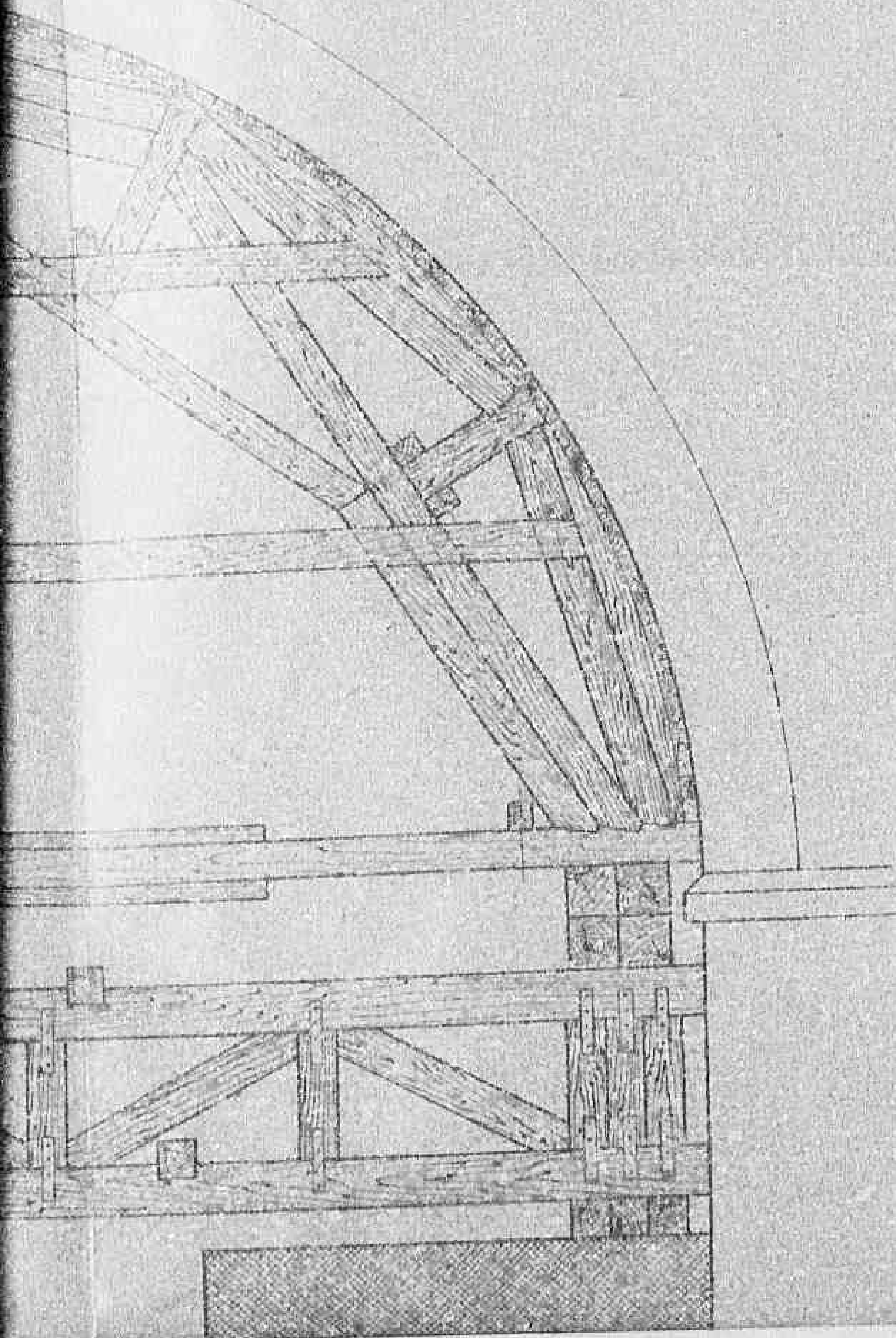




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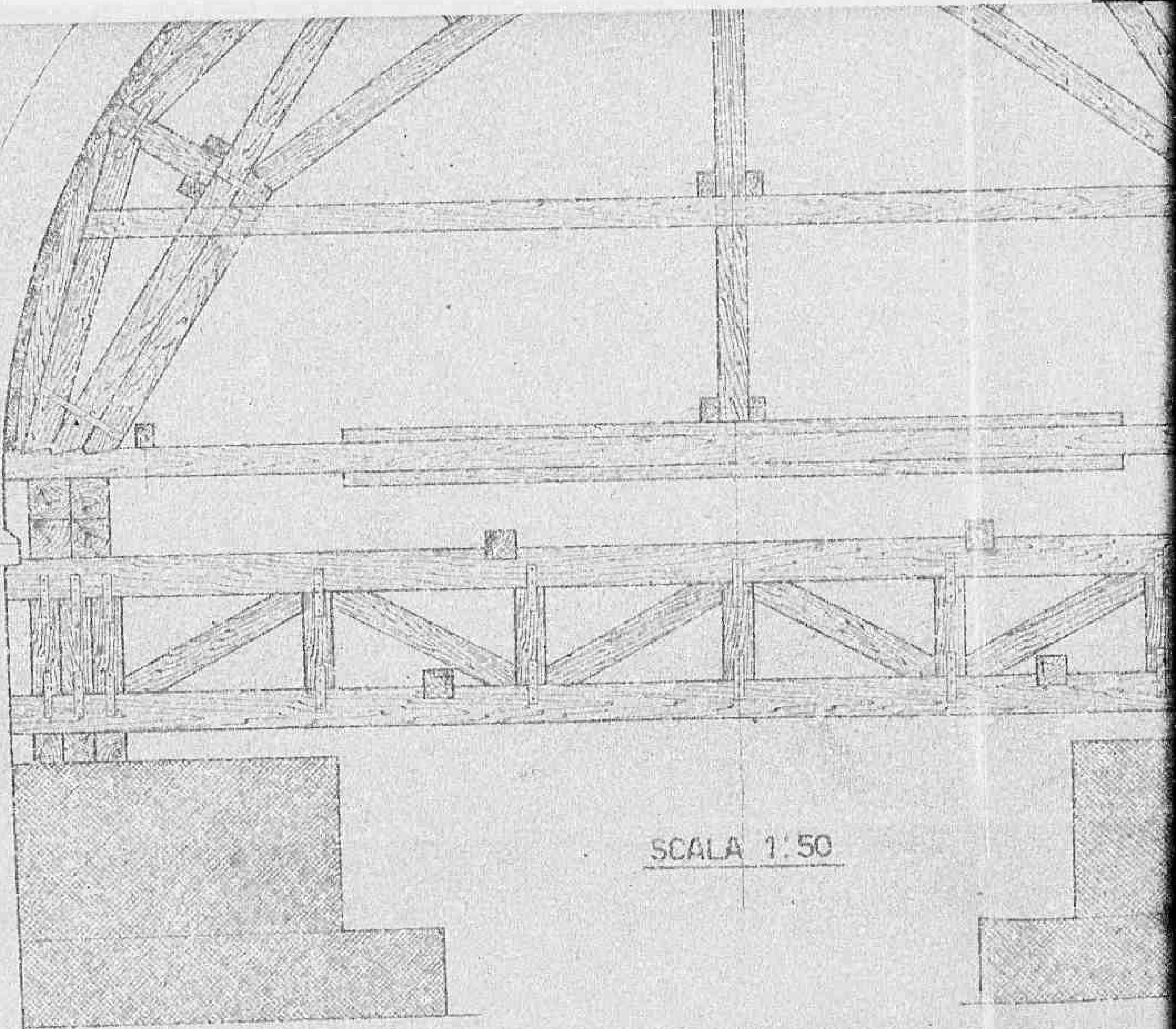
MASTO A TRALICCIO





1747

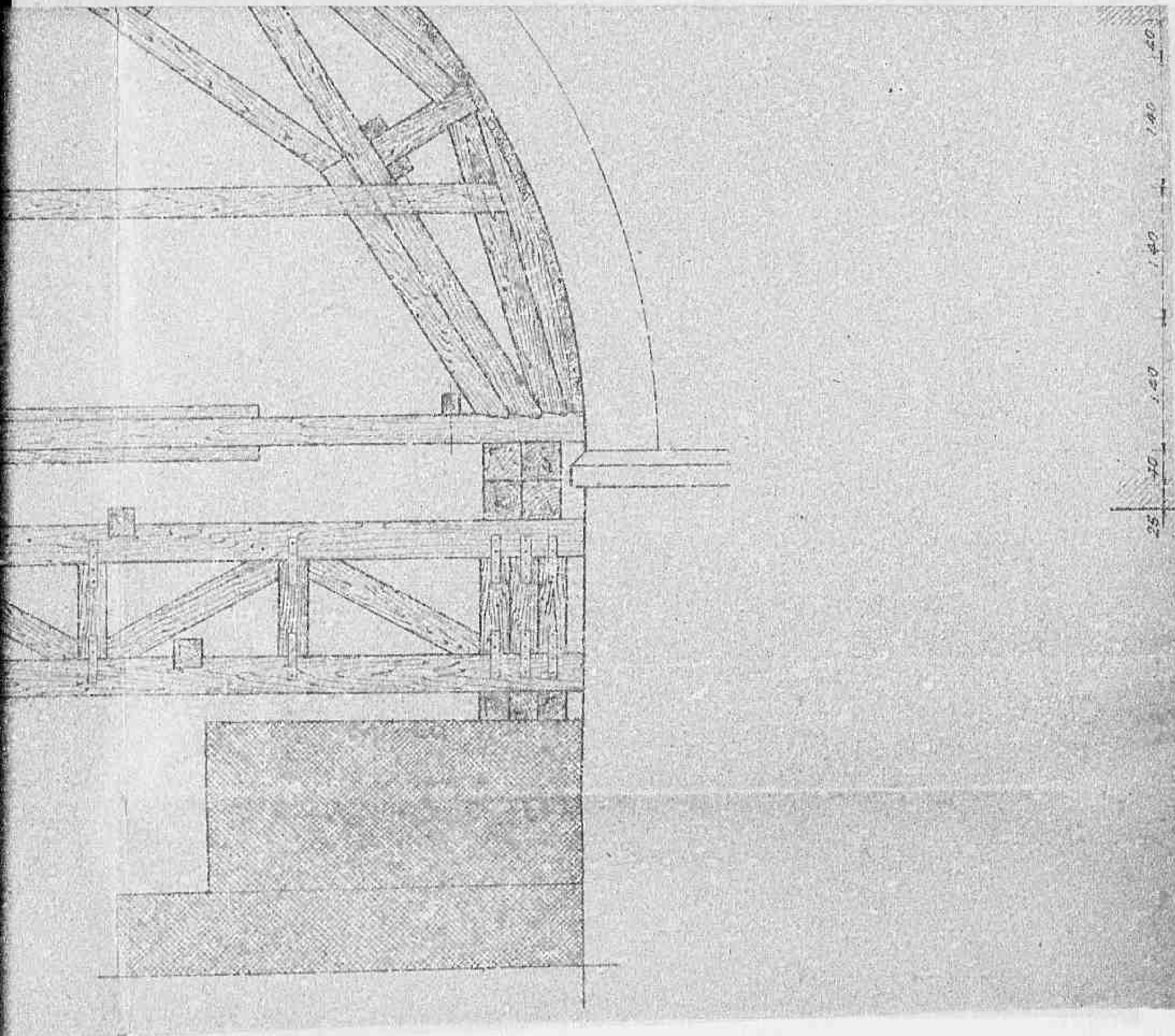
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1748

Declassified E.O. 12356 Section 3.3/NND No. 780021





5

AVELLINO-ROCCHETTA LINE

- Viaduct on Calore river at Km. 44+747.46, 3 span, 12 meter each.

- Definitive arrangement
- Materials necessary:

Bricks No. 85000  
Cement Q.li 1050

2208



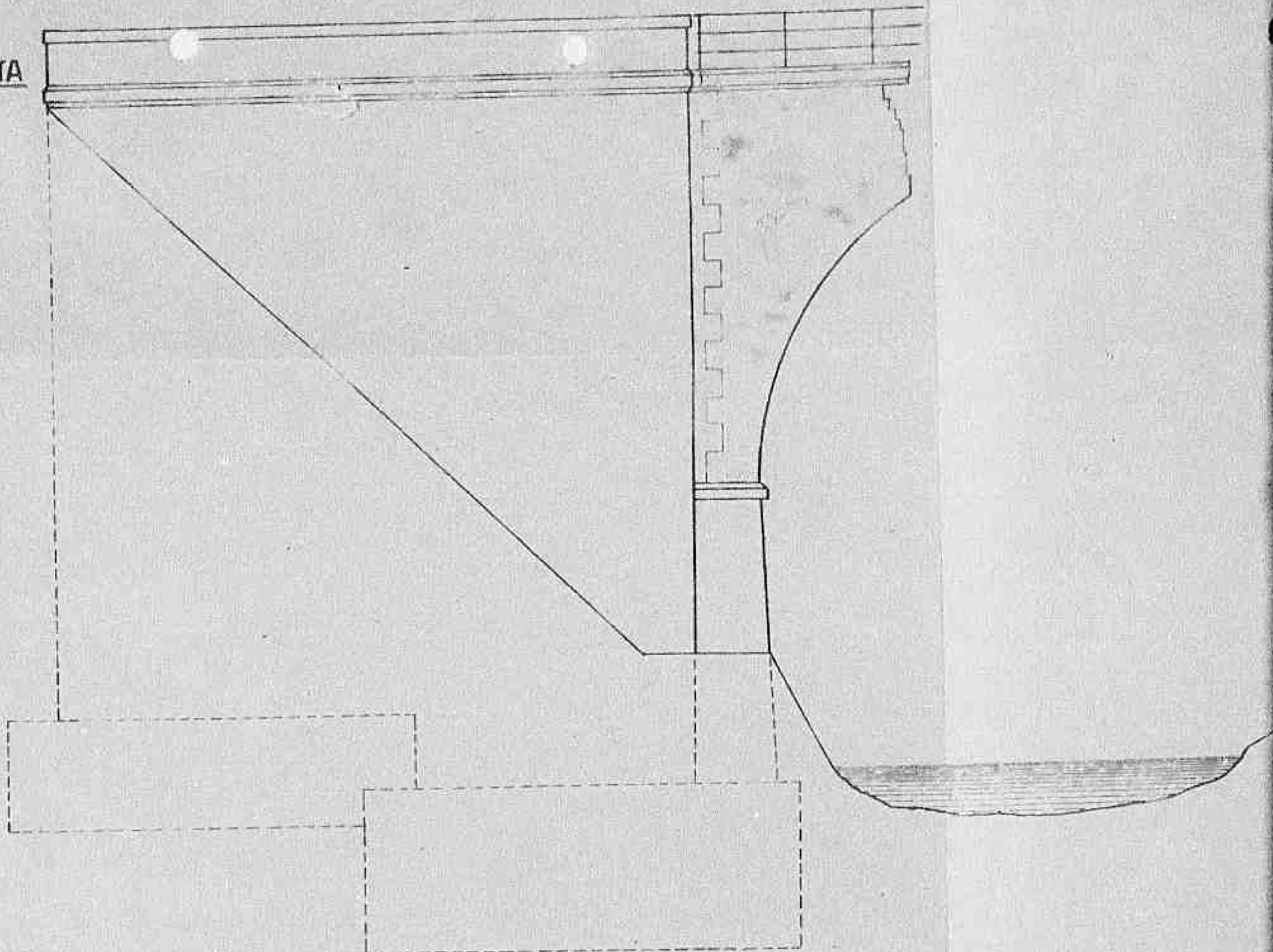
1750

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

2021

5

ROCCHETTA



2897

LINEA AVELLINO - ROCCHETTA S.A. Km. 44+747,46

RICOSTRUZIONE VIADOTTO SUL FIUME CALORE

SCALA 1:100



1751

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

STATO DEL VIADOTTO IN SEGUITO ALLO SCOPPIO DELLE MIN

A. Km. 44+747,46

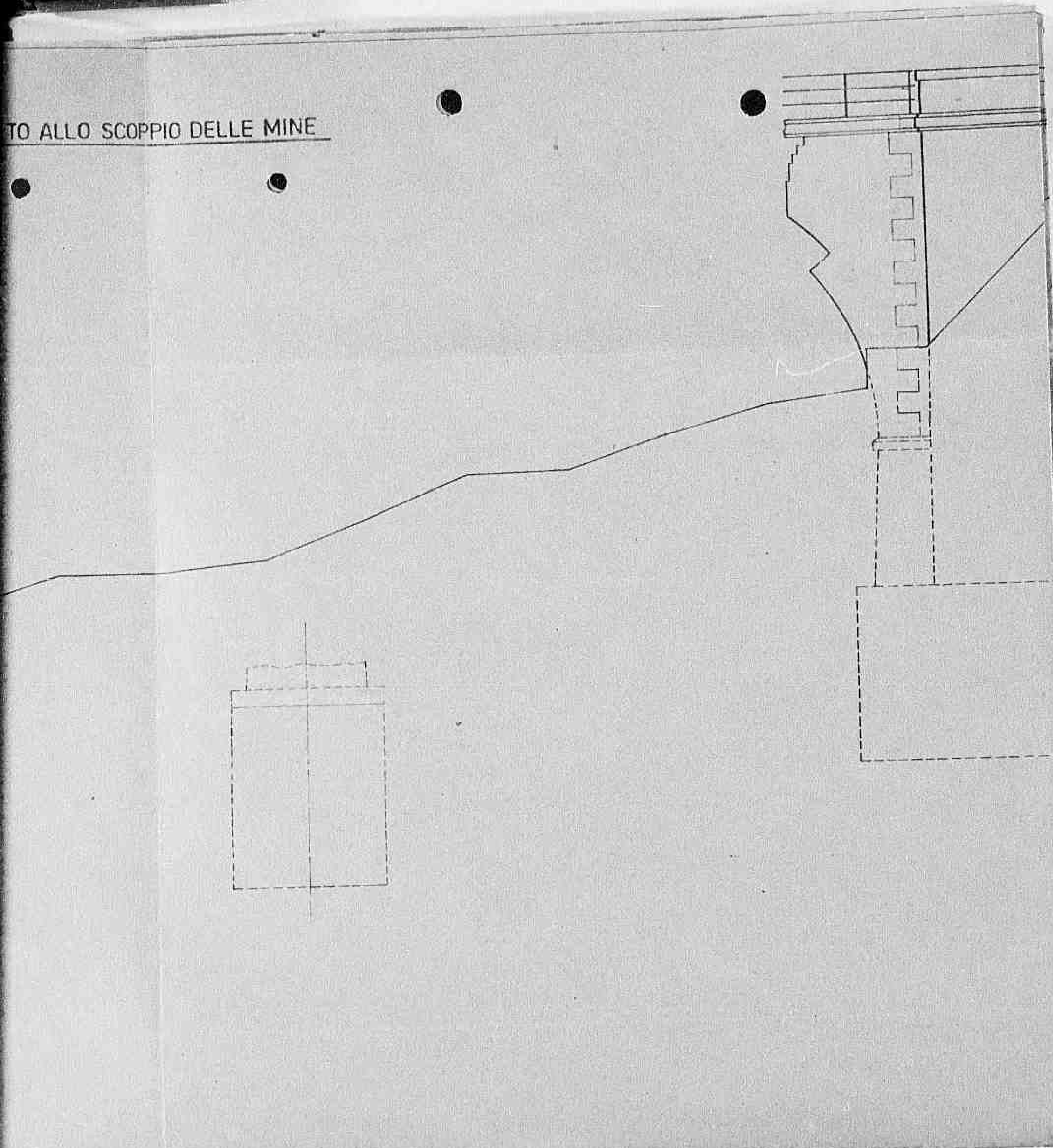
IUME CALORE



1752

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

TO ALLO SCOPPIO DELLE MINE



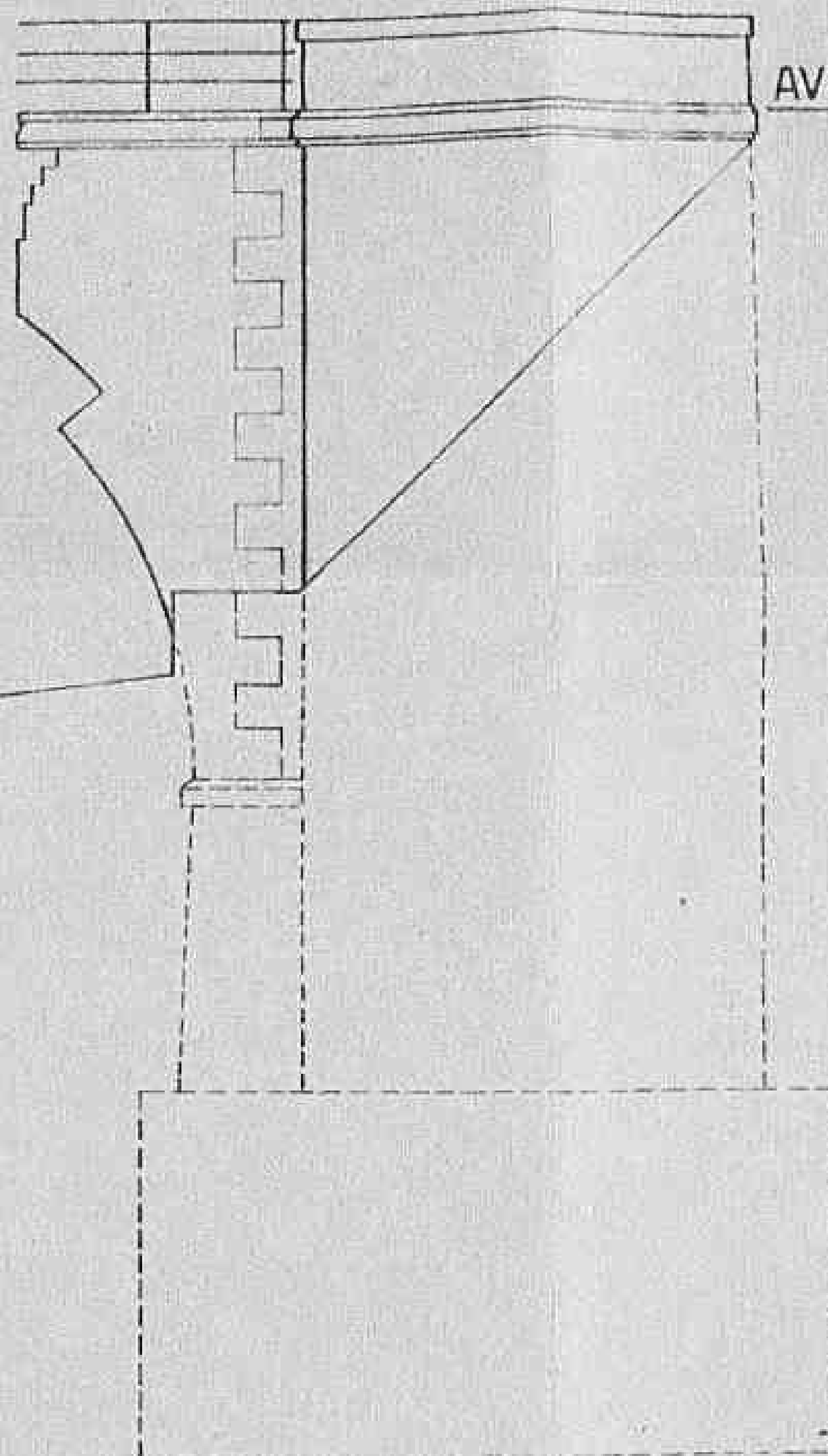
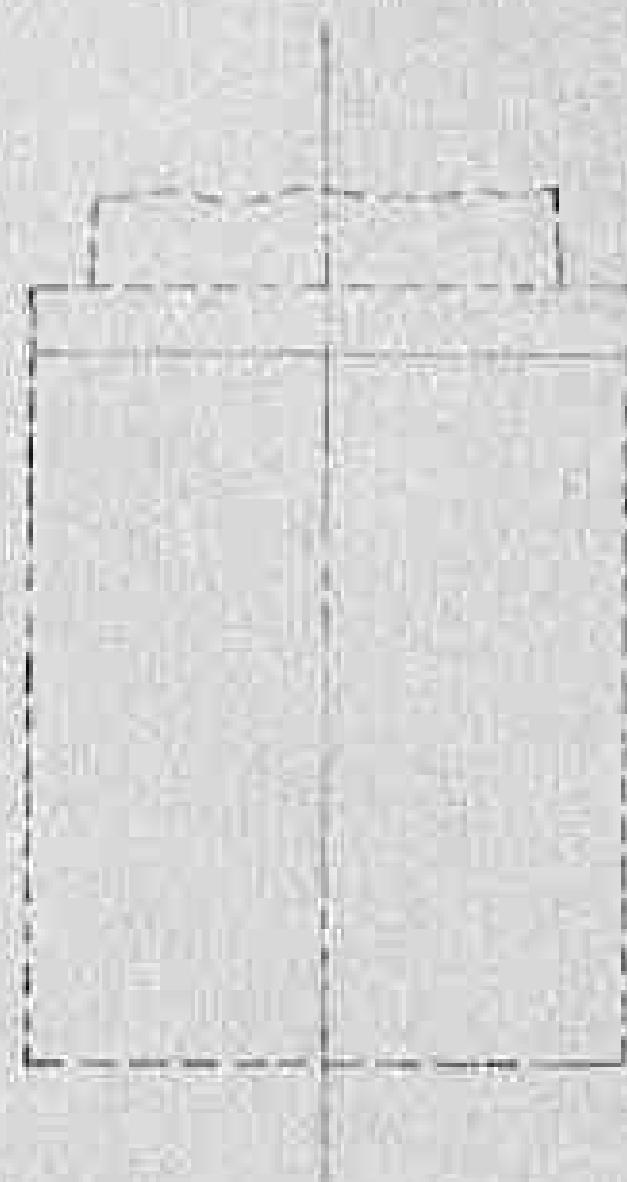


175310

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

PPIO DELLE MINE

AVELLINO





1754

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

AVELLINO

(50830)

(50633)

(50700)

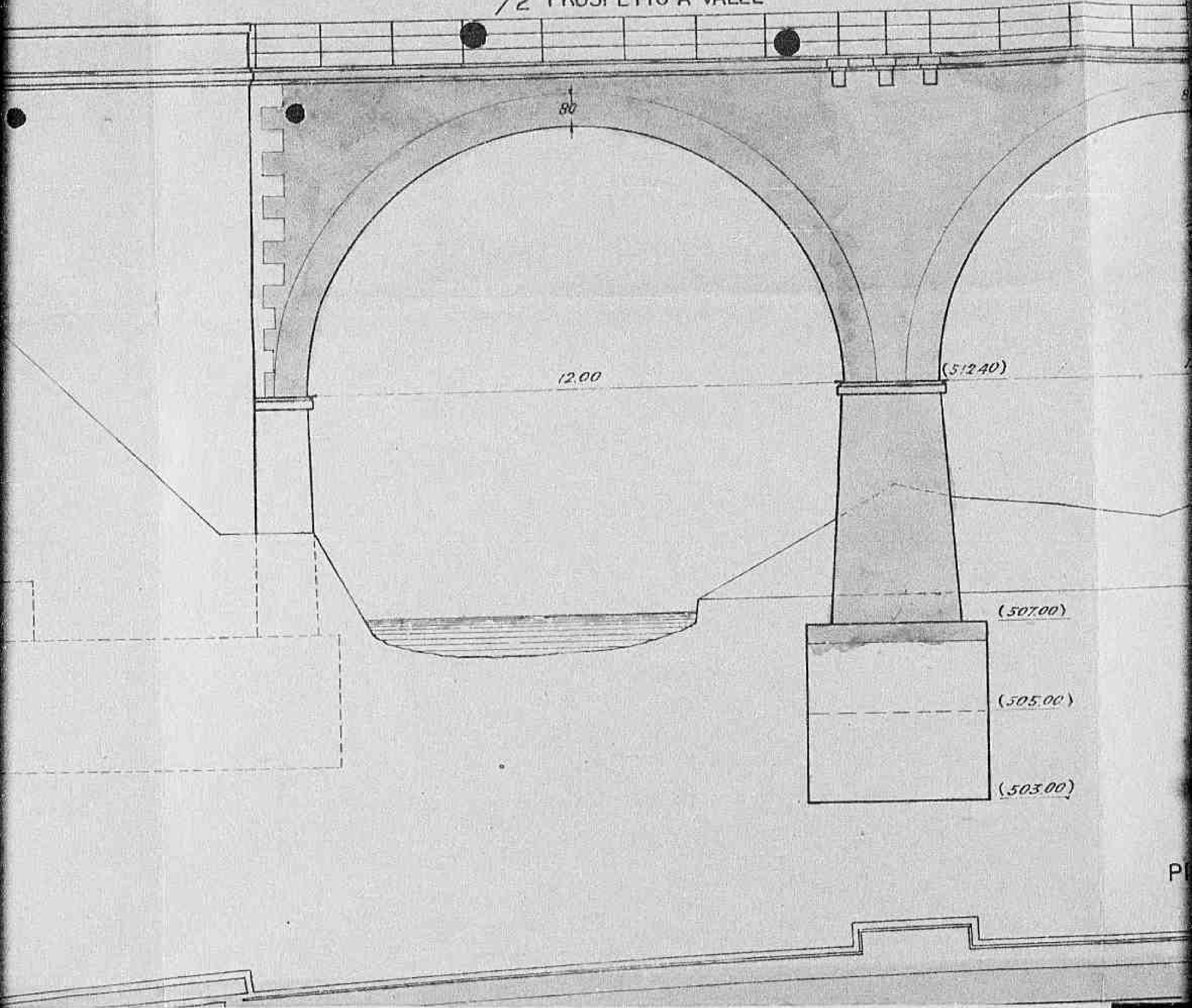
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1755

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

1/2 PROSPETTO A VALLE

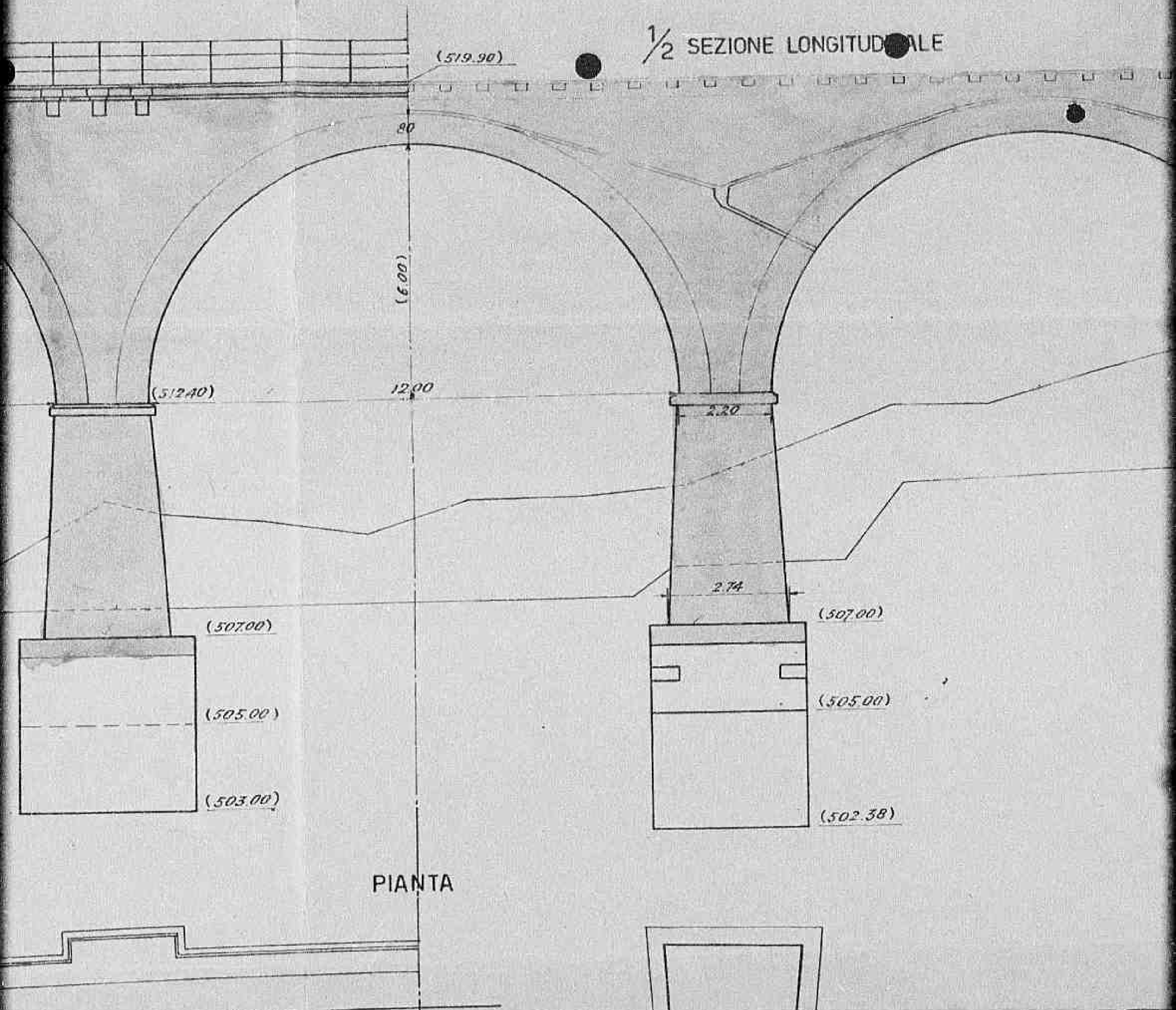




1756

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

1/2 SEZIONE LONGITUDINALE



PIANTA



Declassified E.O. 12356 Section 3.3/NND

No. 785021

## SEZIONE LONGITUDINALE



(50500)

(502.38)

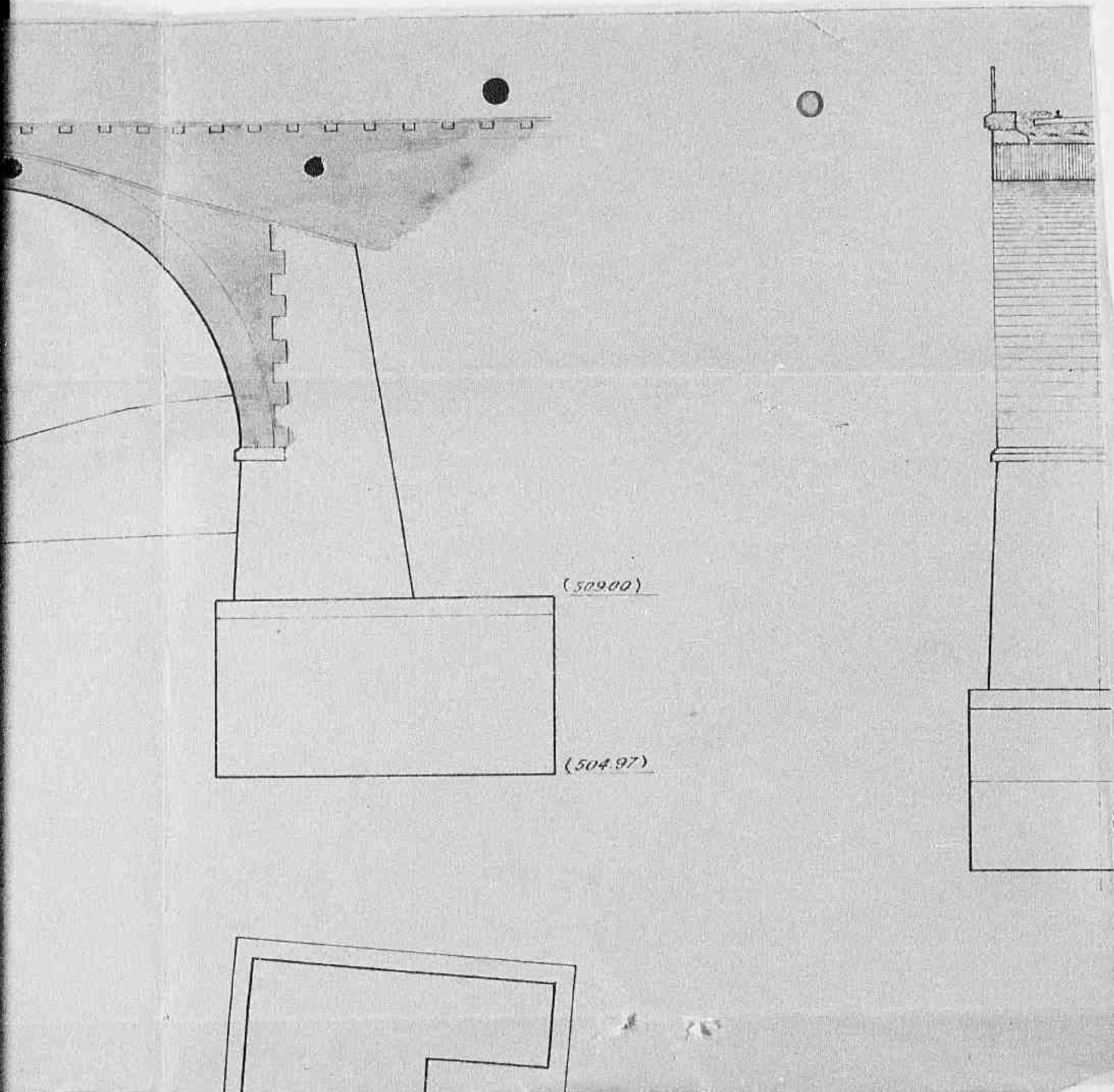
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(504.97)



1758

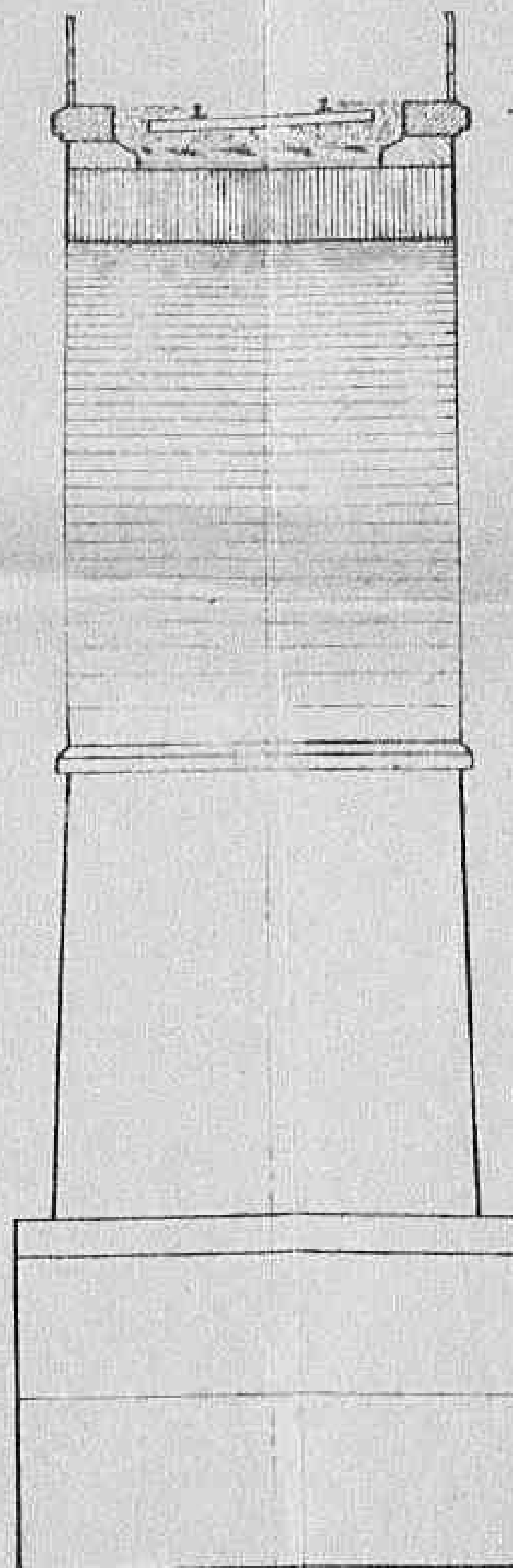
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1759

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



SEZIONE  
TRASVERSALE

(50900)

(50497)



1760

Declassified E.O. 12356 Section 3.3/NND No. 735021

(50830)

(50700)

(50633)

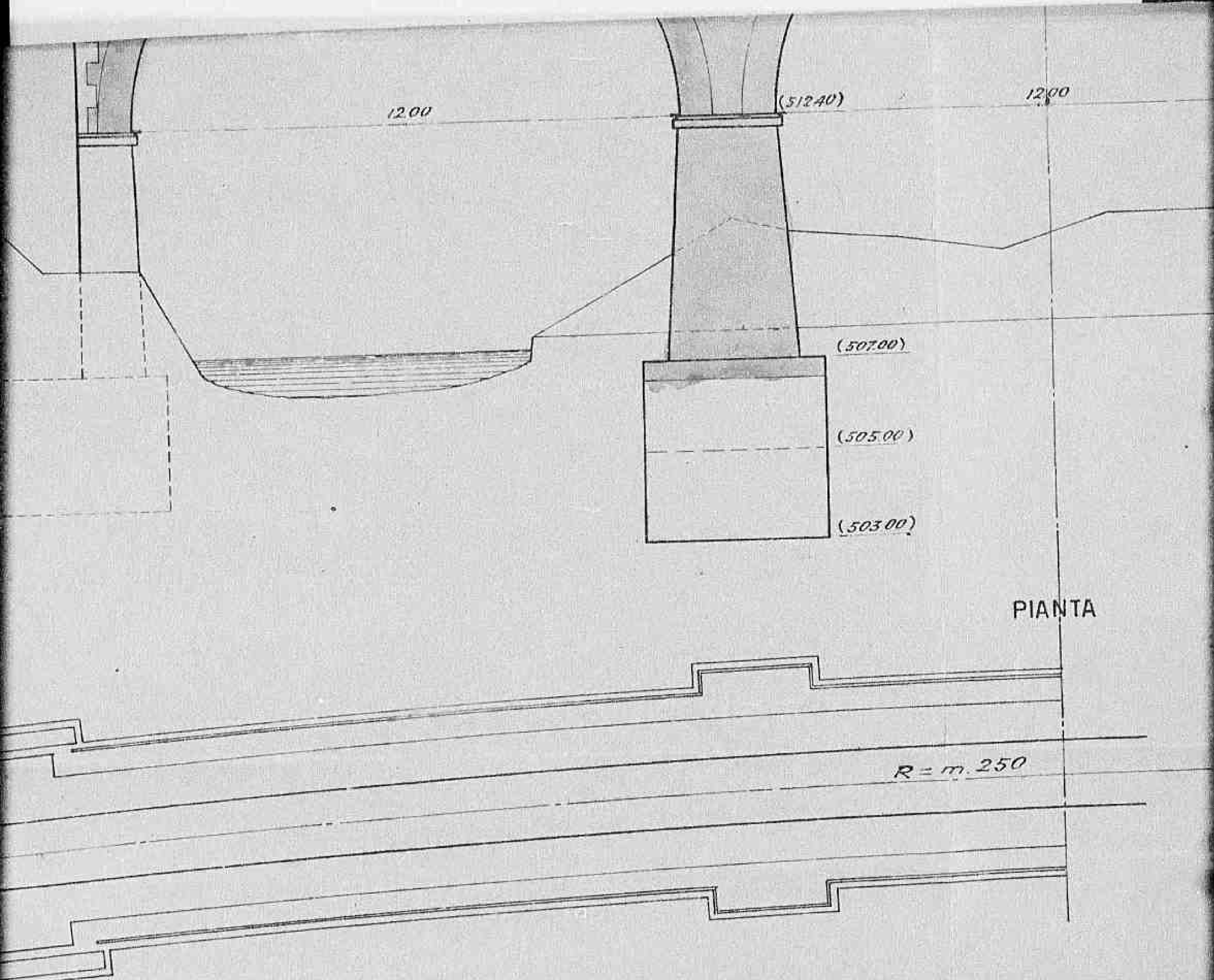
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ROCCHETTA



1761

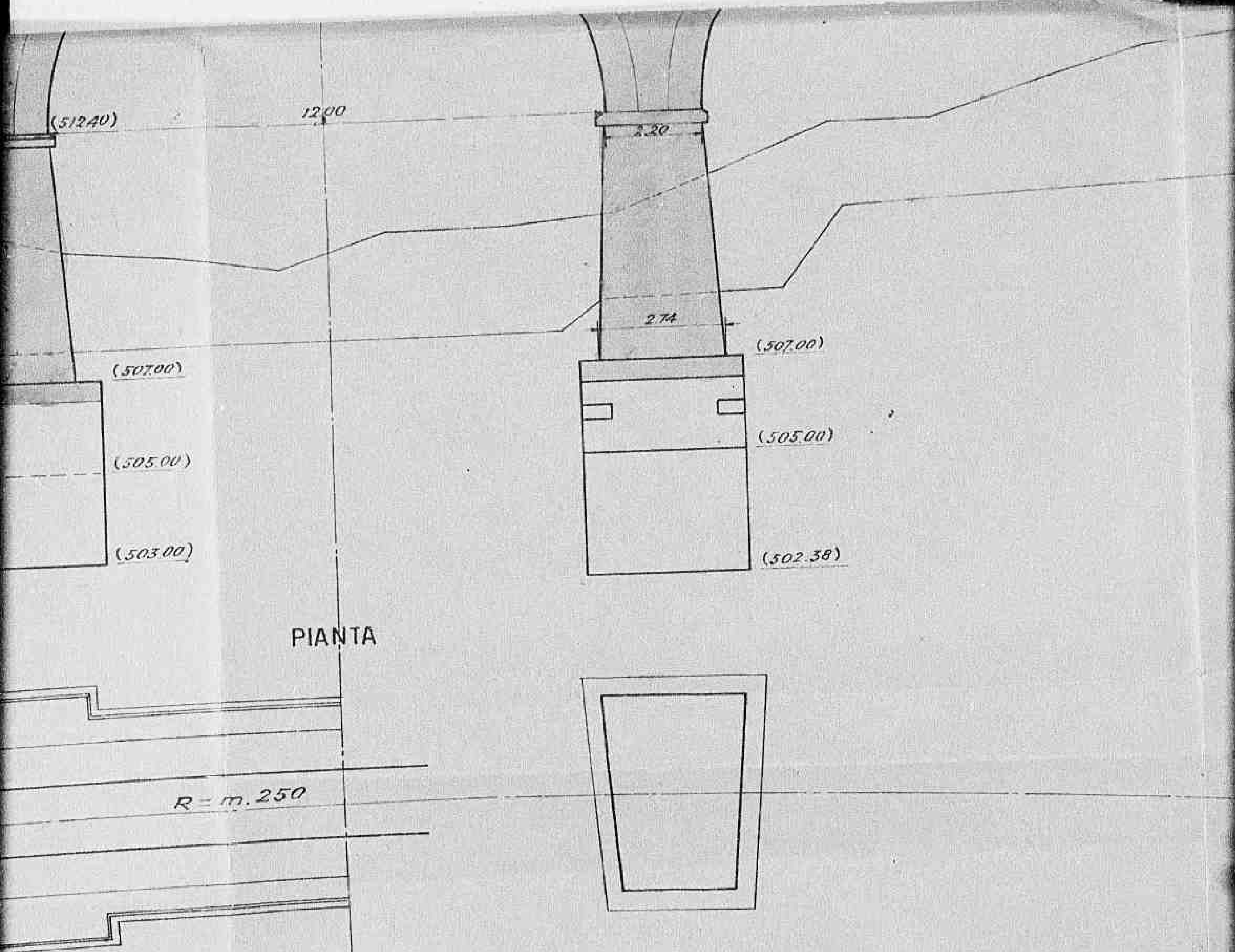
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1762

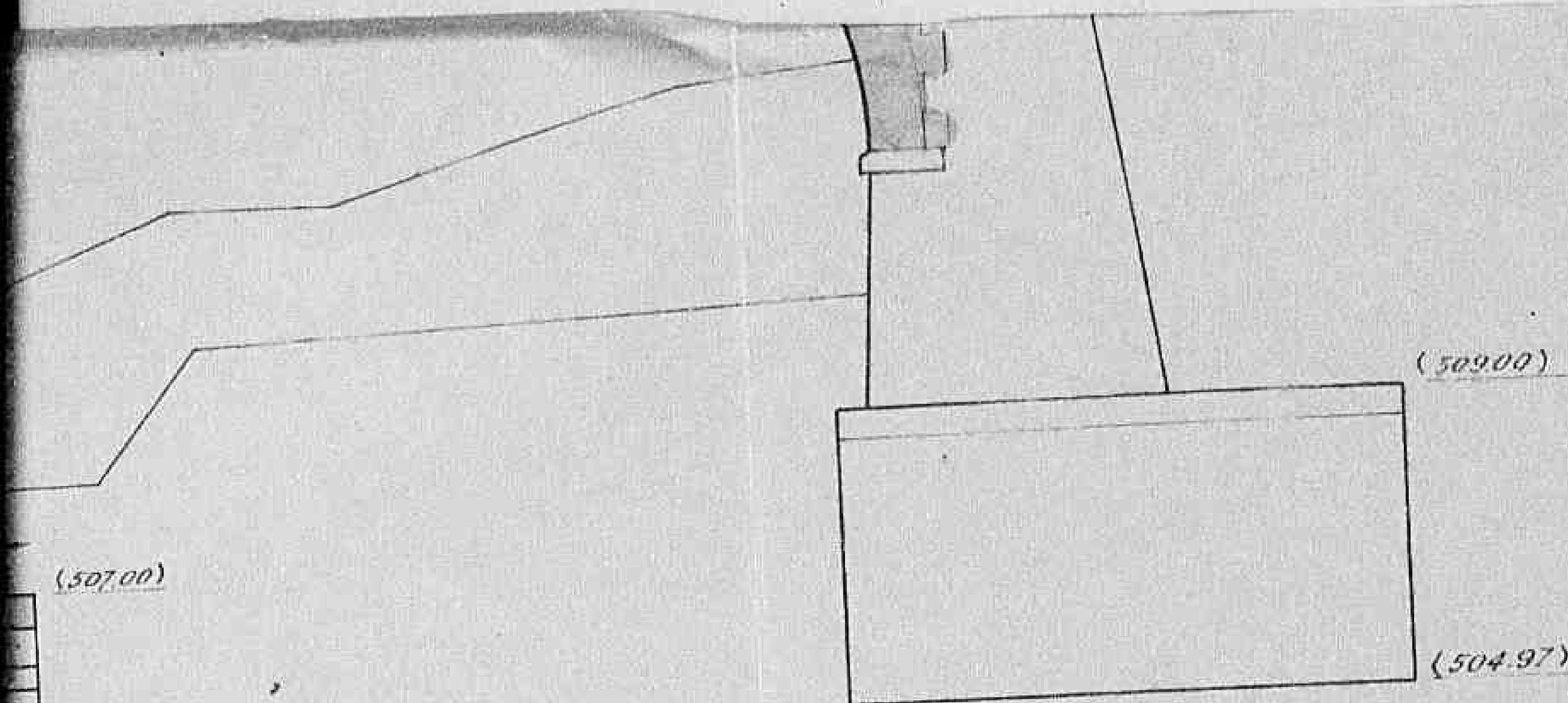
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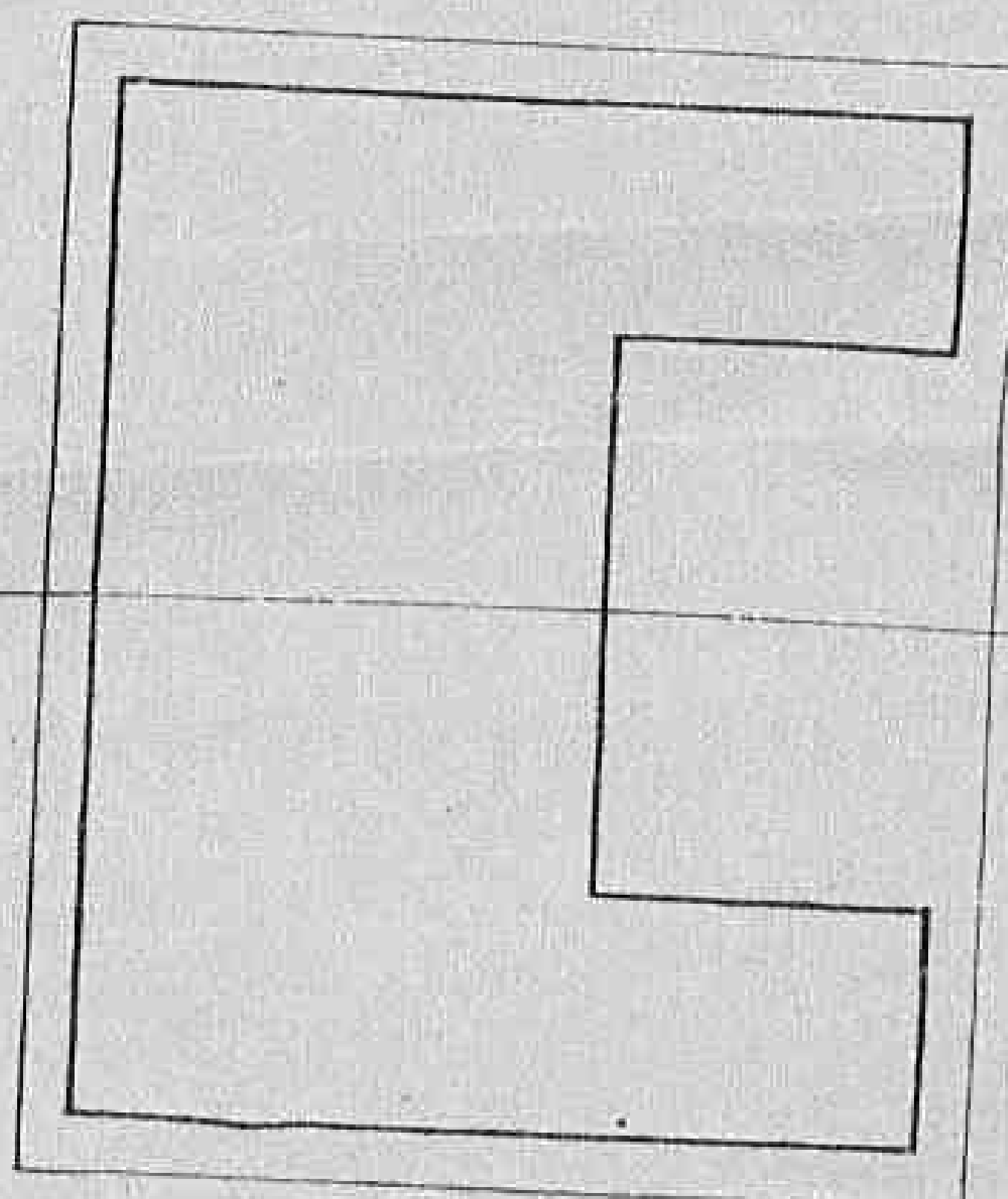
1763

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



(505.00)

(502.38)





1764

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

(50300)

(50497)

AVELLINO



4  
AVELLINO-ROCCETTA LINE

Steel bridge at km. 37+353, 40 meter span

- provisional arrangement
- materials necessary:

Wood for girders - cubic meters 110

Steel (stirrup-rivets-bolts) Ton. 1,2

Cement Ton. 50

Oxygen 8 bottles

Acetylene 4 bottles

3289



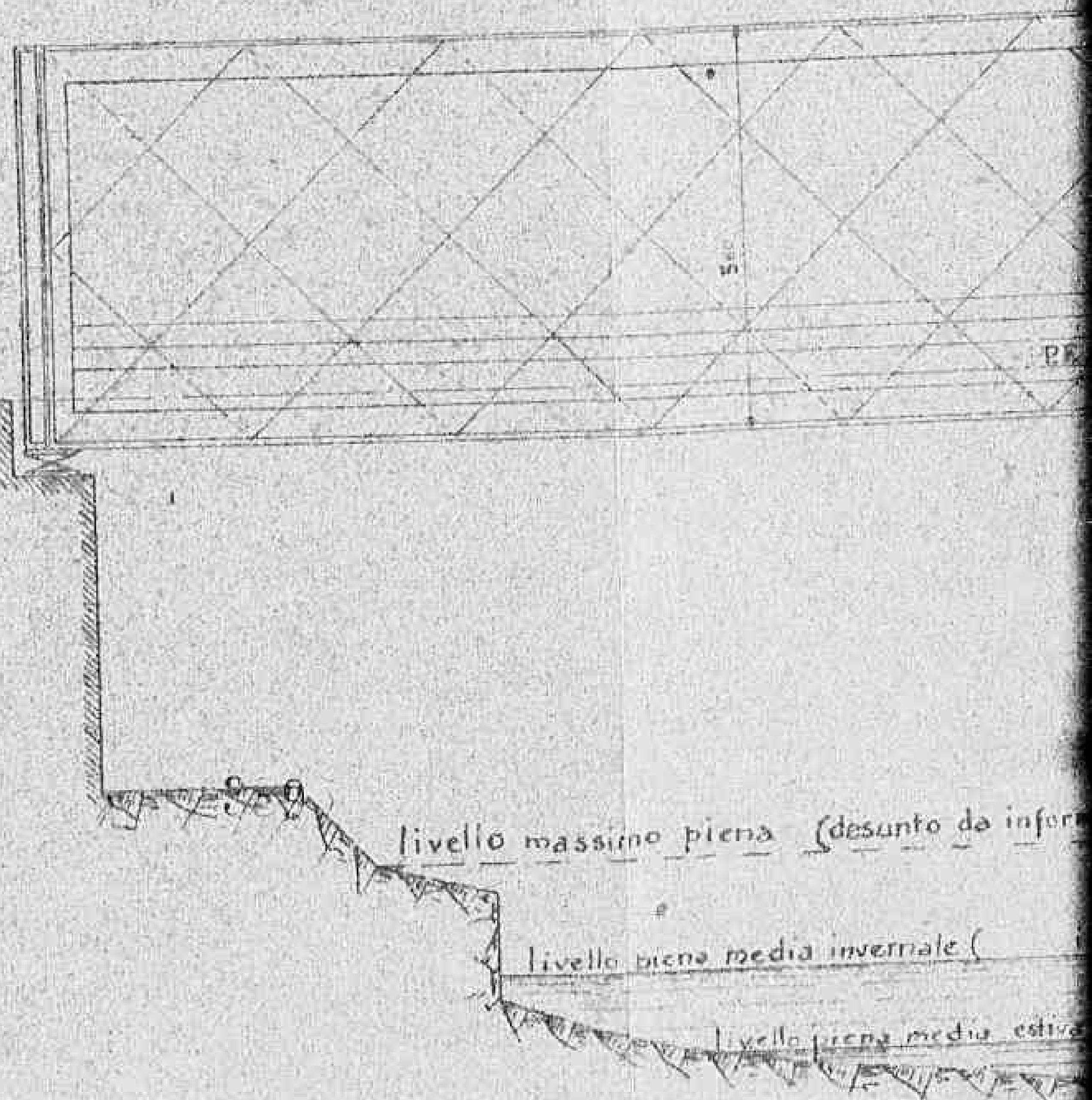
1766

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

# ④ LINEA AVELLINO - ROCCHETTA S.A. -

- Adattamento all'esercizio del ponte  
in ferro della luce retta di m. 40.00 sul  
fiume Calore al km. 37+353.99 -

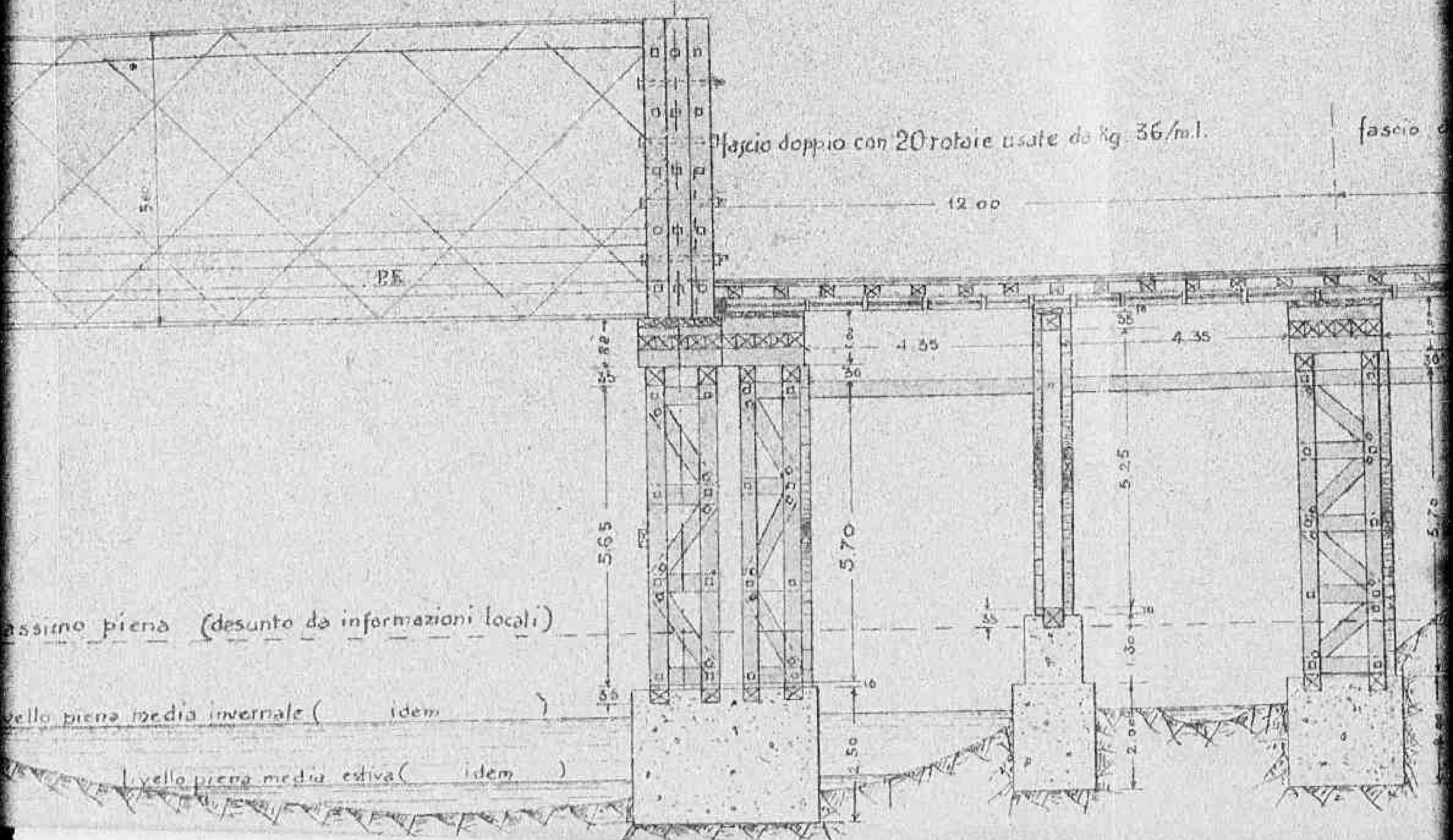
Lato Avellino





1787

# DROSPETTO a MONTE



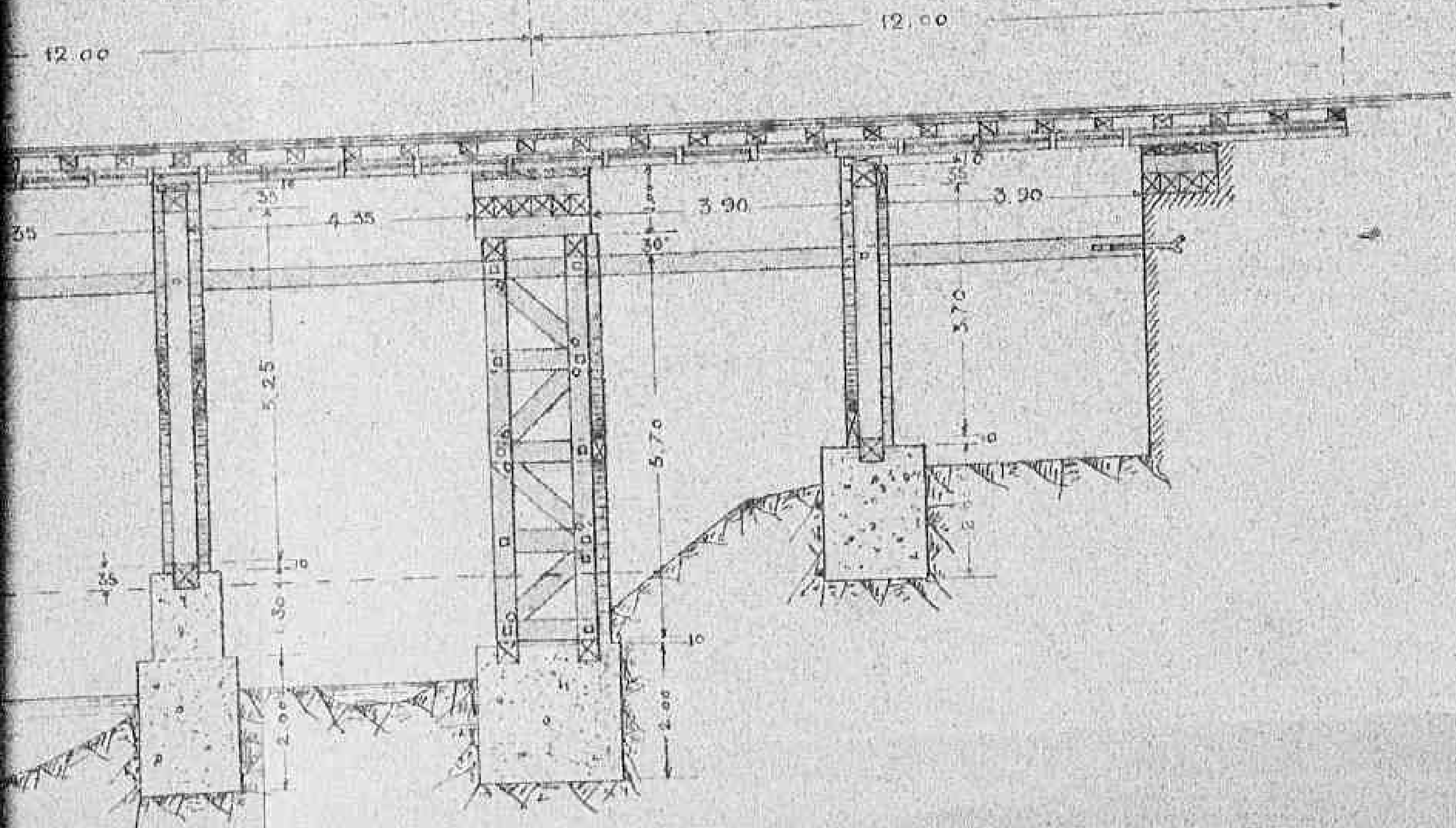


1768

Declassified E.O. 12356 Section 3.3/NND No. 735021

NTE

rotale usate da Kg. 36/ml.      fascio doppio con 16 rotaie usate da Kg. 36 a ml.



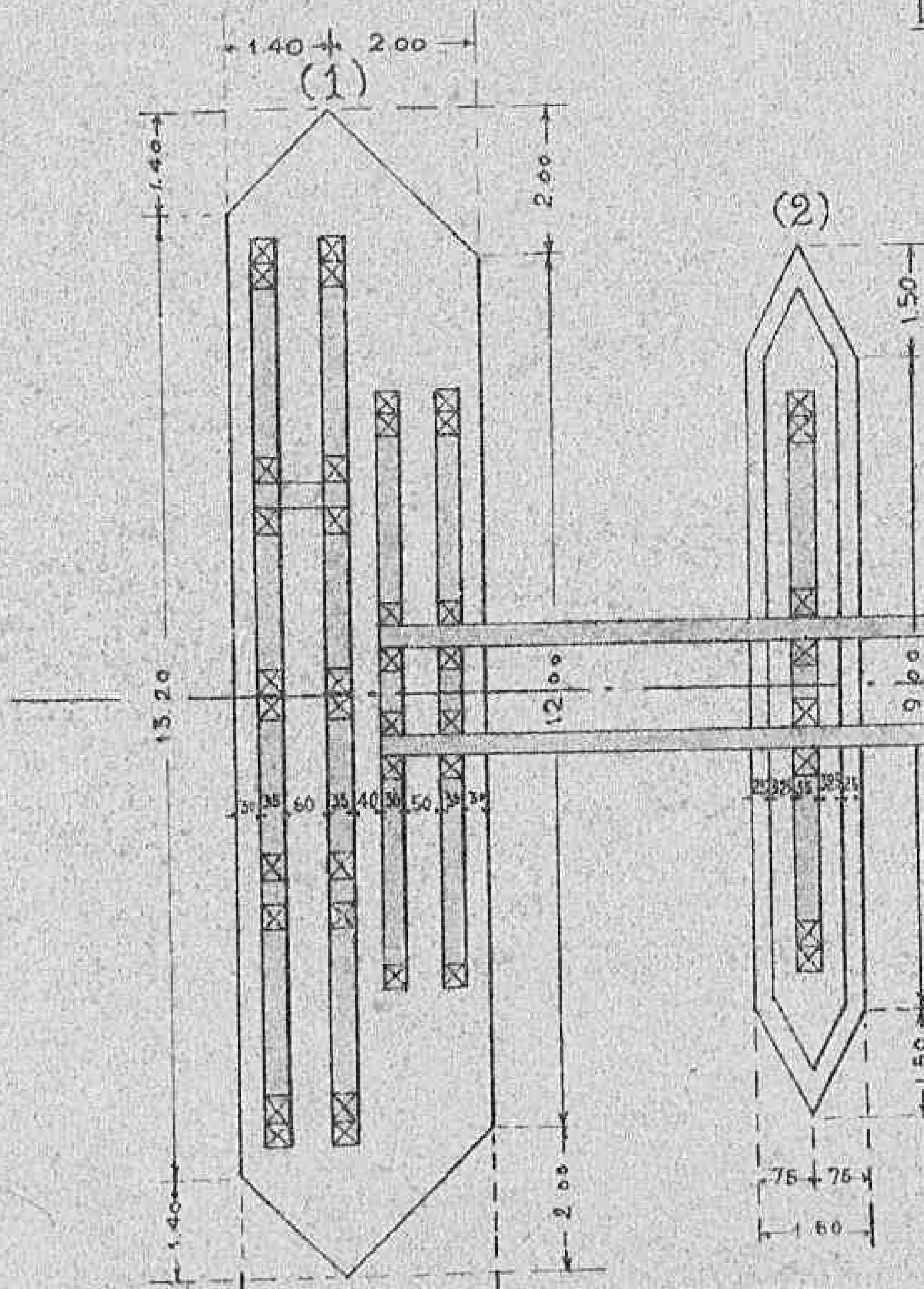
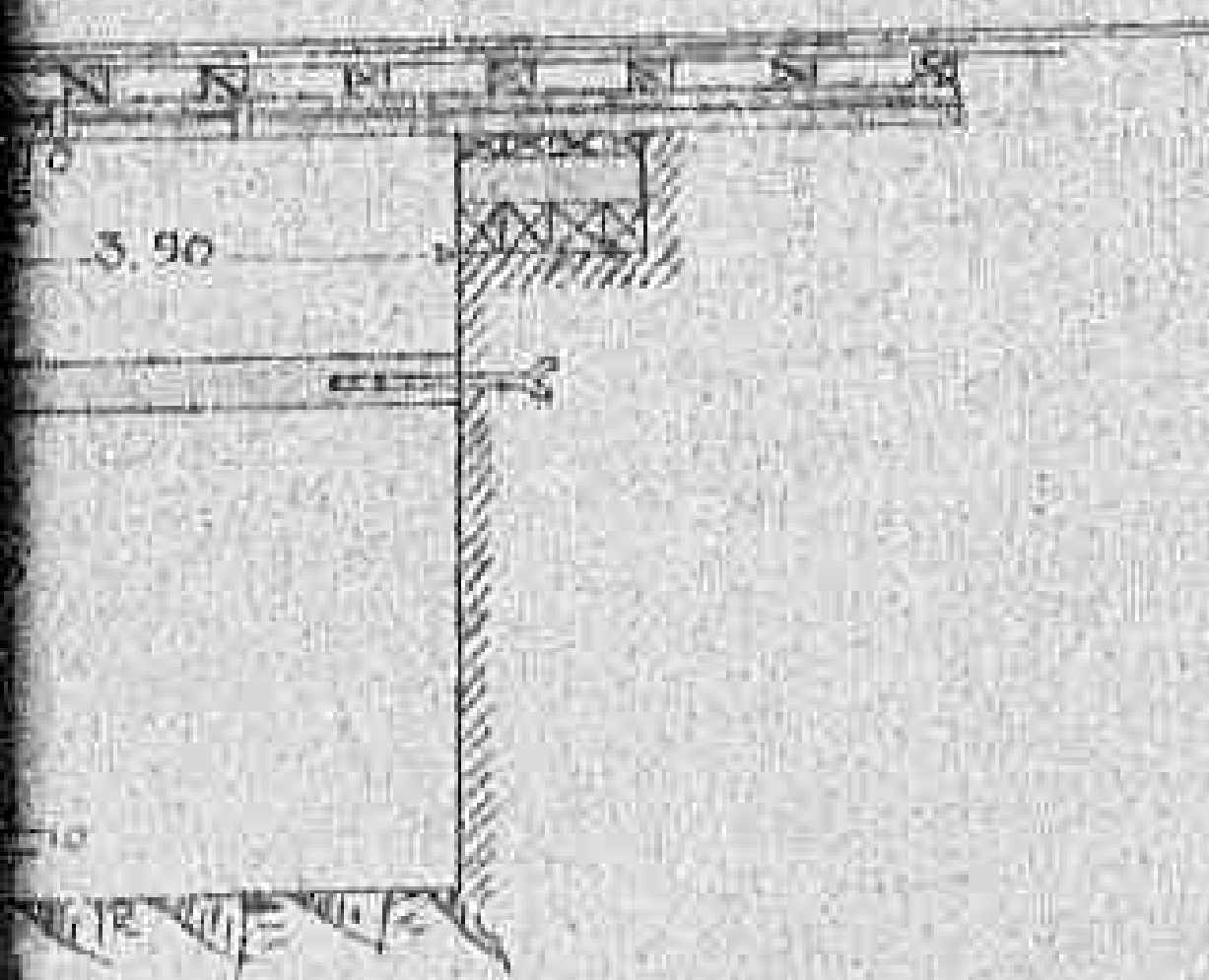


1769

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

DIANTA

usate da Kg. 36 a ml.

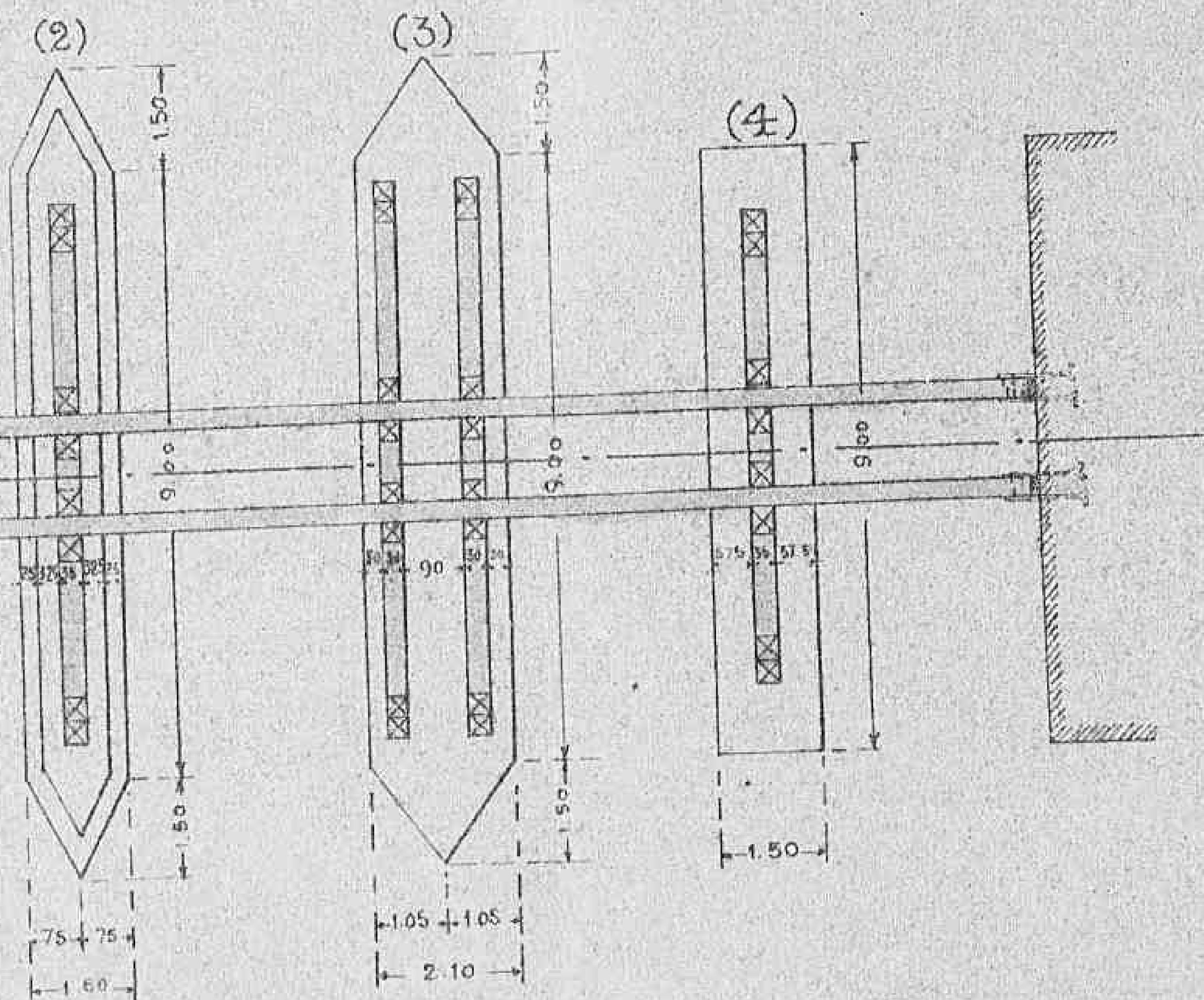




1770

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DIANTA



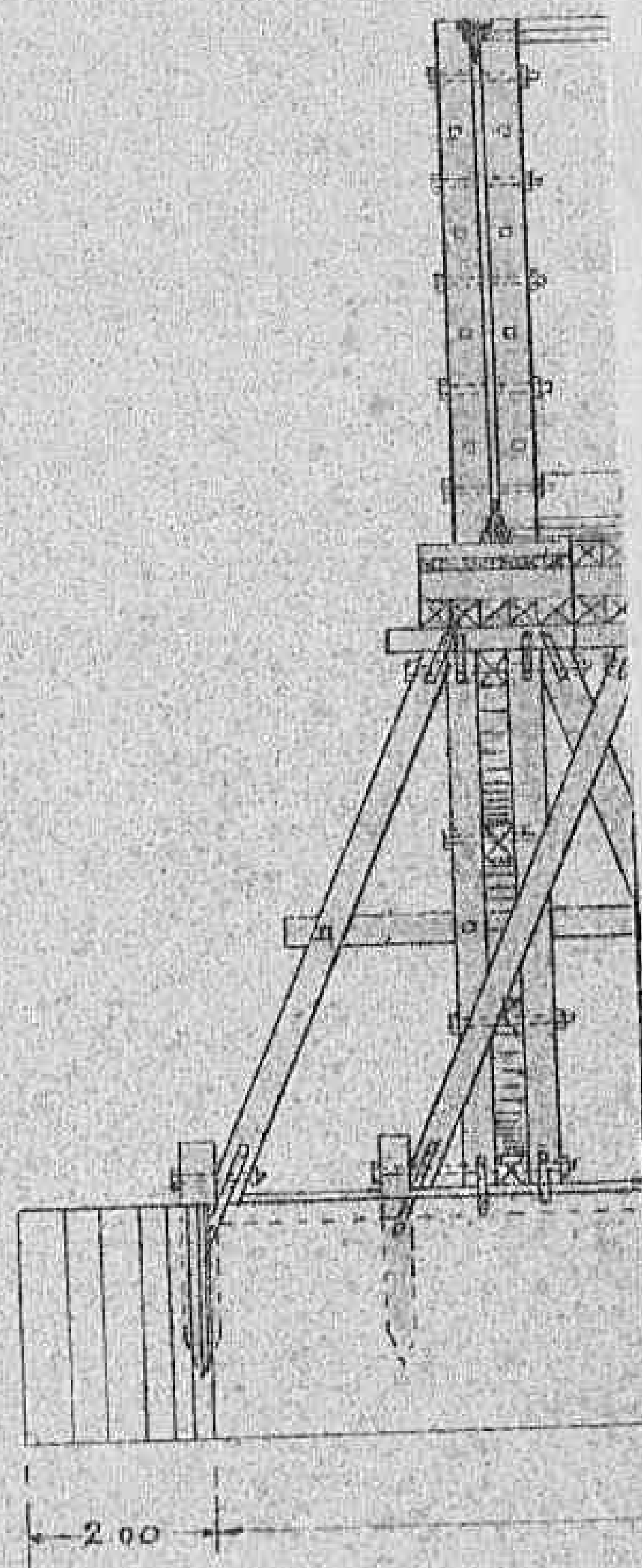
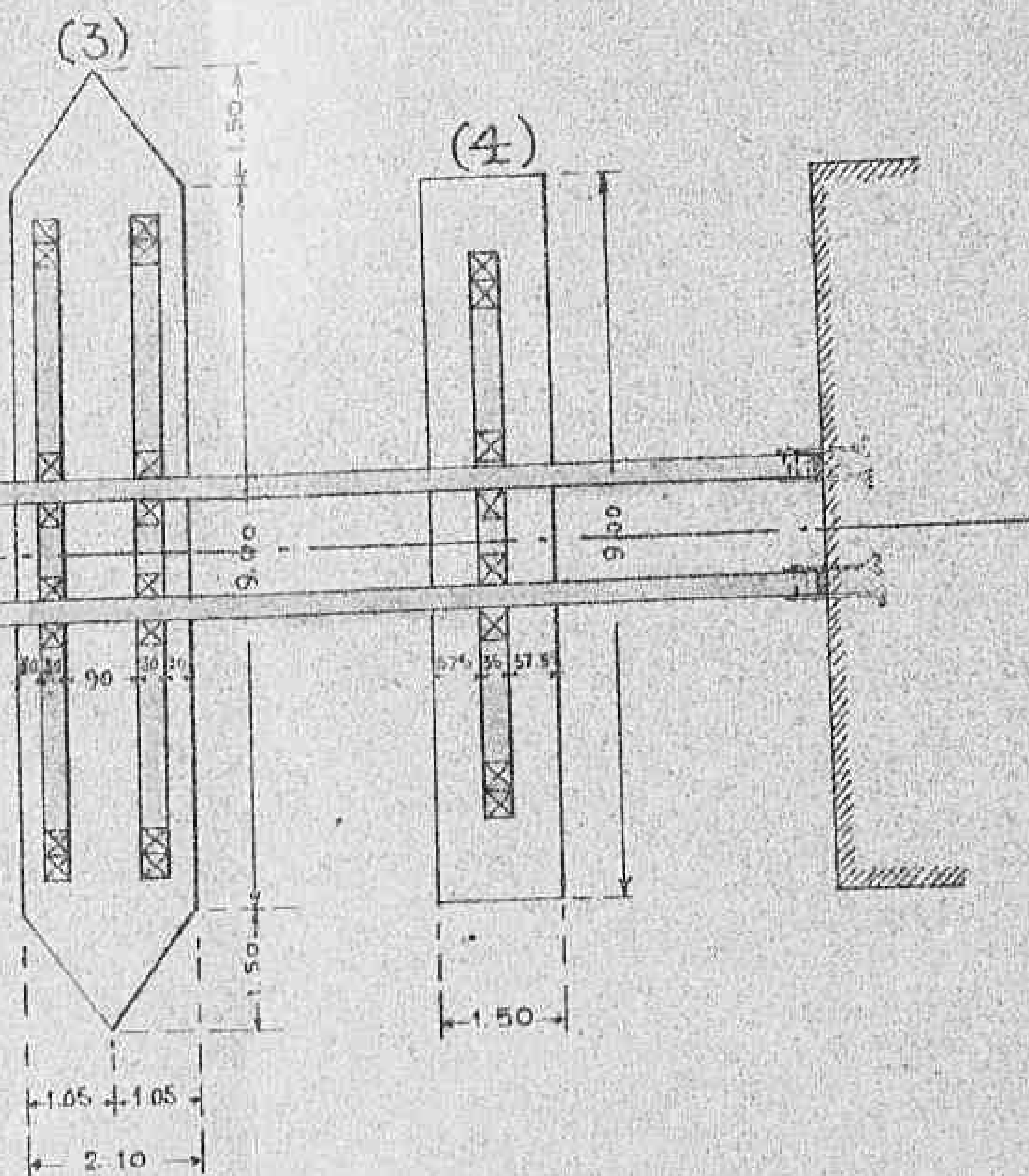


1771

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DRO/  
STILA  
FASCI

ANTA

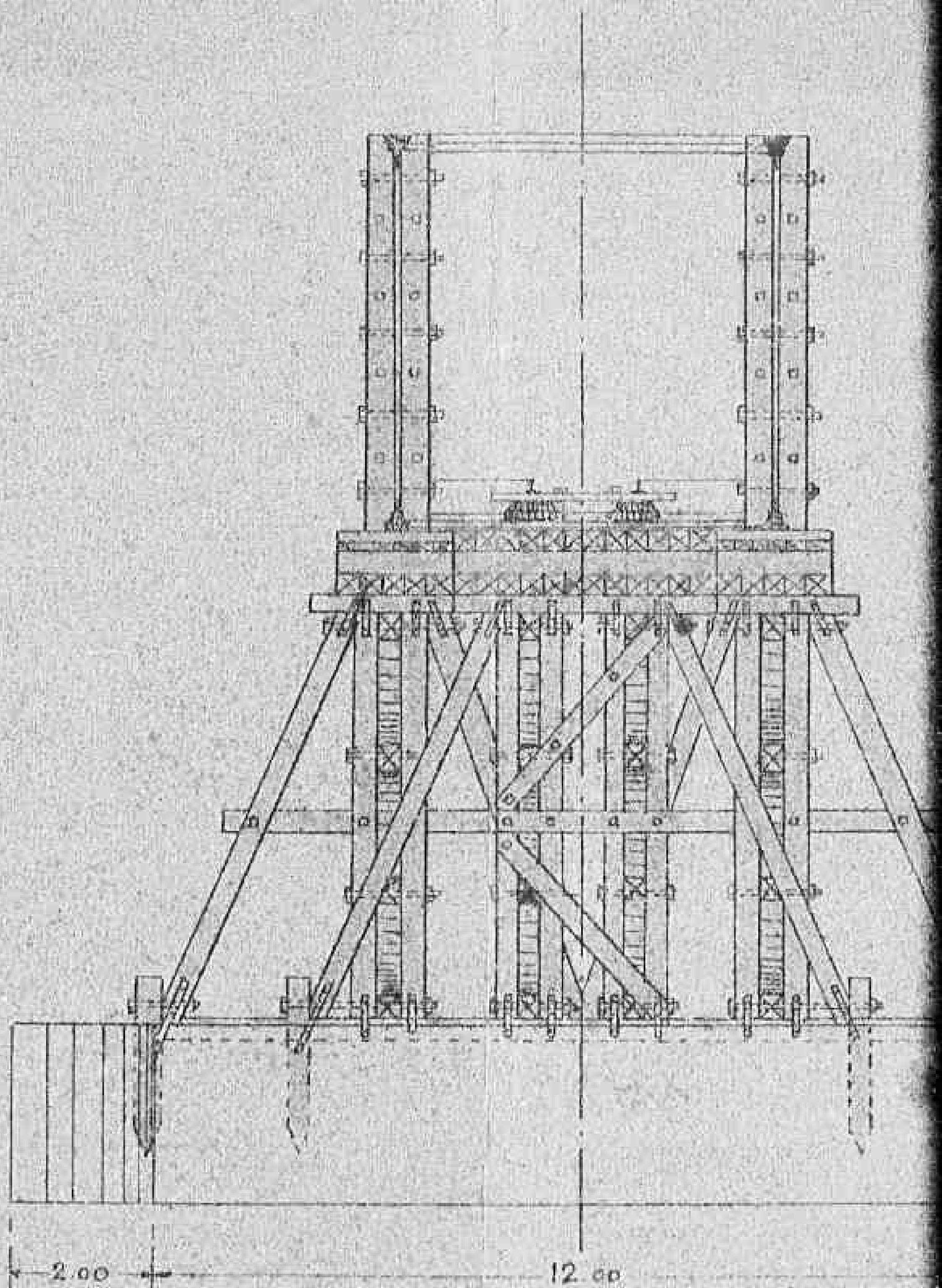
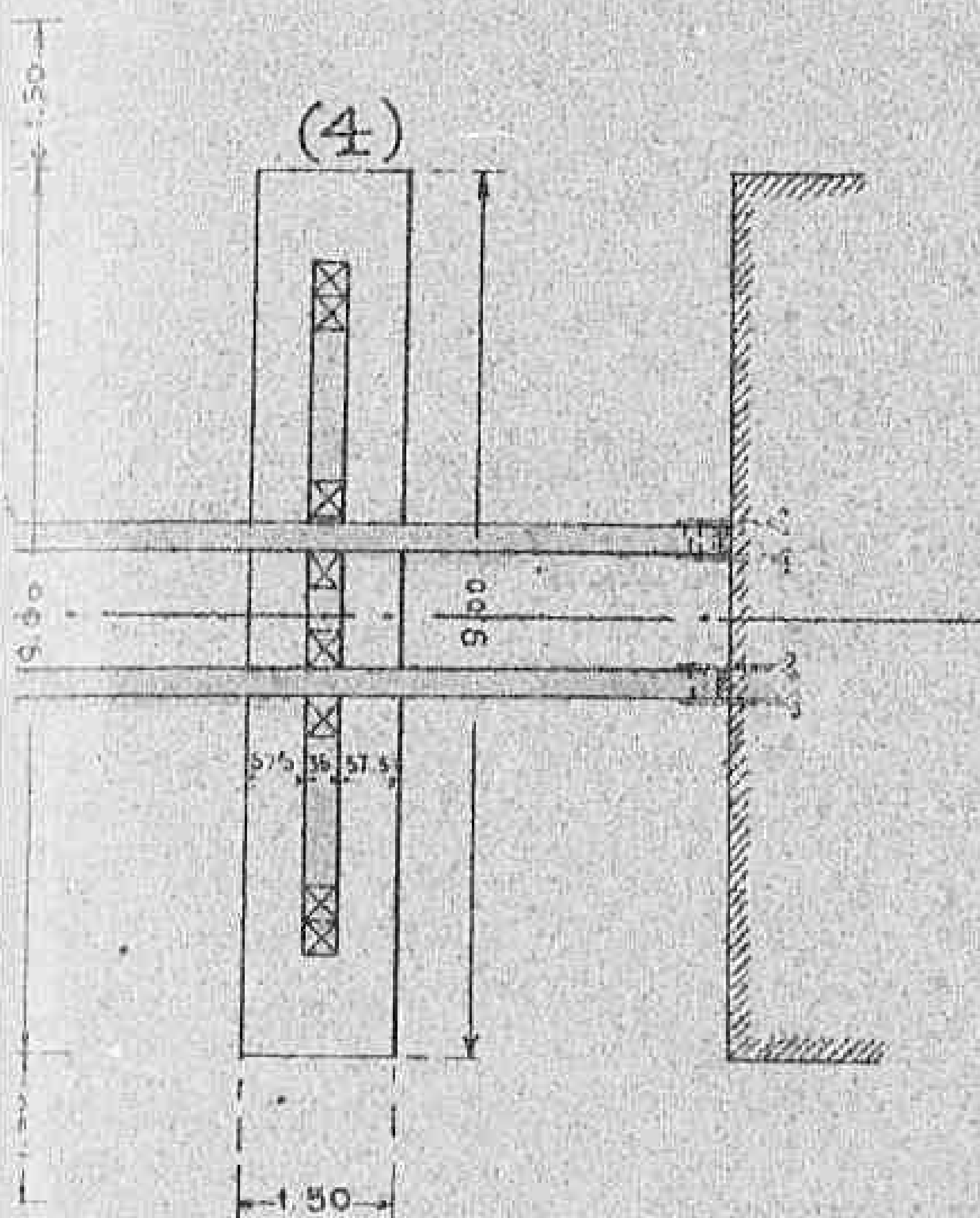




1772

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

PROGETTO DELLA  
STILATA N° 1 E SEZIONE  
FASCI ROTAI

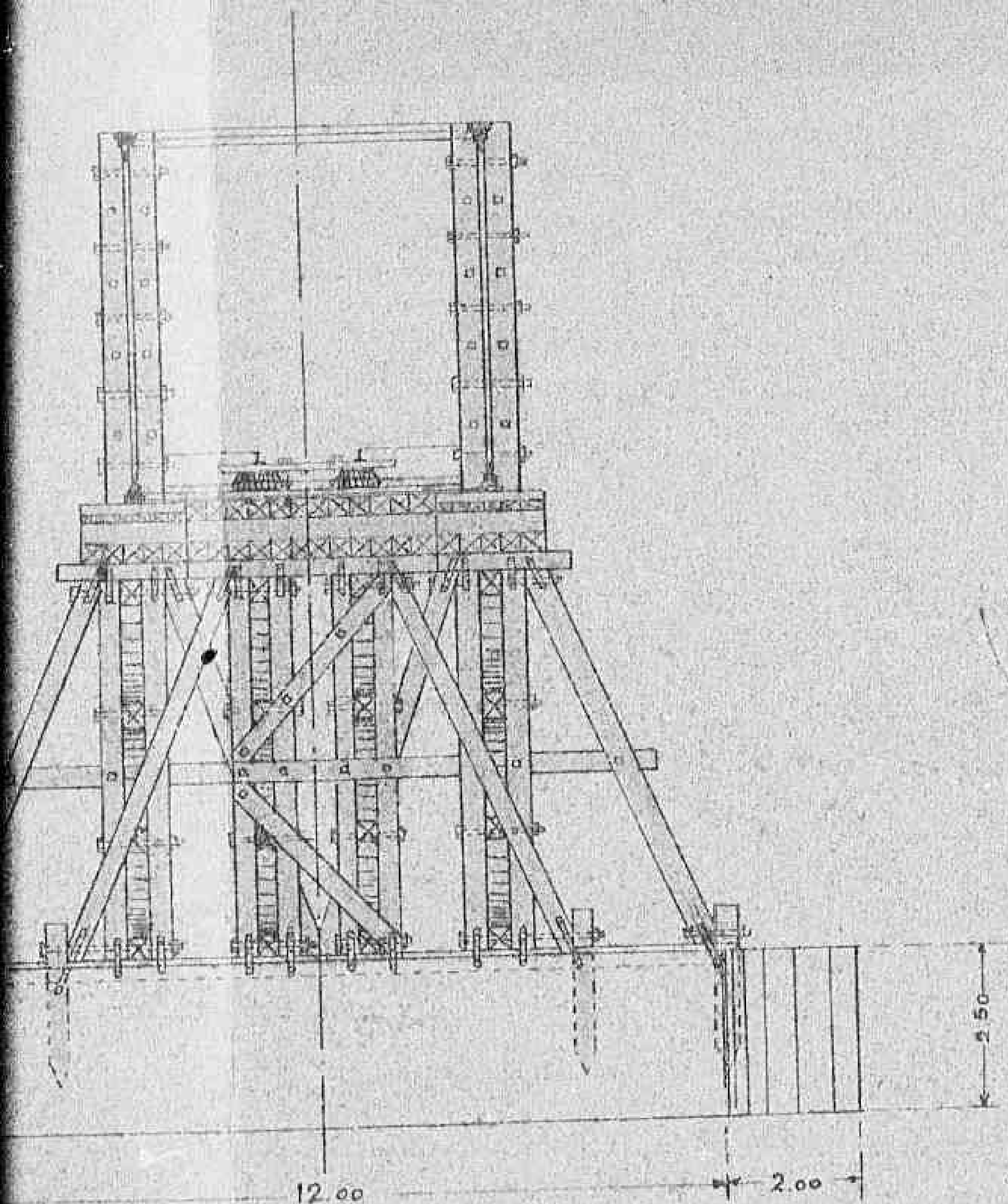




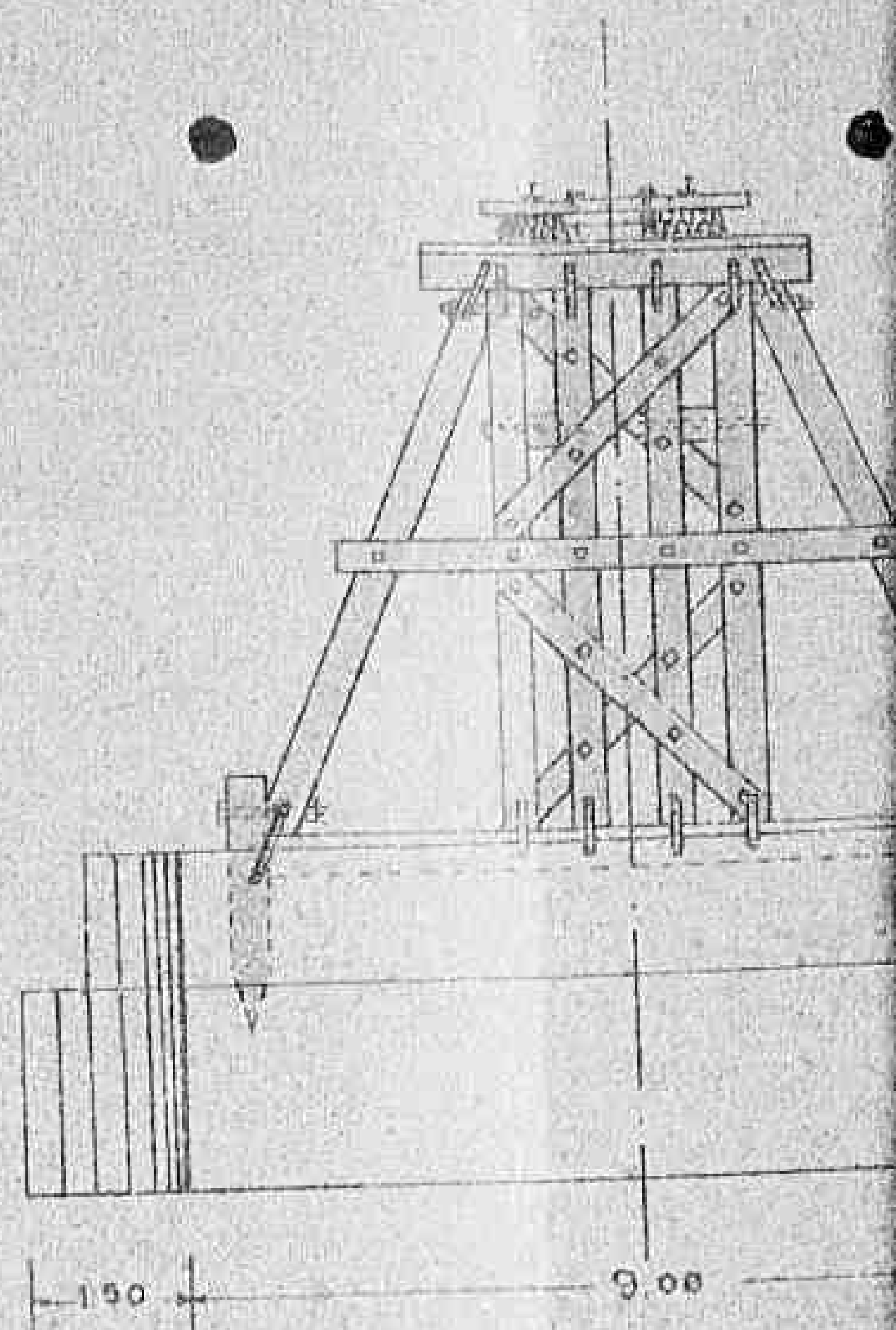
1773

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

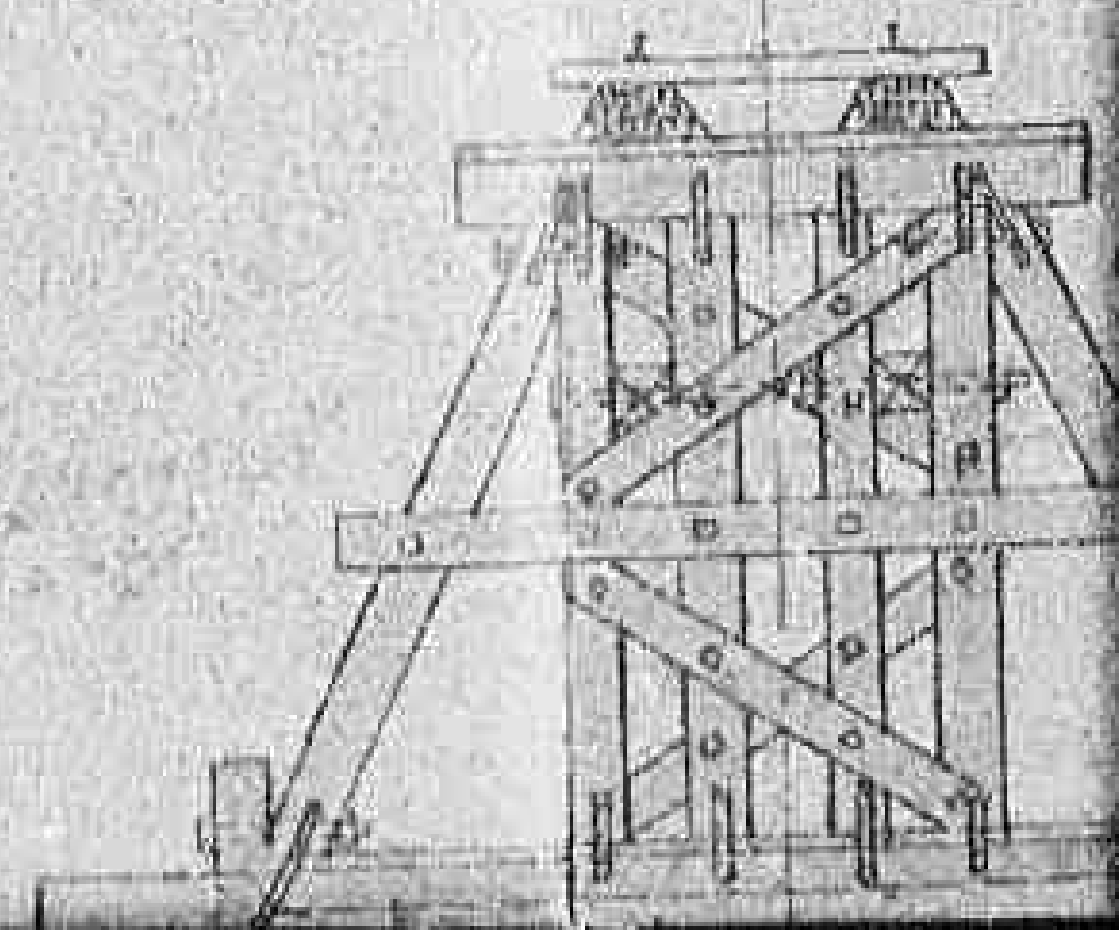
PROSPETTO DELLA  
STILATA N° 1 E SEZIONE  
FASCI ROTAIE



PROSPETTO DELLA STILATA



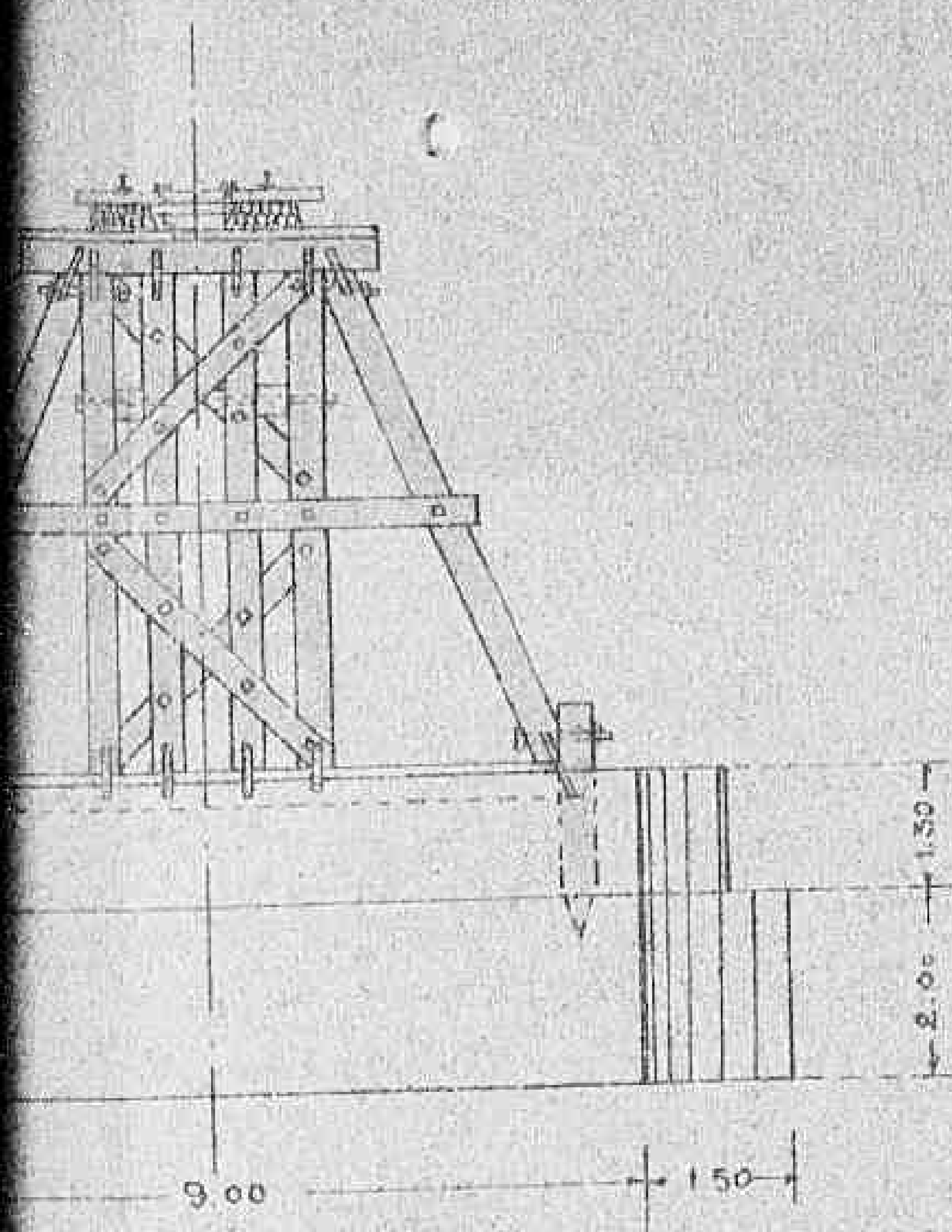
PROSPETTO DELLA STILATA



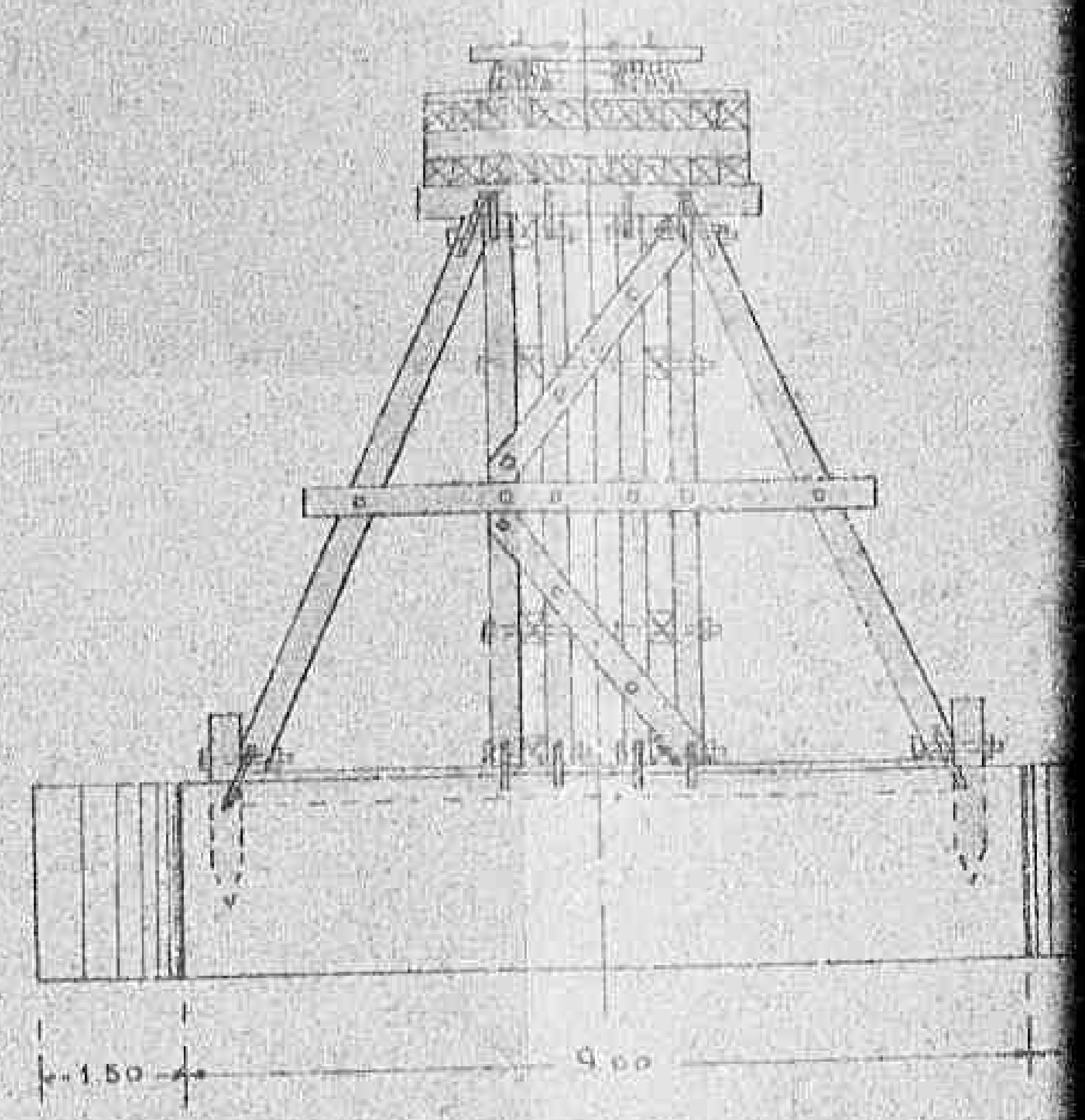


1774

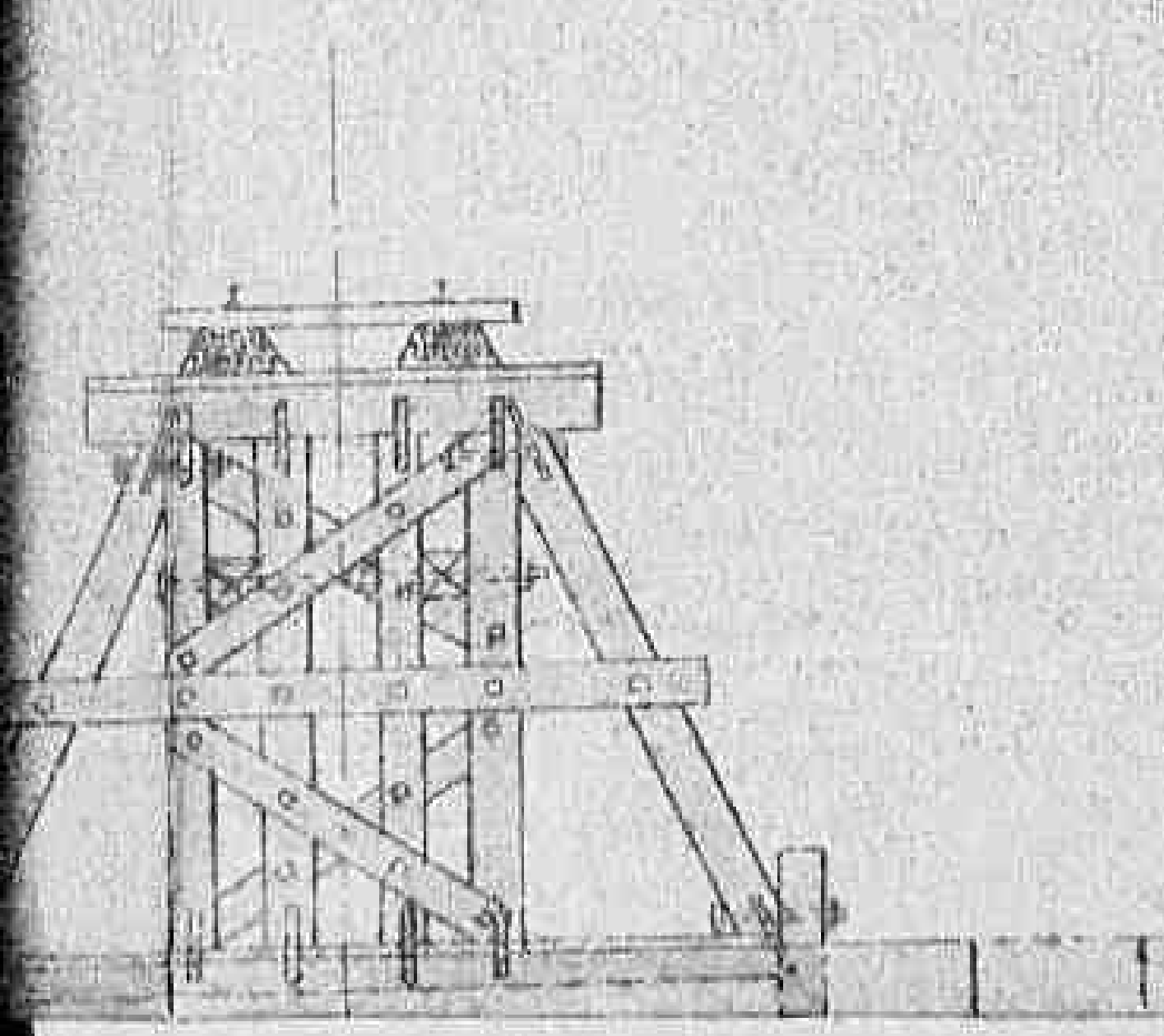
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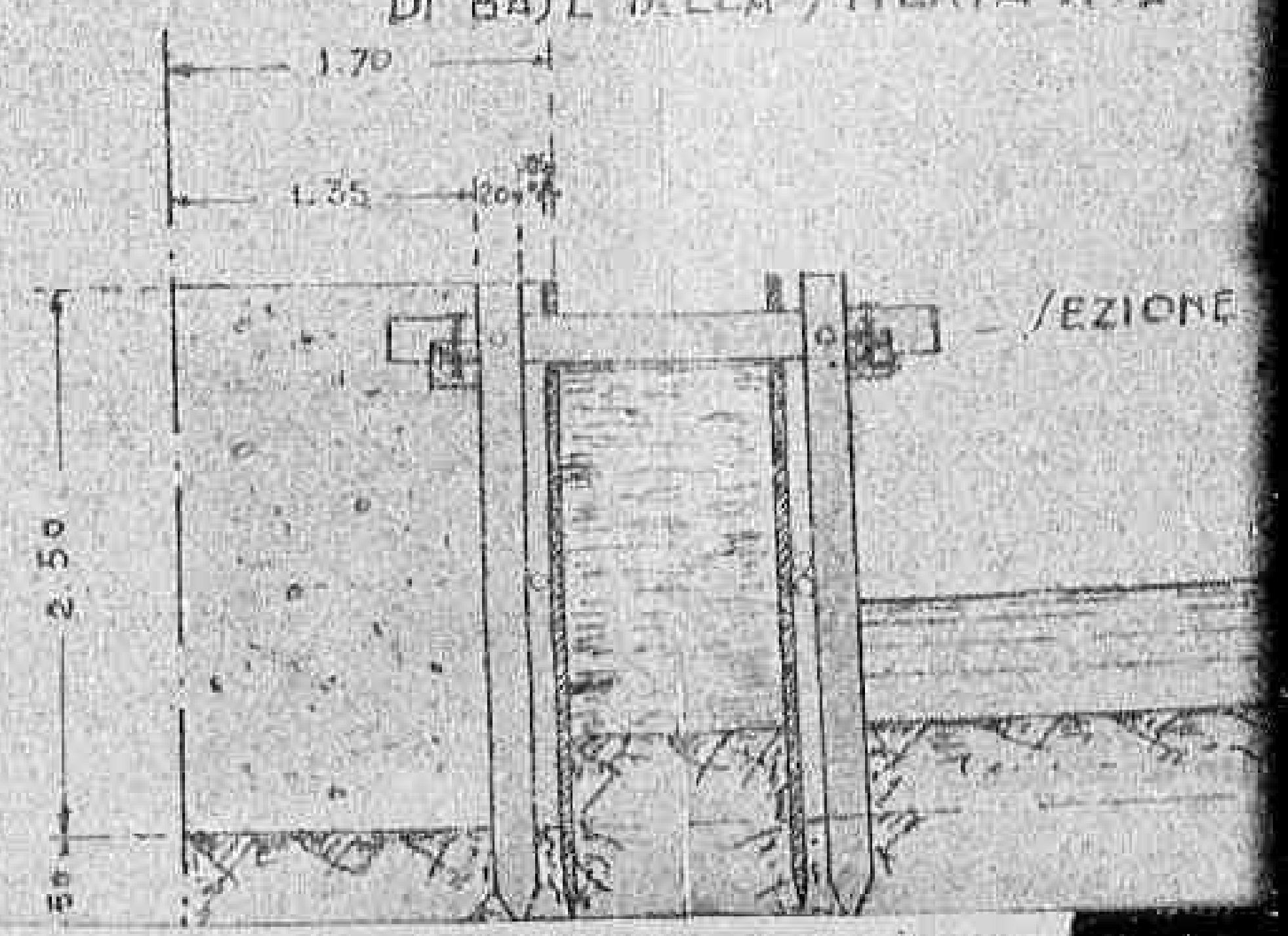
PROGETTO DELLA STILATA N° 3



PROGETTO DELLA STILATA N° 4



TIPO DELLA TURA IN LEGNAME A  
PER LA COSTRUZIONE DEL BLOCCO  
DI BASE DELLA STILATA N° 1

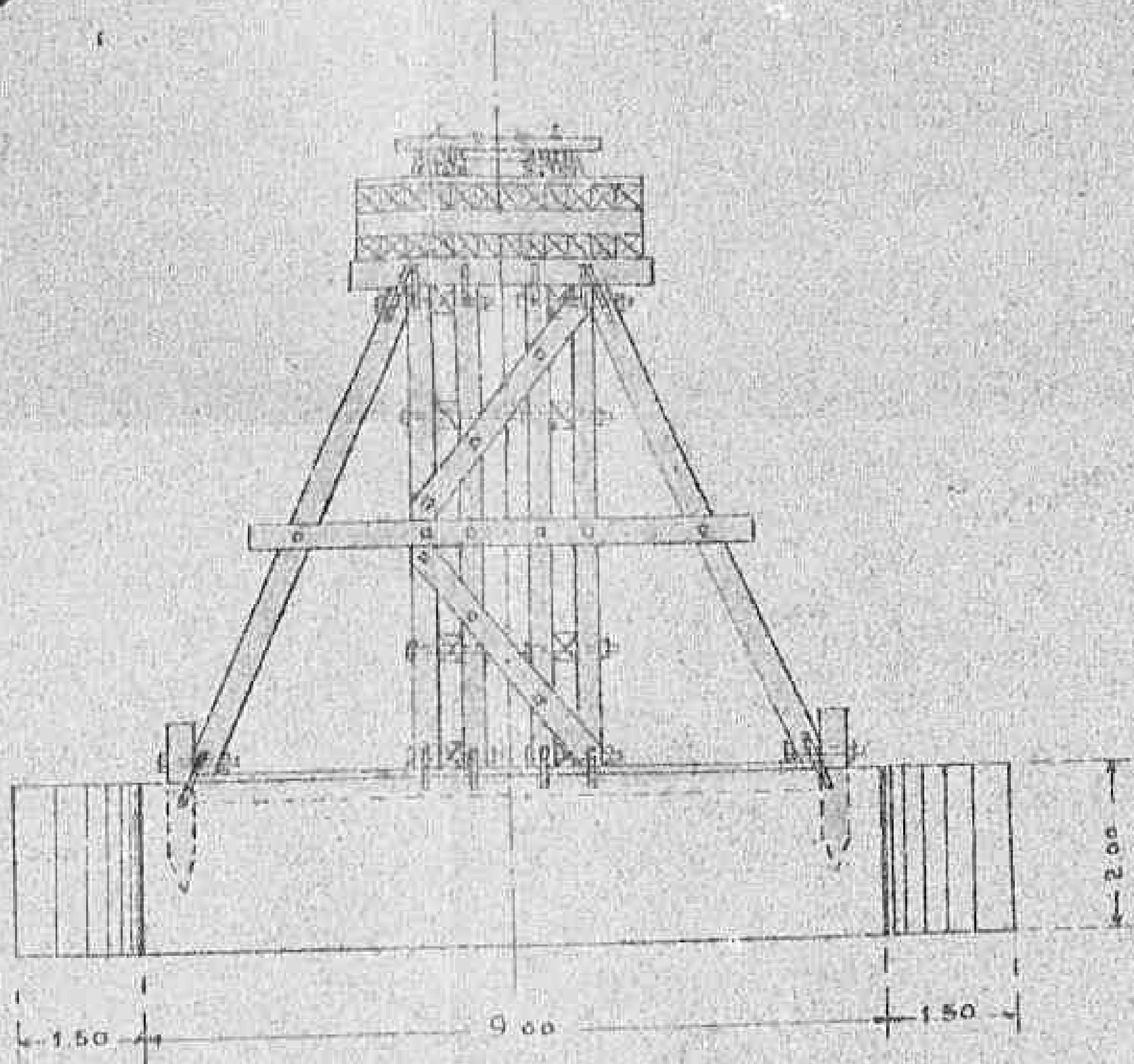




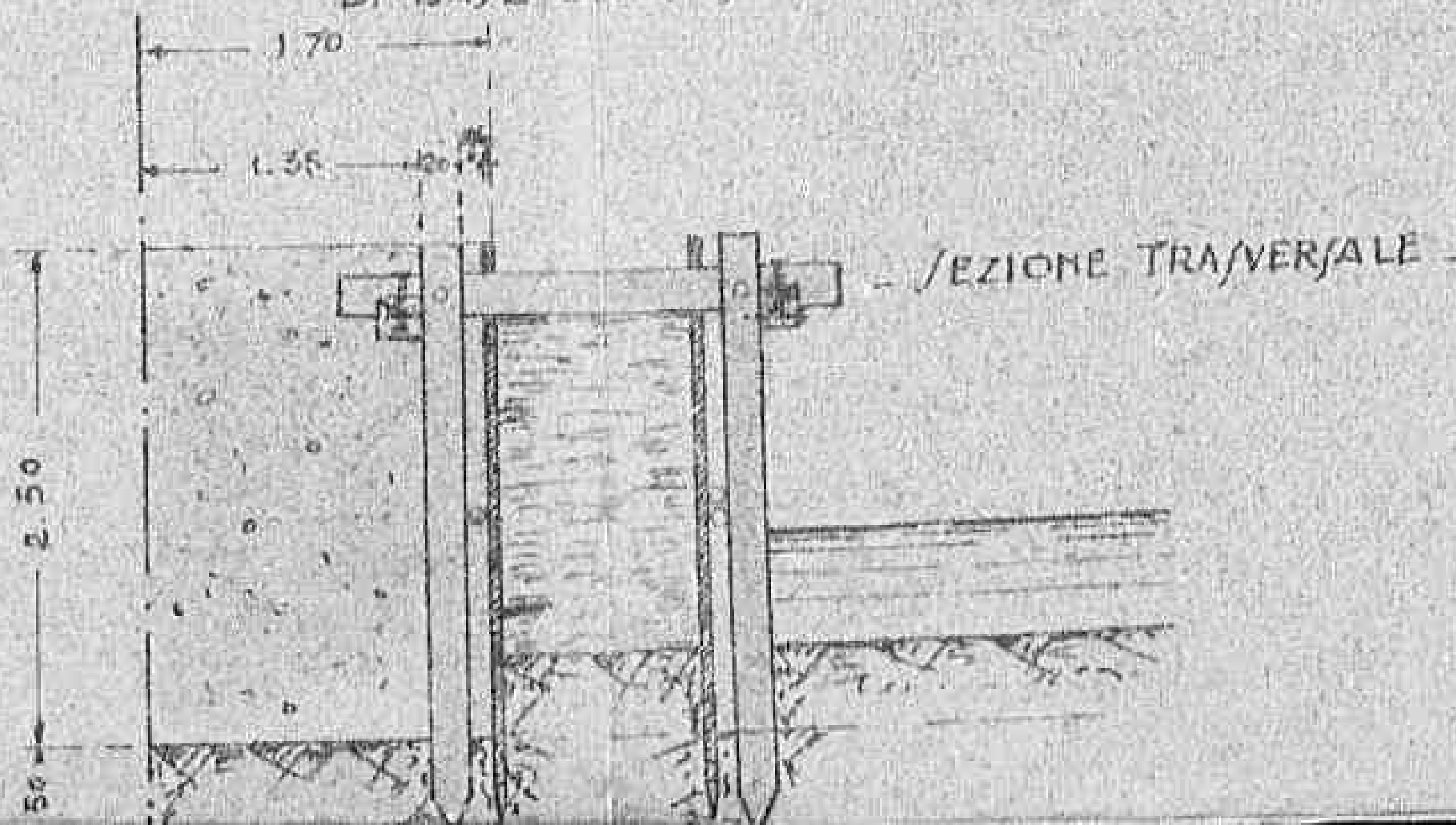
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# PROGETTO DELLA STILATA N°3



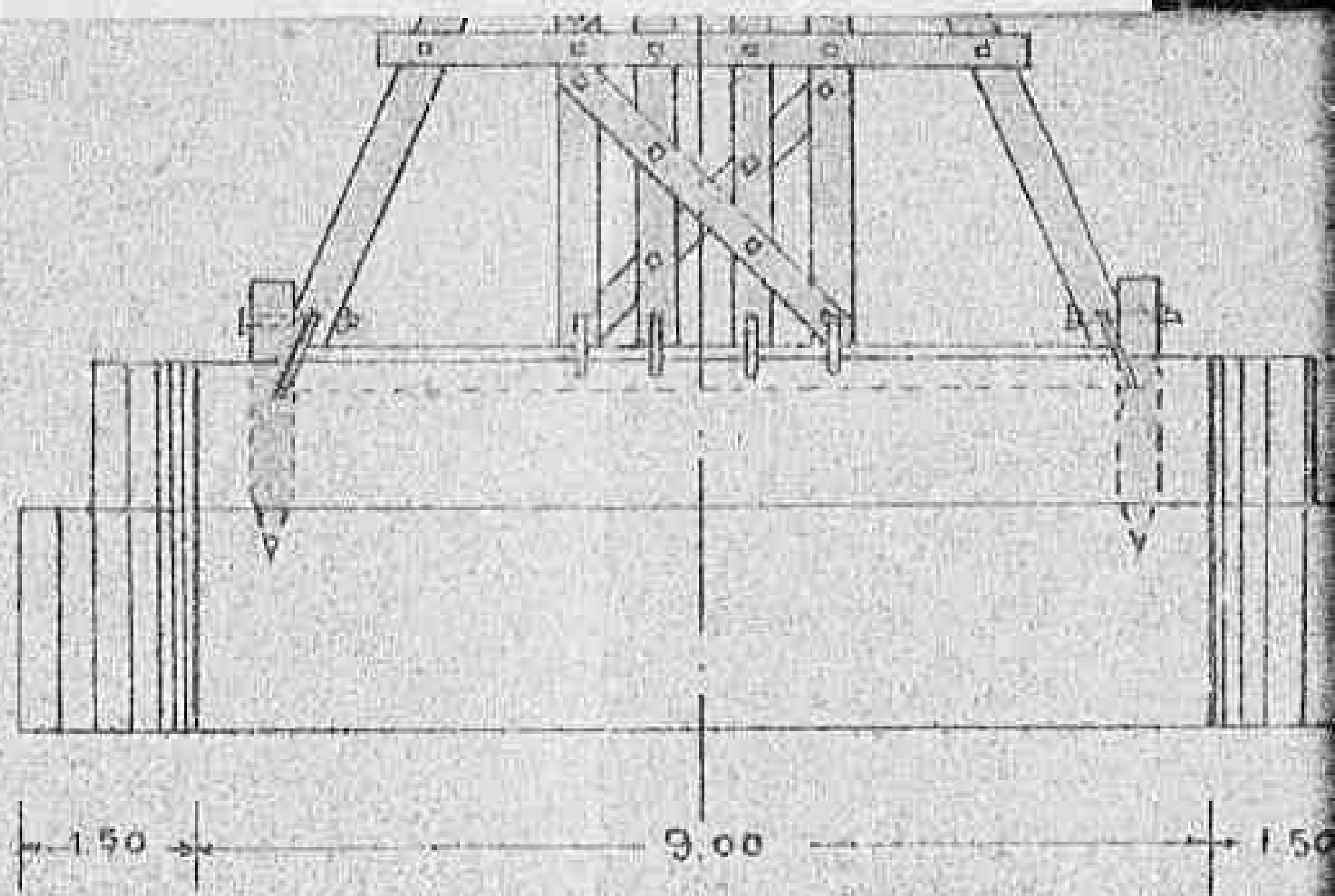
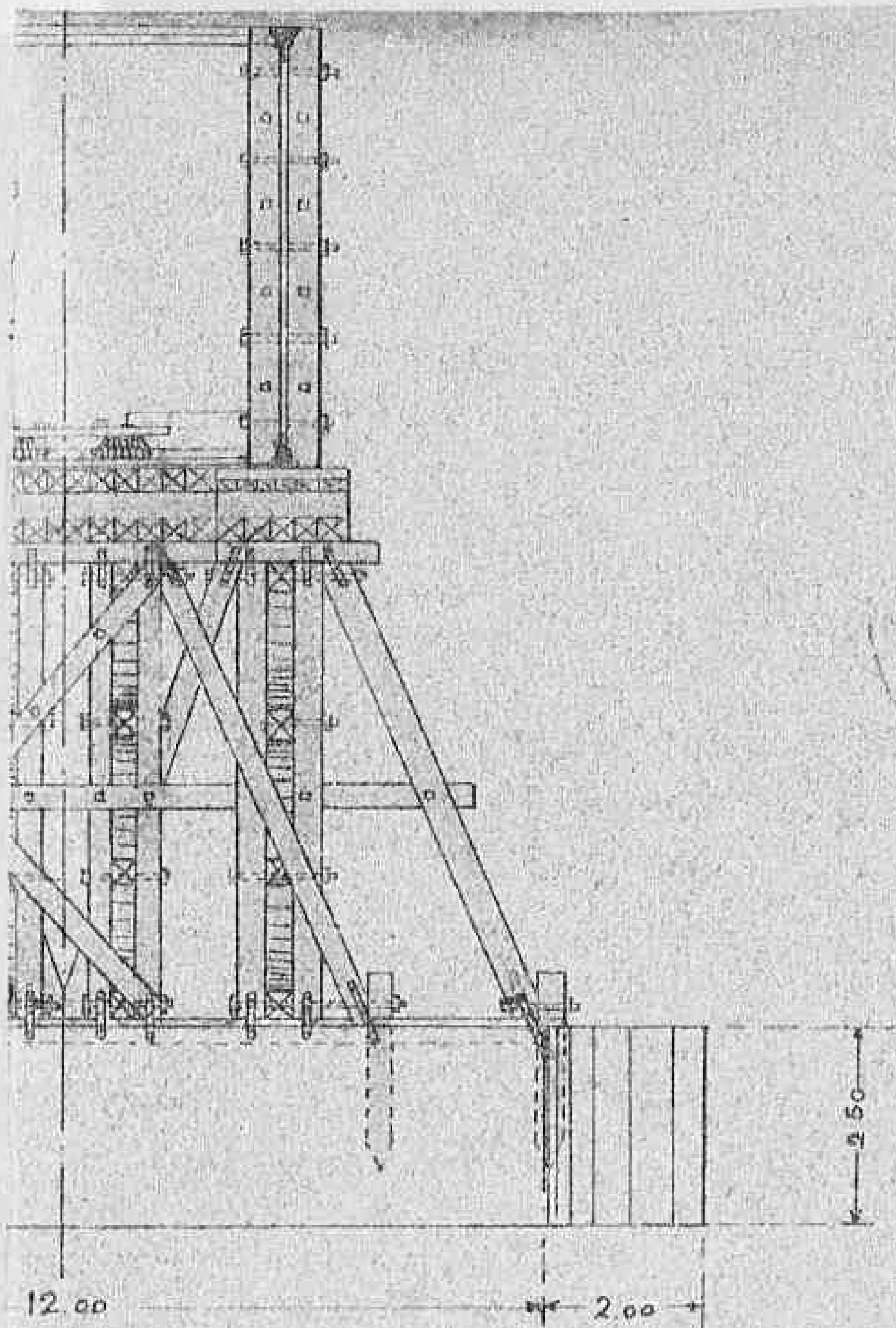
- TIPO DELLA TURA IN LEGNAME A DOPPIA PARATIA  
PER LA COSTRUZIONE DEL BLOCCO IN CALCESTRUZZO  
DI BASE DELLA STILATA N°1



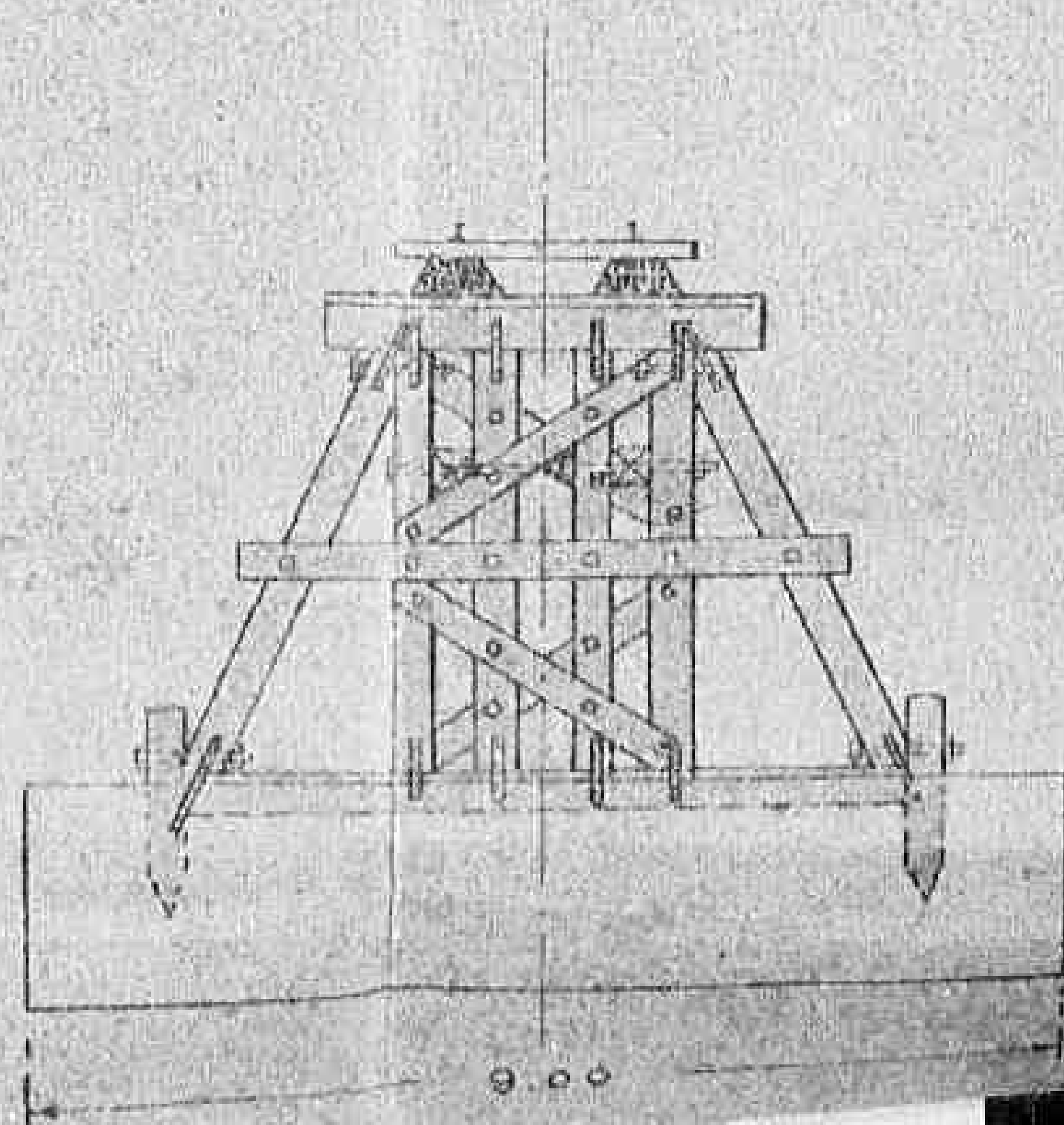


1776

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



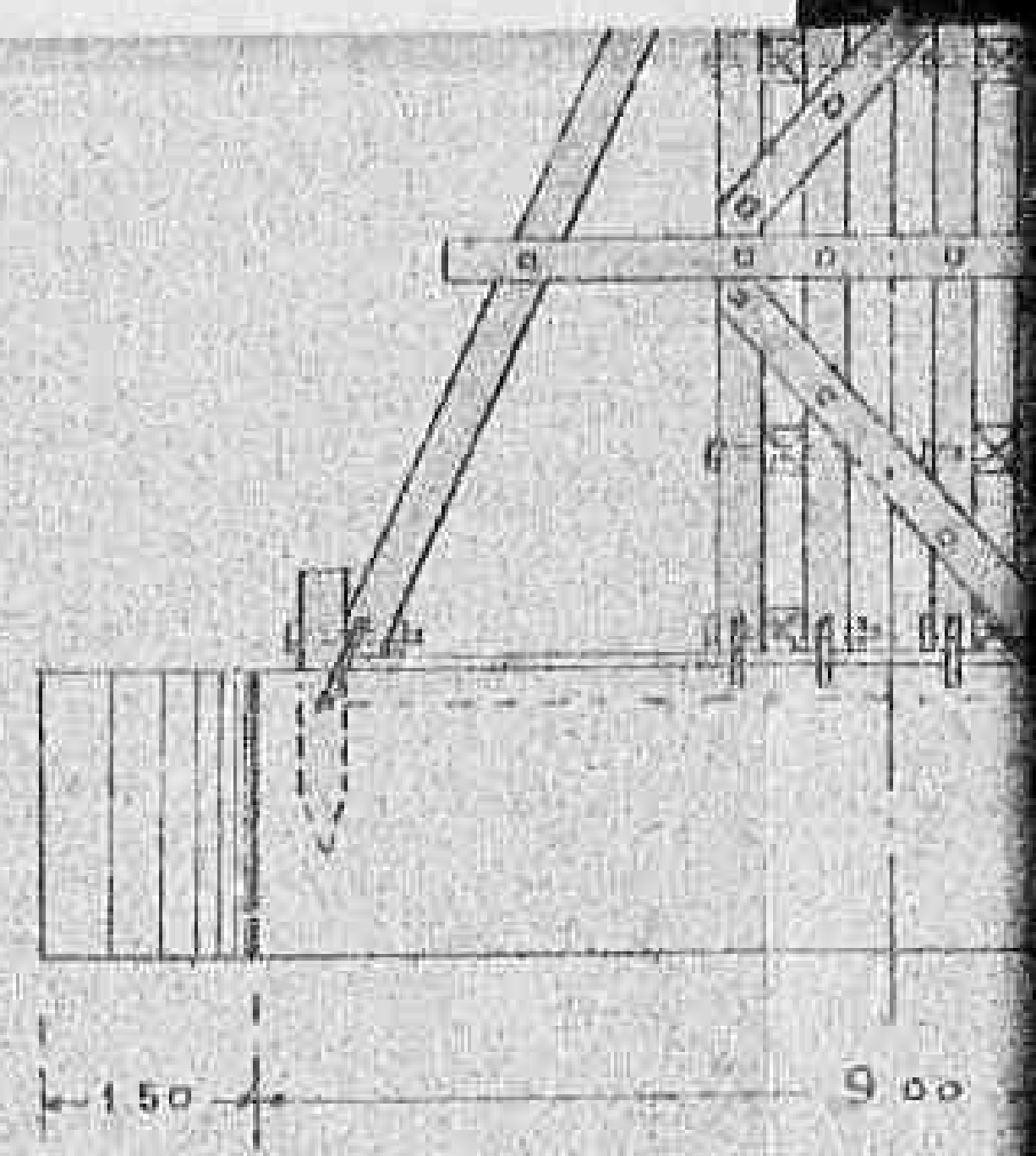
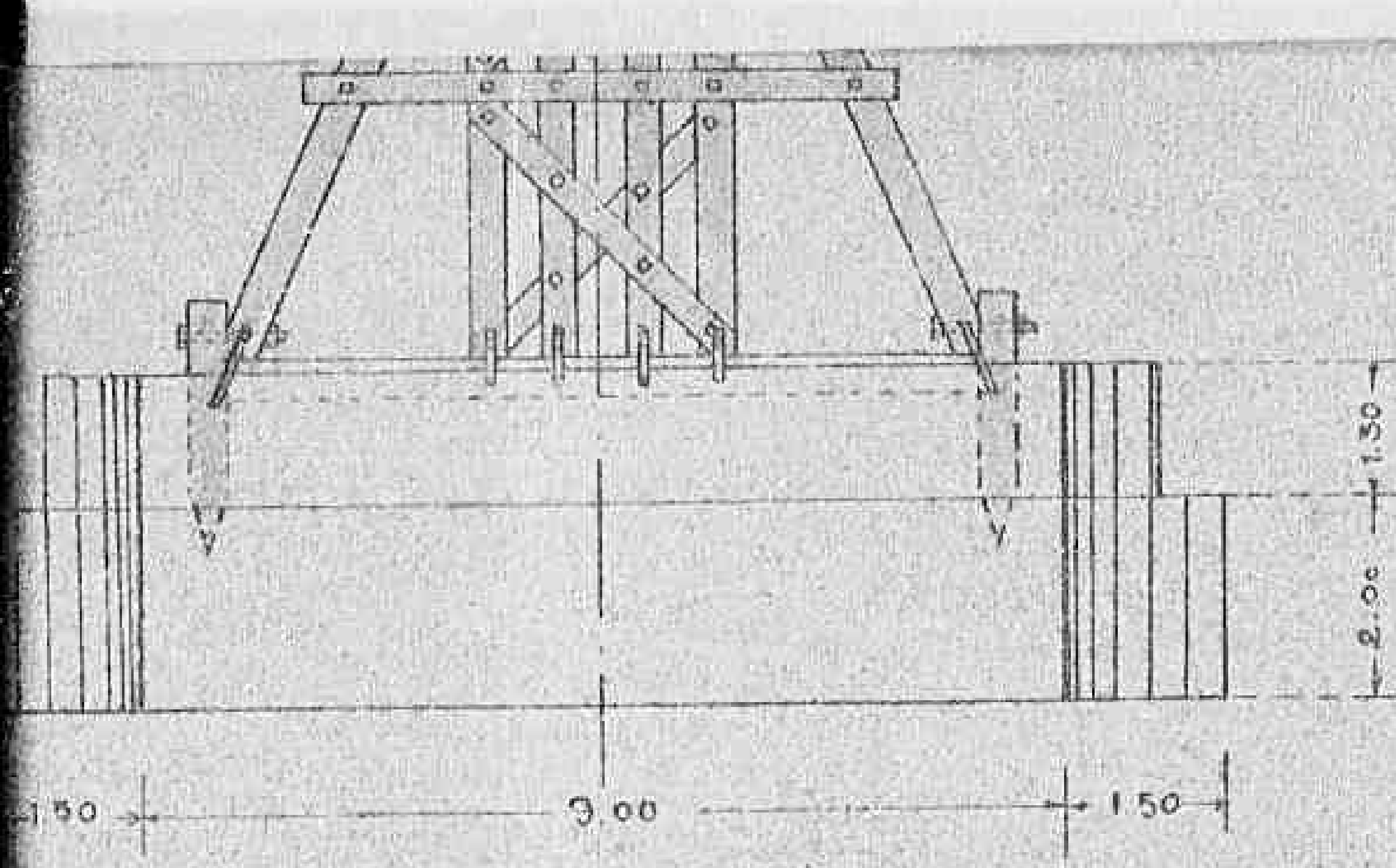
PROSPETTO DELLA STILATA N° 4





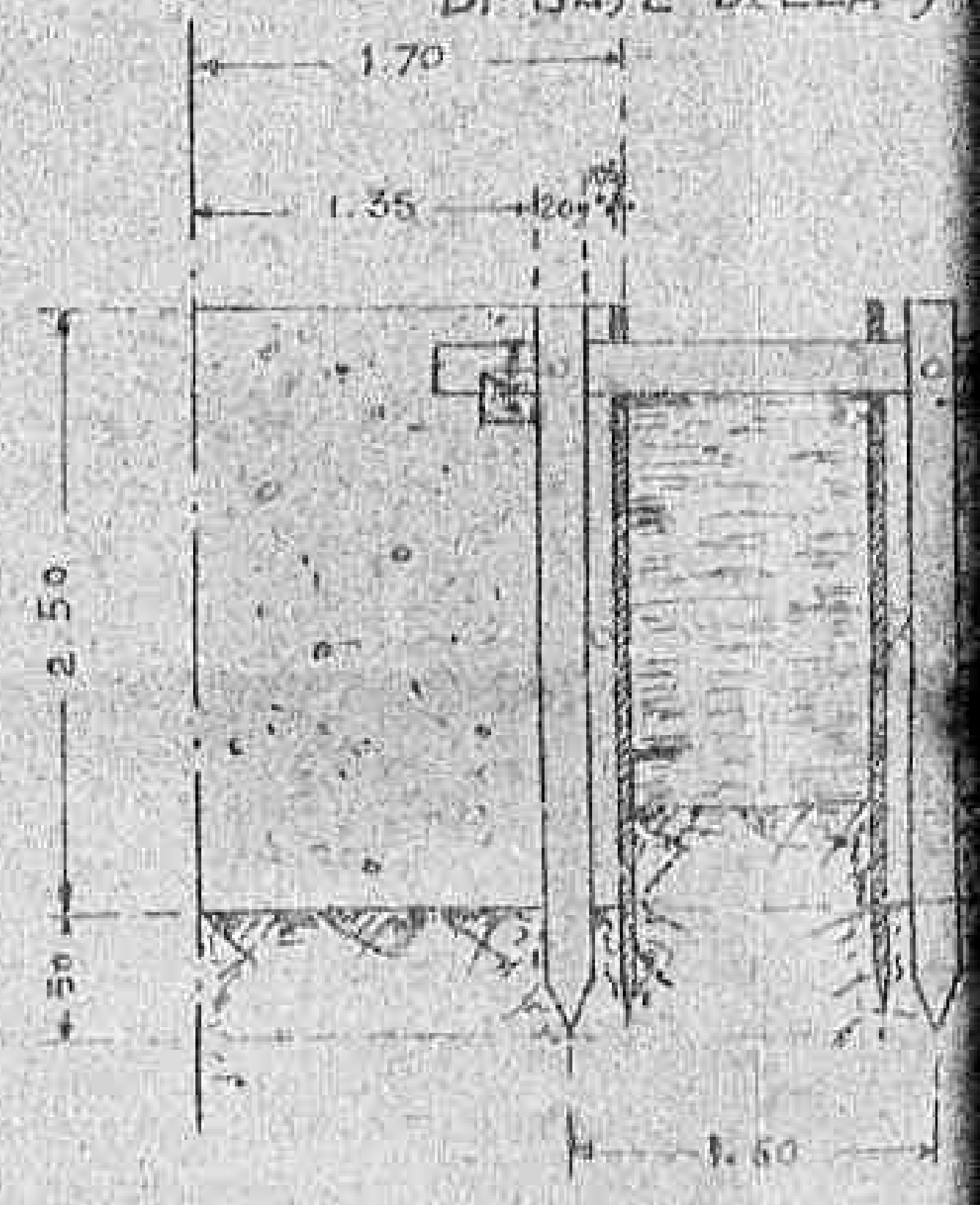
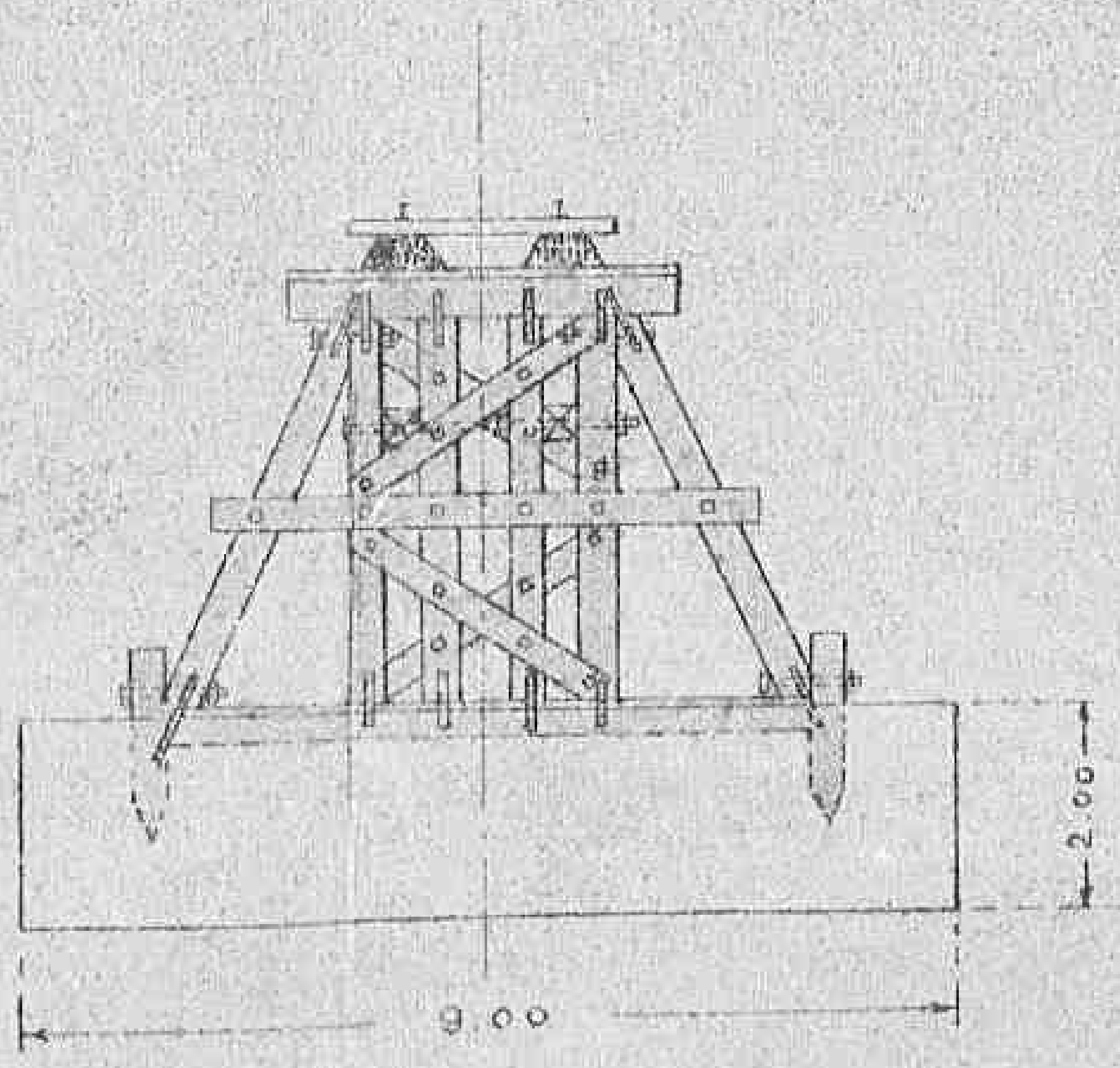
1777

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



PROGETTO DELLA STILATA N° 4.

- TIPO DELLA TURAZIONE  
PER LA COSTRUZIONE  
DI BASE DELLA STILATA

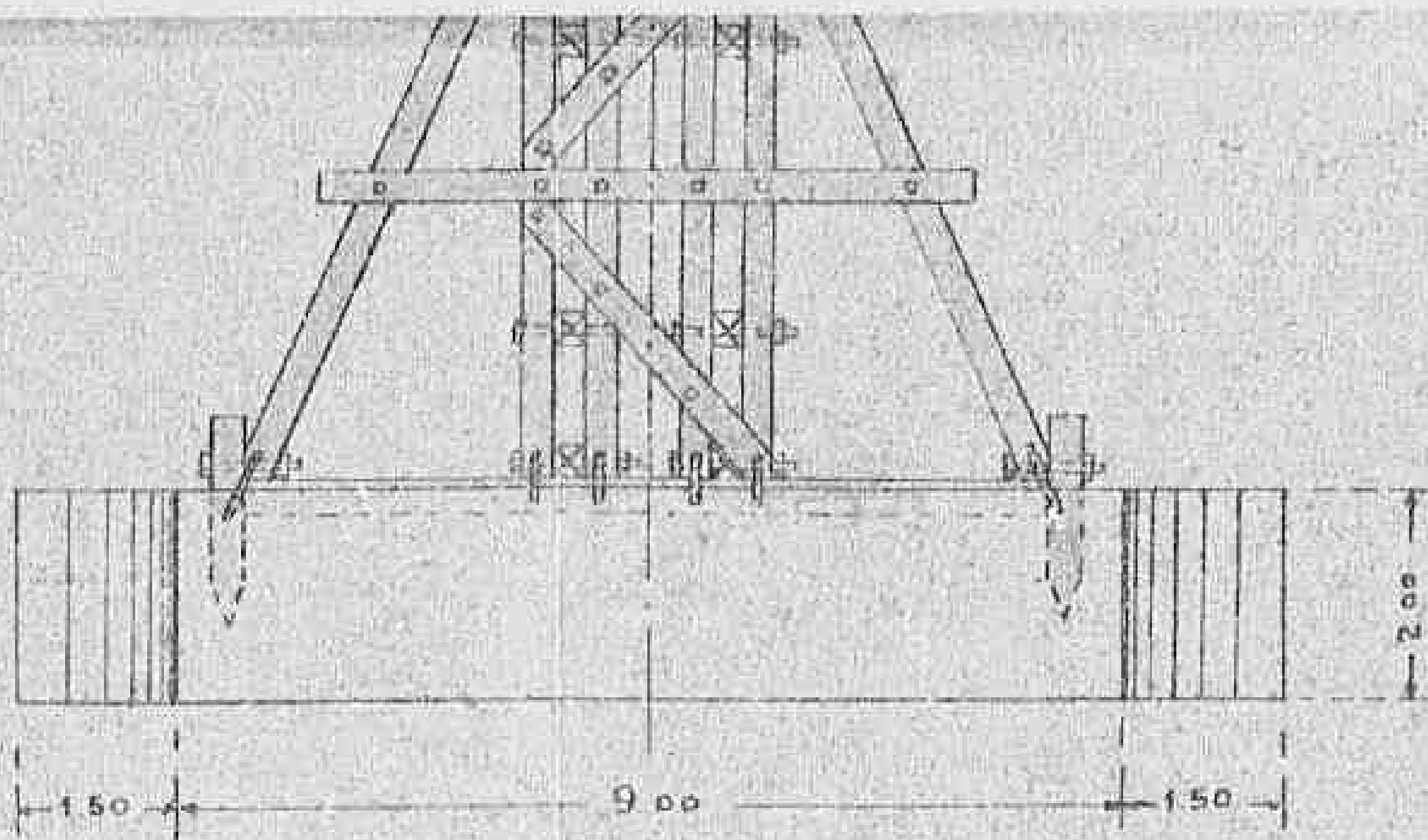




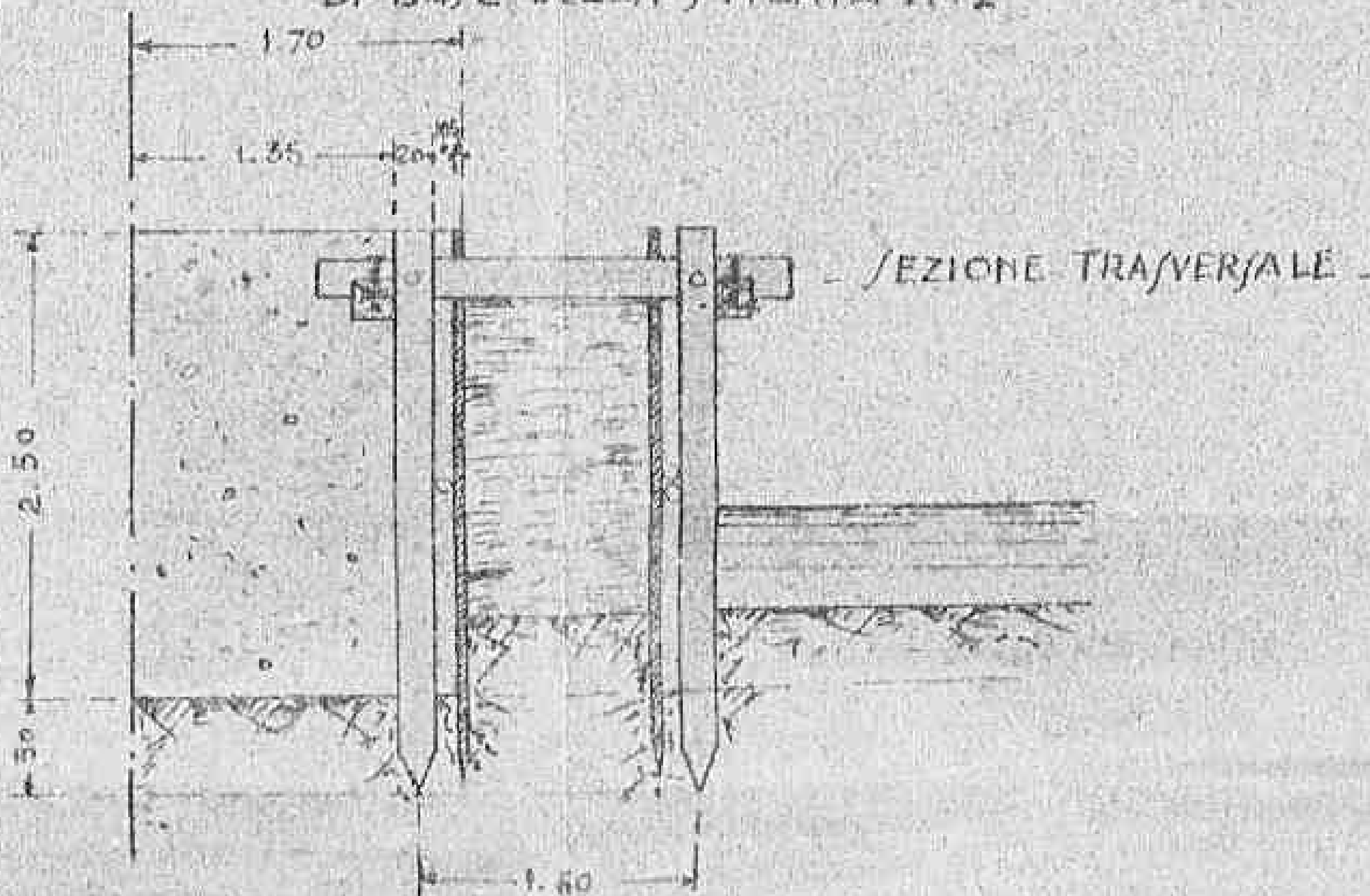
778

Declassified E.O. 12356 Section 3.3/NND No. 735021

2.00  
1.30



TIPO DELLA TURA IN LEGNAME A DOPPIA PARATIA  
PER LA COSTRUZIONE DEL BLOCCO IN CALCESTRUZZO  
DI BASE DELLA STILATA N° 1





3  
AVELLINO-ROCCHETTA LINE

Bridge on Saraceno walloon at km. 35+952.84, 5 meter span

- Definitive arrangement
- Materials necessary:

|        |      |      |
|--------|------|------|
| Bricks | No.  | 9000 |
| Cement | Q/11 | 140  |

3494



1780

1780



ACC ACT.N./26/C F 10000/148/1498 (2 OF 2)

AVEA  
(FEB. -  
AUG. 1)



498 (2 OF 2)

AVELLINO - ROCCHETTA - LINE 294  
(FEB. - DEC. 1945)  
AUG. 1944 - FEB. 1945



CHARTS

FILMED

ON

35 MM



(2)  
AVELLINO=ROCCETTA LINE

Bridge on Calore river at Km.25+187.72, 4 spans, 12  
meters each

- Definitive arrangement
- Materials necessary:

|        |      |       |
|--------|------|-------|
| Cement | Q/1i | 280   |
| Bricks | No.  | 33000 |

9393



AVELLINO-ROCHETTA LINE

Viaduct at 6+996,82, 5 span, 10 meters each

- Definitive arrangement
- Materials necessary:

Bricks No. 60000

Cement Q/li 450



44

AVELLINO-ROCCETTA LINE

Steel bridge at km.87+860, 30 meters span.

Provisional arrangement

Materials necessary:

|                              |                |     |
|------------------------------|----------------|-----|
| Wood for girders             | - cubic meters | 35  |
| Steel (stirrup-rivets-bolts) | Tonn.          | 0.7 |
| Cement                       | Tonn.          | 20  |
| Oxygene                      | Bottles        | 8   |
| Acetylene                    | Bottles        | 4   |

3388



MINISTERO DEI TRASPORTI  
FERROVIE E LO STATO  
DIREZIONE GENERALE  
SERVIZIO LAVORI

Roma, 10 marzo 1945  
M.L. 2/4-5868

Oggetto

Contratti di appalto

ALLA SOTTOCOMMISSIONE TRASPORTI  
(Divisione Ferrovie)

INCREMENTO TRASPORTI C.M.F.

S E D E

A seguito ed a completamento della nota pari numero in data 20 febbraio u.s. si trasmette l'attuale situazione degli appalti per i lavori di ricostruzione ponti sulle linee Avellino-Rocchetta ed Avellino-Benevento:

a) Linea Avellino-Rocchetta

- |                                                                                                                      |                                            |  |
|----------------------------------------------------------------------------------------------------------------------|--------------------------------------------|--|
| 1 - Ricostruzione ponte sul vallone Saraceno al Km. 55+952                                                           | Ditta Galgenati Marino                     |  |
| 2 - Ricostruzione viadotto a 5 archi al Km. 34996                                                                    | Ditta Barba Salvatore                      |  |
| 3 - Ricostruzione di un arco del ponte a 4 luci sul Calore al Km. 25+187                                             | Ditta D'Ambrosio Giovanni                  |  |
| 4 - Ricostruzione cavalcavia della strada nazionale al Km. 85+146                                                    | indetta gara per 8/3/45                    |  |
| 5 - Ricostruzione cavalcavia al Km. 54+544                                                                           | indetta gara per 16/3/45                   |  |
| 6 - Ricostruzione viadotto sul Calore al Km. 44+747                                                                  | indetta gara per 17/3/45                   |  |
| 7 - Ricostruzione centine e rafforzamento arcata del viadotto Avella al Km. 52+606                                   | in corso compilazione elaborati di appalto |  |
| 8 - Deviazione provvisoria presso stazione Rocchetta in sostituzione ponte in ferro di m. 36 crollato al Km. 117+970 | " " " 3886                                 |  |
| 9 - Sistemazione travata metallica al Km. 70+641                                                                     | " " " "                                    |  |
| 10 - Sistemazione ponte in ferro al Km. 97+860                                                                       | " " " "                                    |  |
| 11 - Costruzione di stilate e fasci rotaie in sostituzione travata al Km. 37+353                                     | " " " "                                    |  |
| 12 - Costruzione di stilate e fasci rotaie                                                                           | " " " "                                    |  |



A seguito ed a completamento della nota pari numero in data 20 febbraio u.s. si trasmette l'attuale situazione degli appalti per i lavori di ricostruzione ponti sulle linee Avellino-Rocchetta ed Avellino-Benevento:

|                                                                                                                      |                                            |      |  |
|----------------------------------------------------------------------------------------------------------------------|--------------------------------------------|------|--|
| a) Linea Avellino-Rocchetta                                                                                          |                                            |      |  |
| 1 - Ricostruzione ponte sul vallone Saraceno al Km. 38+932                                                           | Ditta Galenati Marino                      |      |  |
| 2 - Ricostruzione viadotto a 5 archi al Km. 6+998                                                                    | Ditta Berba Salvatore                      |      |  |
| 3 - Ricostruzione di un arco del ponte a 4 luci sul Calore al Km. 25+187                                             | Ditta D'Ambrosio Giovanni                  |      |  |
| 4 - Ricostruzione cavalcavia della strada nazionale al Km. 55+145                                                    | indetta gara per 8/3/45                    |      |  |
| 5 - Ricostruzione cavalcavia al Km. 54+544                                                                           | indetta gara per 18/3/45                   |      |  |
| 6 - Ricostruzione viadotto sul Calore al Km. 44+747                                                                  | indetta gara per 17/3/45                   |      |  |
| 7 - Ricostruzione centine e rafforzamento arcata del viadotto Avella al Km. 52+606                                   | in corso compilazione elaborati di appalto |      |  |
| 8 - Deviazione provvisoria presso stazione Rocchetta in sostituzione ponte in ferro di m. 36 crollato al Km. 117+970 | " " "                                      | 3886 |  |
| 9 - Sistemazione travata metallica al Km. 70+841                                                                     | " " "                                      | "    |  |
| 10 - Sistemazione ponte in ferro al Km. 87+860                                                                       | " " "                                      | "    |  |
| 11 - Costruzione di stilate e fasci rotale in sostituzione travata al Km. 37+353                                     | " " "                                      | "    |  |
| 12 - Costruzione di stilate e fasci rotale in sostituzione travata al Km. 65+814                                     | " " "                                      | "    |  |

./.



h) Linea Avellino - Benevento

|                                                                                | Indetta gara per                           | 21/3/45 |
|--------------------------------------------------------------------------------|--------------------------------------------|---------|
| 1 - Ricostruzione ponte al Km. 23+396                                          |                                            |         |
| 2 - Ricostruzione viadotto a 3 luci al Km. 4+633                               | In corso compilazione elaborati di appalto |         |
| 3 - Ricostruzione viadotto Vellola al Km. 14+887                               | "                                          | "       |
| 4 - Costruzione viadotto a 2 luci in sostituzione ponte in ferro al Km. 23+749 | "                                          | "       |
| 5 - Sistemazione travata al Km. 19+270                                         | "                                          | "       |
| 6 - Sistemazione travata al Km. 10+609                                         | "                                          | "       |
| 7 - Sistemazione travata al Km. 13+029                                         | "                                          | "       |
| 8 - Sistemazione travata al Km. 19+273                                         | "                                          | "       |
| 9 - Sistemazione travata al Km. 19+964                                         | "                                          | "       |

IL CAPO DEL SERVIZIO LAVORI

*Delegato*



AHS/ef

13

HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB-COMMISSION  
(Railway Division)

19th February 1945

Tel : 843239  
Our reference: AC/Tn/C.E.8.83.

TO : Eng. Lo Signo  
Chief of Works Service  
SUBJECT : Contracts.

1. As the reconstruction of the lines:  
Avellino-Benevento  
Avellino-Rocchetta x 2 a  
has been authorized, will you please let contracts,  
and start the work as soon as possible.

O.H.LINDBERG,  
Lieut-Colonel,  
Tn-Sub.Comm.A.C.

3885



DEI TRASPORTI  
MINISTERO ~~F~~VE COMUNICAZIONI  
FERROVIE DELLO STATO - DIREZIONE GENERALE  
(1) SERVIZIO LAVORI E COSTRUZIONI

Roma, 5 /3/ 1945 194 A 12  
N. C.S. /87  
Al N. del

OGGETTO. Ricostruzione manufatti  
Linee Avellino-Rocchetta ed Avellino-  
-Benevento

COMMISSIONE ALLEATA  
SIG. MAGGIORE STREET

Sono in corso di appalto mediante gare a licitazione privata i lavori relativi al ripristino delle linee Avellino-Rocchetta ed Avellino-Benevento.

Sono stati già aggiudicati sulla Avellino-Rocchetta la ricostruzione del viadotto al Km. 6+996 alla Ditta Barba Salvatore e quella del viadotto al Km. 35+952 all'Impresa Galzenati Marino.

Mi riservo di significare l'esito delle altre gare.

IL CAPO DEL SERVIZIO

*Deleguo*

2884



AHS/ef

TRANSPORTATION SUB-COMMISSION, A.C.,  
(RAIL SECTION)  
C/a. Transportation Increment,  
C.M.F.

Tel : 843239  
Our reference: AC/Tn/26/11.C.D.  
10th March 1945

TO : Eng. Lo Cigno  
Chief of Works Service

SUBJECT : Release of cement  
Lines 281 and 294.

1. Reference your letter L.5.17.10754 dated 8th March, requesting cement for above lines.
2. Herewith please find attached release note for 240 tons of cement.
3. Please arrange to include the cement not drawn on previous release order in your monthly requests, as per letter AC/Tn/14/46/C.D. of 7th March.

O.H. LINDBERG,  
Lieut-Colonel,  
Tn-Sub.Comm.A.C.

9889



Ministry of Transports  
ISR General Direction  
Works Dept.

Rome, 8 March 1945

L.5/17/10754-one encl.

TO: En S/Commission AC (Rails)

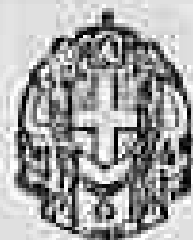
Subject: Release of cement for rehabilitation of  
ISR lines Avellino-Rocchetta and Avellino-  
Benevento.

- 1) Release order for 200 tons cement, to be drawn from Cement factory Salerno, was forwarded by that S/Commission with letter 5 Jan. 1945.
- 2) Said release order, bearing the date of 24 Nov. 1944, is presently no longer valid and the Cement factory refuses to deliver the cement.
- 3) Please issue a new release order while we want to point out that, as the Cement factory requests that the payment be effected in advance for the whole quantity and owing to the difficulty to comply with said terms, it would be appreciated if the new release order could be made valid for at least 4 months (estimate duration of works) with a provision granting I.S.R. Administration to collect the whole quantities in 4 successive deliveries of 50 tons each.
- 4) The release order dated 24 Nov. 1944 is returned herewith attached.

The Chief of the Dept.

LO CIGNO





MINISTERO  
DEI TRASPORTI  
FERROVIE DELLO STATO  
DIREZIONE GENERALE

Servizio Lavori

Roma 78 MAR 1945

N.L.5/17/10754

Al N. \_\_\_\_\_ del \_\_\_\_\_

A.C. Sottocommissione Alleata  
(Sezione Ferrovie)  
Incremento Trasporti C.M.F

OGGETTO

Sblocco cemento per i lavori di ripristino delle linee Avellino- Rocchetta e Avellino- Benevento

ALLEGATI N. 1

- 1) Codesta Sottocommissione con lettera in data 5 Gennaio c.a. ha trasmesso l'ordine di rilascio di 200 tonn. di cemento, da ritirarsi presso la cemen-  
teria della Italcementi di Salerno.
- 2) Detto ordine di rilascio, che porta la data 24 novembre 1944, è però scaduto di validità, così come è stato fatto presente dalla Cementeria al nostro incaricato ~~del~~ ritiro del cemento. Il cemento non si è potuto pertanto ritirare.
- 3) Si prega voler rilasciare altra autorizzazione, facendo presente che, poichè la Soc. Italcementi esige che i pagamenti vengono fatti in anticipo e per l'intera commessa, e siccome riesce difficile soddisfare a ciò, sarebbe opportuno che la nuova autorizzazione avesse una validità di almeno quattro mesi (durata presumibile dei lavori) e che l'acquisto potesse essere suddiviso in partite di 50 tonnellate.
- 4) Si restituisce l'ordine di rilascio in data 24 novembre 1944.

3881

IL CAPO DEL SERVIZIO

*Bozza*



ENGINEER SERVICE  
PENINSULAR BASE SECTION  
APO 782

DATE 24 November 1944

SUBJECT: Release of Cement  
(SOGGETTO: Rilascio di)

TO : Italcementi, Salerno  
(A)

1. Release is granted to Italian State Railways  
(Si autorizza il rilascio a) (Name & Address) (Nome-Indirizzo)

for the following:  
(per il seguente:)

100 tons For reconstruction of railway line

from Avellino-Rocchetta

100 tons For reconstruction of railway line

from Avellino-Benevento  
////////

2. It is the understanding of this office that the above material is to be paid for by the receiver and that he is to be billed direct.  
(E' inteso da parte di questo ufficio che il suddetto materiale dovra' essere pagato dal ricevente e che sara' fatturato direttamente).

E.B. FOSTER

Major, C.E.  
Purchasing & Contracting Officer

3880



CML/ev

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

7 March 1945

Tel. Firebox-11  
Ref: AC/Mat/6/13/Tn 4

SUBJECT : Cement for Lines 281 and 294.

TO : Major Street, Engineering Branch - Bldg.

1. Reference your AC/Tn/14,47 and 48 dated 19th February 45 requesting cement for Lines 281 and 294.

2. Attached is release dated 28th of February 45 for 240 tons of cement in favor of the Italian State Railway to be secured from Italcementi - Salerno.

*C. M. Long*  
C.M. LONG, Major C.E.  
Stores Branch,

2879



AHS/ef

10

HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB COMMISSION  
(Railway Division)

Tel : 843239  
Our reference: AC/Tn/26/10/C.E.

6th March 1945

TO : Major Mole.  
SUBJECT : Rehabilitation  
Avellino-Rocchetta Line 294.  
Avellino-Benevento Line 281.

1. Approval for the rehabilitation of both the above lines has now been given.
2. The supervision of the work will come under your jurisdiction.
3. Release order for 100 tons of cement for each line have been handed to the I.S.R. and the release of the balance requested.
4. Monthly reports on the approved form will be required.
5. The following contracts have been let.  
Avellino - Rocchetta, viaduct at Km.6+996 to Ditta Barba Salvatore.  
Viaduct 35+952 - Impresa Calzenati Marino.

3878

A.H. STREET,  
Major,  
Tn-Sub.Comm.A.C.



AHS/ef *9*

HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB -COMMISSION  
(Railway Division)

Tel : 843239

19th February 1945

Our reference: AC/Tn/14/45/C.E.

TO : Eng. Lo Cigno  
Chief of Works Service

SUBJECT : Avellino-Rocchetta line 294.

1. Please note it will not be possible for  
this Sub-Commission to obtain the release of any  
timber for this ~~month~~ *work*

O.H. LINDBERG,  
Lieut-Colonel,  
Tn-Sub.Comm.A.C.

3877



AHS/ef

HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB -COMMISSION  
(Railway Division)

Tel : 843239  
Our reference: AC/Tn/14.47.

19th February 1945

TO : Major Long  
Stores Officer  
Building

SUBJECT : Avellino-Rocchetta  
Line 294.

1. The repair of the above line has now been approved, and 200 tons of cement will be required of which 100 tons has already been released under your letter No APO 51 2, dated 30.1.44.
2. Please obtain the release of the remainder.
3. This line is not of military importance.

O.H. LINDBERG,  
Lieut-Colonel,  
Tn-Sub.Comm.A.C.

3873



CML/10

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

Tel: 843191/11  
Our Reference: AC/Mat/2/3/Tn

16 January 1945

TO : Major Street  
Tn Sub-Commission

SUBJECT : Release of timber for Avellino-Rocchetta Line.

1. Referring to request made 4 November 1944 on Commerce Sub-Commission AC. to release 580 c.u.meters standing timber, to be cut to specification for the above named line.
2. The Commerce Sub-Commission advise under date of 10 January 1945 that they have received a reply from C.E.P.E.S. that the timber requested is not available for release at present.
3. The Commerce Sub-Commission also advise under date of 11 January 1945 that they have received a reply from D.W. Hq. 15 Army Group to the effect that it is regretted that the timber is not available for the purpose in question.

*Enriching*  
C.M. LONG  
Major C.E.  
Tn Sub-Commission

Copy to : Major E.J. Mole, Engineer, Tn Sub-Comm.

3875



Linea: Orrellino - Rocchetta S. A.

Lavori di sistemazione delle opere di arte distrutte o danneggiate in occasione della guerra, e i. destroyed or damaged by war actions.  
Dist. di Orrellino necessario per la sistemazione dei ponti in muratura ai Km: 6+996, 25+187, 35+952, 44+747 e 52+606 e di quelli in ferro ai Km: 37+353, 65+844, 70+841 e 87+860.

| Denominazione                                                            | Forma | Dimensioni<br>m/m | Quantità | ml.                    | Peso<br>parziale<br>Kg. | Peso<br>complessivo<br>Kg.  | Remarks                                    |
|--------------------------------------------------------------------------|-------|-------------------|----------|------------------------|-------------------------|-----------------------------|--------------------------------------------|
| Ponti in muratura                                                        | -     | Size              | -        | -                      | Partial<br>weigh        | Total<br>weigh              |                                            |
| ra. ai Km: 6+396,                                                        | -     | 150 x 8           | -        | 11                     | 100                     | for parapets<br>of parapets | per ponte ai parapets                      |
| 25+187, 35+952, 44+747                                                   | L     | 80 x 10           | -        | 45                     | 200                     | for plates<br>of supports   | per ponte alle spalle                      |
| e 52+506 -                                                               | L     | 70 x 70<br>9      | -        | 88                     | 820                     | for parapets<br>of bridges  | per parapets                               |
| Brick bridges at<br>Km 6+996, 25+187, 35<br>+952, 44+747 and<br>52 + 506 | L     | 50 x 50<br>6      | -        | 136                    | 790                     | brick                       | in muratura.                               |
|                                                                          |       | 30 x 30<br>4      | -        | 136                    | 810                     |                             | id                                         |
|                                                                          |       | Totale            | -        | per i profilati        |                         | 2.300                       |                                            |
|                                                                          | φ     | 14                | -        | 180                    | -                       | 200                         | chain nails                                |
|                                                                          | φ     | 22                | -        | 100                    | -                       | 300                         | bolts and<br>screws                        |
|                                                                          |       |                   |          |                        | Totale                  | 2.700                       |                                            |
| Ponti in ferro                                                           |       |                   |          |                        |                         |                             |                                            |
| ai Km: 37+353,                                                           | -     | 80 x 10           | -        | 380                    | 2.400                   |                             | for plates of the<br>per ponte alle spalle |
| 65+844, 70+841 e 87+860.                                                 |       |                   |          | Totale per i profilati |                         | 2.400                       | supports<br>chiodi.                        |
| Steel bridges<br>at Km 37+353,<br>65+844, 70+841 and<br>87+860           | φ     | 22                | -        | 130                    |                         | 400                         | bolts &<br>screws                          |
|                                                                          | φ     | 22                | -        | 900                    |                         | 2.400                       | bolts &<br>screws                          |
|                                                                          |       |                   |          |                        | Totale                  | 5.500                       |                                            |

Ricapitolo

Napoli li 27-11-44

Il Capitano

rolled iron



|                                                              |            |                 |     |      |                            |
|--------------------------------------------------------------|------------|-----------------|-----|------|----------------------------|
| Ponti in muratura                                            | 150x8      | -               | 11  | 100  | for plates of parapets     |
| sa. su. Km: 6-936,                                           | 80x10      | -               | 45  | 200  | for plates of supports     |
| 95+187, 35+952, 44+747                                       | 70x70<br>9 | -               | 88  | 820  | for parapets of bridges    |
| c. 52+506 -                                                  | 50x50<br>9 | -               | 146 | 790  | brick                      |
| Brick bridges at Km 6+998, 25+127, 35+952, 44.747 and 52+506 | 30x30<br>4 | -               | 146 | 840  | is                         |
|                                                              | Totale     | per i profilati |     | 2300 |                            |
|                                                              | 14         | -               | 180 | 200  | chiodi nails               |
|                                                              | 22         | -               | 100 | 300  | bolts and bulloni e chiodi |
|                                                              |            |                 |     | 2400 |                            |
| Ponti in ferro                                               |            |                 |     |      |                            |
| sa. su. Km: 34-353,                                          | 80x10      | -               | 380 | 2400 | for plates of the supports |
| 65+844, 70+841 e 84+860.                                     |            |                 |     |      | chiodi                     |
| Steel bridges at Km 37+353, 65+844, 70+841 and 87+860        | 22         | -               | 130 | 400  | bolts & bulloni e chiodi   |
|                                                              | 22         | -               | 900 | 2400 |                            |
|                                                              |            |                 |     | 5500 |                            |

Riepilogo

|                        |            |
|------------------------|------------|
| rolled iron            |            |
| a) ferro per profilati | Fig: 4.900 |
| iron for nails         | 600        |
| b) " " chiodi          |            |
| iron for bolts         |            |
| c) " " bulloni         | 3.000      |
| Totale to:             | 8.300      |
| Total Kg.              |            |

Napoli, li 11-11-44  
 Il Segretario Tecnico Capo  
 Ruggieri

IL CAPO DELLA SEZIONE LAVORI



EJM/cm

HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB -COMMISSION  
RAILS

REF. : November 29th 1944  
TO : Colonel D.S. ADAMS,  
Director Transportation  
Sub Commission, H.Q., A.C.  
SUBJECT : I.S.R. Line No 294 Avellino to Rocchetta.

1. Reference my report dated 18th Oct. on the damage to this section line, the estimated cost of carrying out the reconstruction as detailed in the report is 16.000.000 lire (Sixteen Million Lire).

EJM.

O.H. LINDBERG, Lt.Col., R.E.  
Transportation Sub Commission,  
Rails.

3873





MINISTERO  
DELLE COMUNICAZIONI  
FERROVIE DELLO STATO  
DIREZIONE GENERALE

Servizio Lavori

OGGETTO

Riparazioni sulla linea  
Avellino-Rocchetta

ALLEGATI N. \_\_\_\_\_

Roma 29 SET. 1944 194

N. L.5/13/18934/ICCA/866/53

Al N ACC.Tn. 84/1/4 del 11/9/44

ALLA COMMISSIONE ALLEATA di  
CONTROLLO

SOTTOCOMMISSIONE TRASPORTI

R O M A

- 1°) Si fa riferimento alla vostra lettera ACC.Tn.84.1.4 del 4 settembre 1944.
- 2°) L'elenco dei materiali occorrenti per il ripristino delle 12 più importanti opere d'arte della linea Avellino-Rocchetta era già contenuto nel punto 3° della lettera n°L.6/25/4818 in data 24 giugno 1944 dell'ex Ufficio Centrale Lavori di Napoli trasmessa a codesta Commissione dalla Direzione Generale del Servizio Ferroviario Militare assieme alla lettera n°APO/400 in data 21 luglio 1944 diretta da detta Direzione Generale al sottoscritto.
- 3°) Ad ogni buon fine si ripete che i materiali dei quali codesta Commissione dovrà permettere la fornitura sono soltanto i seguenti:

200 tonn. di cemento  
350 mc. di legname  
240.000 mattoni

- 4°) A scioglimento della riserva contenuta nel punto 5° della precedente lettera di questa Direzione Generale n°L.5/13/14294 del 25 Agosto 1944 si precisa quanto segue nei riguardi delle

./.

3872



- 2 -

fonti di produzione dei materiali:

- il cemento verrà prelevato dal Cementificio di Salerno,
  - il legname occorrente per la sistemazione provvisoria della travata in ferro al Km.37+353, del viadotto al Km. 52+606 e della travate ai Km.65+814 e 70+841 verrà prelevato da Montella; quello occorrente per le stilate da eseguire per la travata in ferro al Km.87+860 da Calitri; da Serino per tutte le altre opere d'arte esclusi i ponti ai Km.25+187 e 35+952 per i quali il legname verrà trovato in sito;
  - i mattoni verranno prelevati per circa metà dalle fornaci di Casalvelino e per il resto da nostre scorte in stazione di Nusco;
  - la calce è reperibile ad Avellino, Montemiletto, Montella, Calitri e presso piccole fornaci esistenti lungo linea;
  - la pozzolana è reperibile ad Avellino e Paternopoli;
  - la sabbia, i ciottoli, il pietrame e la pietra da taglio verranno prelevati da fiumi o cave prossime ai cantieri di lavoro ad eccezione della sabbia occorrente per il ponte al Km.6+996 che proverrà da Avellino.
- 5°) Si ringrazia per le comunicazioni fattecì con la lettera cui si risponde circa la visita che prossimamente il Sig. Magg. E.J.MOLE compirà sulla linea in oggetto.

IL DIRETTORE GENERALE

*Udi Parmona*



100A/866/33-

Ministry of Communications  
I.S.R. - General Direction  
Works Service

Translation

Rome 29 September 1944  
Our reference: L.5/13/18934  
Reply is to ACC.Tn/84/1/4  
dated 11.9.'44

Oggetto:

Avellino - Rocchetta line  
Repair works -

To: A.C.C. Tn. Sub Commission

R o m e

1. Reference is made to your letter dated 4 September 1944, file ACC. Tn.84/1/4.
2. The list of the materials, necessary for the restoration of the 12 most important masonry works on Avellino - Rocchetta line, was already included in para 3 of the letter of the former Naples - Central works Office, dated 24 June, file L.6/25/4818. Said letter was forwarded to your Commission by the General Direction, M.R.S. at the same time as the letter of said General Direction dated APO/400 21 July 1944, addressed to the undersigned.

3. Anyhow we repeat that the materials, whereof your Commission should authorize the supply, are only the following ones:

|        |       |         |
|--------|-------|---------|
| Cement | Tons. | 200     |
| Timber | mc.   | 350     |
| Bricks |       | 240.000 |

3871

4. Concerning the para 5, previous letter, of the General Direction dated 25 August '44, file L.5/13/14294 we point out what follows about the materials sources.
  - the cement will be withdrawn from the Salerno Cement Factory (Cementificio di Salerno)
  - the timber necessary for the provisional restoration of the iron span, located at Km.37 + 353, the viaduct located at Km.52 + 606, and the iron spans placed at Km.65 + 814



To: A.C.O. Tr. Sub Commission

R o m e

1. Reference is made to your letter dated 4 September 1944, file ACC. Tr. 84/1/4.
2. The list of the materials, necessary for the restoration of the 12 most important masonry works on Avellino - Rocchetta line, was already included in para 3 of the letter of the former Naples - Central works Office, dated 24 June, file L.6/25/4918. Said letter was forwarded to your Commission by the General Direction, M.R.S. at the same time as the letter of said General Direction dated APO/400 21 July 1944, addressed to the undersigned.

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| Timber | mc.   | 350     |
| Bricks |       | 240.000 |

3571

4. Concerning the para 5, previous letter, of the General Direction dated 25 August '44, file L.5/13/14294 we point out what follows about the materials sources.
  - the cement will be withdrawn from the Salerno Cement Factory (Cementificio di Salerno)
  - the timber necessary for the provisional restoration of:
    - the iron span, located at Km.37 + 353, the viaduct located at Km.52 + 606, and the iron spans placed at Km.65 + 814 and 70 + 841 will be withdrawn from Montella; that necessary for the scaffolds to be made for the iron span located at Km. 87 + 660 will be withdrawn from Calitri, and from Serino that for the other masonry works, excluded the one needed

Cu/27/c.b.



for the bridges at km. 25 + 137 and 35 + 952, because it is available on the spot.

The bricks will be withdrawn, one half from Casalvelino Kilns, and the other from our stocks at Musso station.

- The line is available at Avellino, Montemiletto, Montella, Calitri and at some small kiln located along the line.
- The pozzolana is available at Avellino and Paternopoli.
- The sand, the pebbles, broken stones and freestones will be withdrawn from the rivers or quarries located near the work yards. Excepted the sand needed for the bridge at Km. 6+996 which will be supplied by Avellino.

5. We thank you for the information (received with the letter to which we reply) about the next visit of Maj. E.J. Mole on the said line.

The General Director

Signed: Di Raimondo



# LIST OF WORKS OF ART WHICH HAVE TO BE REPAIRED ALONG THE LINE

AVELLINO-ROCCETTA S. ANTONIO

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

785021

| No<br>of ord. | Progres.<br>Kms | WORK OF ART                                                                                                   | Number<br>of<br>lights | Breadth<br>of<br>lights | Works which have to be<br>made.                                                                                                                                                                                                                                       |
|---------------|-----------------|---------------------------------------------------------------------------------------------------------------|------------------------|-------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1.            | 6+966           | Viaduct along the<br>National Road to Mel-<br>fi and over Calzola<br>stream.                                  | 5                      | m.10                    | Reconstruction of three<br>broken arcades                                                                                                                                                                                                                             |
| 2.            | 25+<br>187      | Bridge over Calore<br>stream (4th crossing)                                                                   | 4                      | m.12                    | Rebuilding of a ruined arch<br><i>Arch Spand.</i>                                                                                                                                                                                                                     |
| 3.            | 35+<br>952      | Bridge over Saraceno<br>valley                                                                                | 1                      | m. 5                    | Rebuilding of the destroyed<br>arch. <i>Arch. Spand.</i>                                                                                                                                                                                                              |
| 4.            | 37+<br>353      | Metallic beam over<br>Calore stream (7th<br>crossing)<br><i>Trans. timber<br/>suggested timber structure?</i> | only                   | m.40                    | It is destroyed for about m.<br>20. Raising of the good part<br>of the beam, supporting it<br>on an iron trestle or wooden<br>piling; substitution of the<br>destroyed part with two rail-<br>bunds supporting on interpos-<br>ed iron trestles or wooden<br>pilings. |
| 5.            | 44+<br>747      | Viaduct over Calore<br>river (9th crossing)                                                                   | 3                      | m. 12                   | Rebuilding of all the arches<br>and pilings. <i>As per drawing</i>                                                                                                                                                                                                    |
| 6.            | 52+<br>606      | Viaduct over Avella<br>valley                                                                                 | 5                      | m. 15                   | Rebuilding of the moulds.<br><i>Fire in 3 arches. 1 timber one<br/>stone walling, 1 to be done.</i>                                                                                                                                                                   |
| 7.            | 54+544          | Viaduct over the<br>road to Nusco                                                                             | only                   | m. 10                   | Rebuilding of the vault.                                                                                                                                                                                                                                              |
| 8.            | 65+<br>146      | Viaduct over the road<br>Lioni-Teora                                                                          | only                   | m. 7                    | Rebuilding of the vault.<br><i>38 m.</i>                                                                                                                                                                                                                              |
| 9.            | 65+<br>814      | Metallic beam over<br>Ofanto river (2th<br>crossing)                                                          | only                   | m.<br>39,76             | Raising of the two fallen<br>trunks; building of two iron<br>trestles or wooden pilings<br>for provisory supporting and<br>of a double rail-bund as<br>substitution of the damaged<br>space, about m.9 long.                                                          |
| 10.           | 70+<br>841      | Iron bridge over Ofan-<br>to river (16th cross-<br>ing)                                                       | 2                      | m.20                    | Raising of the trunk of the<br>damaged beam; building of an<br>iron trestle or of a wooden<br>piling as provisory support-<br>ing, and of a double rail-<br>bund in substitution of the                                                                               |



|                      |            |                                                                                                |          |            |                                                                                                                                                                                                                                            |
|----------------------|------------|------------------------------------------------------------------------------------------------|----------|------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3.                   | 35+<br>952 | Bridge over Seraceno valley                                                                    | 1 arch   | m. 5       | Rebuilding of the destroyed arch. <i>Arch. spanned.</i>                                                                                                                                                                                    |
| 4.                   | 37+<br>353 | Metallic beam over Calore stream (7th crossing)<br><i>Trans timber suggest timber station?</i> | only     | m. 40      | It is destroyed for about m. 20. Raising of the good part of the beam, supporting it on an iron trestle or wooden piling; substitution of the destroyed part with two rail-bunds supporting on interposed iron trestles or wooden pilings. |
| 5.                   | 44+<br>747 | Viaduct over Calore river (9th crossing)                                                       | 3 arches | m. 12 each | Rebuilding of all the arches and pilings. <i>As per drawing</i>                                                                                                                                                                            |
| 6.                   | 52+<br>606 | Viaduct over Avella valley                                                                     | 5 arches | m. 15 each | Rebuilding of the moulds. <i>Fit in 3 arches; 1 timber on stone masonry; 1 to be done.</i>                                                                                                                                                 |
| 7. <i>0. subduct</i> | 54+544     | Viaduct over the road to Nusco                                                                 | only     | m. 10      | Rebuilding of the vault.                                                                                                                                                                                                                   |
| 8. <i>0. subduct</i> | 65+<br>146 | Viaduct over the road Lioni-Teora                                                              | only     | m. 7       | Rebuilding of the vault. <i>3870</i>                                                                                                                                                                                                       |
| 9.                   | 65+<br>814 | Metallic beam over Ofanto river (2th crossing)                                                 | only     | m. 39,76   | Raising of the two fallen trunks; building of two iron trestles or wooden pilings for provisory supporting and of a double rail-bund as substitution of the damaged space, about m. 9 long.                                                |
| 10.                  | 70+<br>841 | Iron bridge over Ofanto river (16th crossing)                                                  | 2 spans  | m. 20 each | Raising of the trunk of the damaged beam; building of an iron trestle or of a wooden piling as provisory support-ing, and of a double rail-bund in substitution of the damaged space, about m. 7 long                                      |
| 11.                  | 87+<br>860 | Metallic beam over Ficocchia stream                                                            | only     | m. 30      | Raising of the two fallen trunks; construction of two iron trestles or wooden pilings as provisory supporting and of a double rail-bund in substitution of the damaged space, about m. 9 long.                                             |



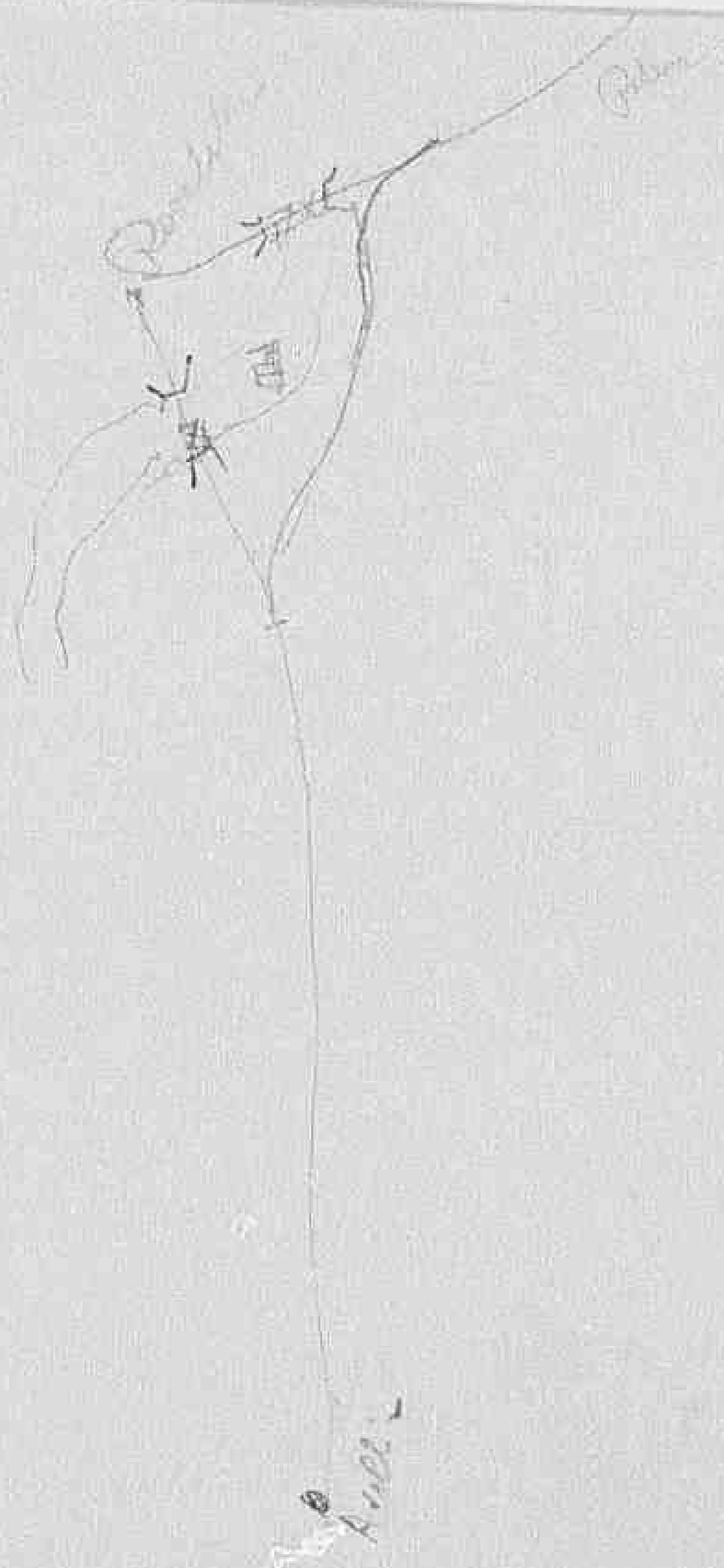
12.

117+  
970Steel bridge over Of-  
anto river (23rd cross-  
ing)

ONLY

m.56

It is believed there is a possibility of repairs being effected with local resources and thus enabling the execution of the work of the deviation of the line in a short time with the linking of Sa Rocchetta-Potenza, according to the study on purpose performed.



6382



SEZIONI LAVORI

TRANSLATION

Avellino-Rochetta Line.  
Re-opening of traffic.

1 In reply to the note indicated and to the preceding note No 3/8622 and 3/8992, of Aug. 21st and Sept. 2th. dealing with the study of the schemes and orders to carry out for the speedy reconstruction and re-opening to traffic on the Avellino-Rochetta line, your attention is drawn to the following:  
1st As communicated by telegram on the 19th inst. this Section has been authorized to carry on with the competition bids at private auction at short term contract instead of by piece work for the reconstruction work of the bridges of the first part of the Avellino Montexarabò, while they are waiting for the formal approval of the Allied Control Commission. It is considered necessary that there should be drawn up and sent off, accompanied by a general report and an estimate of cost, a proposal for the putting in order of the line, which should include the reconstruction of bridges of the entire line, and not several proposals limited to short isolated tracks, as was proposed at first.

2 For that which has to do directly with the reconstruction of the viaducts and over-bridges in masonry, there is to be seen in the design sent in a lack of particulars and constructive details which should make clear and describe more precisely the nature and importance of the proposed regularisation.

3 For the steel works (bridges over the rivers Calore and Cfanto) there has been foreseen the re-use of the old beams, together with the use of scaffolding or groups of rails held up by parts of columns without any distinct base (arch-piers) disposed along the current of the river and of such dimensions as to cause a big and excessive reduction of the span. Also it is thought to strengthen the new head support of the above mentioned arch-piers by the simple application of wooden supports of no effectiveness and without solid union with the shafts near to the trellis(?) without proposing an adequate re-inforcing of the latter which becoming subject to the stress (strain) caused by the reaction of the new weight have to support heavier weight than that for which they were originally calculated. It is therefore not considered advisable to make use of the arch-piers salvaged from the damaged beams, also considering the quality and the degradation usual in old metal; and it is to be foreseen the construction of a temporary bridge of several spans, with wooden scaffolding on groups of rails supported by simple supports and distributed rationally so as not to obstruct the water.

4 For the foundation of the archpiers of the temporary structure, concrete blocks are proposed, which sink for only a few centres-



auction at short term contract instead of by piece work for the reconstruction work of the bridges of the first part of the Avellino Montekarabò, while they are waiting for the formal approval of the Allied Control Commission. It is considered necessary that there should be drawn up and sent off, accompanied by a general report and an estimate of cost, a proposal for the putting in order of the line, which should include the reconstruction of bridges of the entire line, and not several proposals limited to short isolated tracks, as was proposed at first.

2 For that which has to do directly with the reconstruction of the viaducts and over-bridges in masonry, there is to be seen in the design sent in a lack of particulars and constructive details which should make clear and describe more precisely the nature and importance of the proposed regularisation.

3 For the steel works (bridges over the rivers Calore and Ofanto) there has been foreseen the re-use of the old beams, together with the use of scaffolding or groups of rails held up by parts of columns without any distinct base (arch-piers) disposed along the current of the river and of such dimensions as to cause a big and excessive reduction of the span. Also it is thought to strengthen the new head support of the above mentioned arch-piers by the simple application of wooden supports of no efficaciousness and without solid union with the shafts near to the trellis(?) without proposing and adequate re-inforcing of the latter which becoming subject to the stress (strain) caused by the reaction of the new weight have to support heavier weight than that for which they were originally calculated. It is therefore not considered advisable to make use of the arch-piers salvaged from the damaged beams, also considering the quality and the degradation usual in old metal; and it is to be foreseen the construction of a temporary bridge of several spans, with wooden scaffolding or groups of rails supported by simple supports and distributed rationally so as not to obstruct the water.

4 For the foundation of the archpiers of the temporary structure, lime concrete blocks are proposed, which sink for only a few centimetres into the river bed; arrangement which could only be allowed if the river should be of solid rock, otherwise there must be deeper penetration of the base into the ground.

A pier foundation seems preferable, which might, in the reconstruction of the bridge over the Ofanto at km. 70+841, avoid the proposed deviation of the river.

As for the prints of the proposed temporary deviation of the line near the station of Rocchetta S.A. so as to avoid crossing the river Ofanto at km. 117+970, where there is a steel span bridge of 36 metres demolished, the Section must take into account the modifications indicated in pencil on the print (planimetria) that is being returned; as the deviation is inserted on a part of the line with reverse curves of 250 metres radius so as to obtain a straight



2

line sufficient to run out the superelevations of the two adjacent curves.

It is pointed out that the Director General will ask a single provisional assignment on account No 57 as soon as the Section will have sent the entire proposal for the whole line as asked for above, in the certainty that in the meantime there will arrive the formal approval of the Allied Control Commission so that the work can begin.

sg. Il Capo del Servizio.

3807



Roma, 27/9/1944

L.5.13/206073/C.O.(13<sup>b</sup>).11

II/10015-III.6 16 corr.

Servizio Lavori

SEZIONE LAVORI

N A P O L I  
=====Linea Avellino - Rocchetta S.A.  
Riapertura all'esercizio.

1

In risposta alla nota indicata ed alle precedenti note n. 3/8622 e 3/8992, del 21 agosto e 7 settembre c.a., relative allo studio dei progetti e dei provvedimenti da attuare per il sollecito ripristino e la riapertura dell'esercizio sulla linea

Avellino - Rocchetta S.A. si osserva quanto segue:

1°). Come comunicato con telegramma del 19 corrente, si è autorizzata codesta Sezione ad esperire le pratiche per la gara di appalto a licitazione privata a termini abbreviati anzichè a cottimo, dei lavori di ripristino dei manufatti del primo tratto Avellino - Monte Marano, nell'attesa di avere il regolare benessere dalla Commissione Alleata di Controllo. Si ritiene però opportuno al riguardo che sia compilata ed inoltrata, corredata di una relazione generale e di una perizia di spesa, un'unica proposta di sistemazione che comprenda il ripristino dei manufatti della intera linea e non di successive proposte limitate a fronti isolati, come nel programma a suo tempo proposto.

2°) Per quanto riguarda più propriamente la ricostruzione dei viadotti e cavalcavia in muratura si rileva, nei disegni inviati, la mancanza di particolari e dettagli costruttivi atti a chiarire e meglio precisare la natura e la entità delle sistemazioni progettate.

3°). Per le opere metalliche (ponti sul Galore e sull'Ofanto) è stata prevista la riutilizzazione di tronchi della vecchia travata esistente, unitamente all'impiego di impalcature o fasci di rotaie sostenuti da piedritti in legname (stilate abbinare), disposte lungo il filone del corso di acqua e di dimensioni tali da apportare una sovrachia ed eccessiva riduzione della luce del ponte. Inoltre si è ritenuto di irrobustire la nuova testata di appoggio dei suddetti tronchi con la semplice applicazione di montanti in legno di nessuna



Linea Avellino - Rocchetta S.A.  
Riapertura all'esercizio.

1

In risposta alla nota indicata ad alle precedenti note n. 3/3622 e 5/8992, del 21 agosto e 7 settembre c.a., relative allo studio dei progetti e dei provvedimenti da attuare per il sollecito ripristino e la riapertura dell'esercizio sulla linea

Avellino - Rocchetta S.A. si osserva quanto segue:

1°). Come comunicato con telegramma del 19 corrente, si è autorizzata codesta Sezione ad esperire le pratiche per la gara di appalto a licitazione privata a termini abbreviati anziché a cottimo, dei lavori di ripristino dei manufatti del primo tratto Avellino - Monte Marano, nell'attesa di avere il regolare benestare dalla Commissione Alleata di Controllo. Si ritiene però opportuno al riguardo che sia compilata ed inoltrata, corredata di una relazione generale e di una perizia di spesa, un'unica proposta di sistemazione che comprenda il ripristino dei manufatti della intera linea e non di successive proposte limitate a ~~fronti~~ isolati, come nel programma a suo tempo proposto.

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3°). Per le opere metalliche (ponti sul Calore e sull'Ofanto) è stata prevista la riutilizzazione di tronchi della vecchia travata esistente, unitamente all'impiego di impalcature o fasci di rotaie sostenuti da piedritti in legname (stilate abbinare), disposte lungo il filone del corso di acqua e di dimensioni tali da apportare una sovrachia ed eccessiva riduzione della luce del ponte. Inoltre si è ritenuto di irrobustire la nuova testata di appoggio dei suddetti tronchi con la semplice applicazione di montanti in legno di nessuna efficacia e privi di solido collegamento con le aste continue del traliccio, senza progettare invece un conveniente rafforzamento di quest'ultimo, che venendo assoggettate allo sforzo di taglio provocato dalla reazione del nuovo appoggio,



apportano sollecitazioni maggiori a quelle per cui furono originariamente calcolate. Si esprime quindi l'avviso che non convenga reimpiegare i tronchi provenienti dalla vecchia travata danneggiata, data anche la qualità e le degradazioni proprie dell'invecchiamento del metallo, e sia da prevedere la costruzione di un attraversamento provvisorio continuo in più luci, con impalcature in legname o fasci sostenuti da stilate semplici e distribuite più razionalmente in modo da ostacolare il minime possibile il libero deflusso delle acque. 40). Per la fondazione o base di appoggio dei piedritti delle strutture provvisorie sono stati previsti dei blocchi di calcestruso che si addentrano per pochi centimetri nel fondo dell'alveo: disposizione che potrebbe giustificarsi soltanto nel caso che il fondo risultasse costituito da rocce compatte, perche' altrimenti occorre assicurare una maggiore penetrazione del basamento sul terreno.

Appare a questo riguardo preferibile una fondazione a palificate, provvedimento che potrebbe, nella sistemazione del ponte sull'Ofanto al km. 70+341, per evitare la prevista deviazione del corso di acqua.

Per quanto riguarda il tracciato della progettata deviazione provvisoria della linea in prossimità delle stazioni di Rocchetti S.A. avente per scopo di evitare l'attraversamento del fiume Ofanto al km. 117+970, dove trovasi ponte in ferro di luce m. 35 crollato, codesta Sezione dovrà tenere conto delle modifiche indicate a matita sulla planimetria che si restituisce, sia perche' il deviatolo viene inserito su un tratto in curva diraglio m. 250, e sia per ottenere un rettilineo sufficiente al raccordo delle due sopraelevazioni contrarie nelle due curve adiacenti.

Si avverte infine che si provvederà a richiedere a S.M. il Direttore Generale un unico stanziamento provvisorio in conto 57 non appena codesta Sezione avrà inviata la proposta complessiva per la intera linea come sopra richiesto, nella certezza che nel frattempo interverrà l'approvazione da parte della A.C.C. per dare inizio ai lavori.

IL CAPO DEL SERVIZIO



Oggetto: Ricostruzione dei ponti sulla linea Avellino-Rocchetta

Al Maggior Mole - APC 400 - Military Railway Service

Ufficio del Direttore Generale

Villa Patrizi

ROMA

1- In riferimento alla Sua richiesta verbale Le invio i disegni per la ricostruzione dei ponti danneggiati da azioni di guerra, sulla linea Avellino-Rocchetta, studiati da questo Ufficio.

- 1) Viadotto al km. 6+996 di 5 luci di 10 metri ciascuna
- 2) Ponte sul fiume Calore al km. 25+187, 4 luci di 12 metri ciascuna
- 3) Ponte sul vallone Saracene al km. 35+952 di 5 metri di luce
- 4) Ponte in ferro al km. 37+353 di 40 metri di luce
- 5) Viadotto sul fiume Calore al km. 44+747, 3 luci di 12 metri ciascuna
- 6) Viadotto sul vallone Avella al km. 52+606, 5 luci di 15 metri ciascuna
- 7) Cavalcavia al km. 54+544 di 10 metri di luce
- 8) Cavalcavia al km. 65+146 di 4,80 m. di luce
- 9) Ponte in ferro al km. 65+814 di luce di m. 39,76
- 10) Ponte in ferro al km. 70+841, 2 travate indipendenti di 20 metri di luce ciascuna
- 11) Ponte in ferro al km. 87+860 di 30 metri di luce.

3864

2- Sopra ciascun disegno è stata indicata la quantità di materiali necessari per ciascun ponte.

Resto in attesa di conoscere il giorno in cui lei ispezionerà la linea.

IL CAPO DELLA SEZIONE LAVORI

*di Mauro*



ROMA

1- In riferimento alla Sua richiesta verbale le invio i disegni per la ricostruzione dei ponti danneggiati da azioni di guerra, sulla linea Avellino-Rocchetta, studiati da questo Ufficio.

- 1) Viadotto al km.6+996 di 5 luci di 10 metri ciascuna
- 2) Ponte sul fiume Calore al km.25+187, 4 luci di 12 metri ciascuna
- 3) Ponte sul vallone Saracene al km.35+952 di 3 metri di luce
- 4) Ponte in ferro al km.37+353 di 40 metri di luce
- 5) Viadotto sul fiume Calore al km.44+747, 3 luci di 12 metri ciascuna
- 6) Viadotto sul vallone Avella al km.52+606, 5 luci di 15 metri ciascuna
- 7) Cavalcavia al km.54+544 di 10 metri di luce
- 8) Cavalcavia al km.65+146 di 4,80 m. di luce
- 9) Ponte in ferro al km.65+814 di luce di m.39,76
- 10) Ponte in ferro al km.70+841, 2 travate indipendenti di 20 metri di luce ciascuna
- 11) Ponte in ferro al km.87+860 di 30 metri di luce.

3864

2- Sopra ciascun disegno è stata indicata la quantità di materiali necessari per ciascun ponte.

Resto in attesa di conoscere il giorno in cui lei ispezionerà la linea.

IL CAPO DELLA SEZIONE LAVORI

*di Mauro*



ITALIAN STATE RAILWAY  
WORKS SECTION OF NAPLES

Naples, September 19th 1944

No. II/10208

SUBJECT: Reconstruction bridges on Avellino-Rocchetta line

TO: Major Mole - APO 400 - Military Railway Service  
Office of Director General  
Villa Patrizi - R O M E

1- In order to your verbal request I send you the drawings for management of damaged bridges by war actions, on Avellino - Rocchetta line, settled by this Office.

- 1- Viaduct at 6+996,82, 5 span, 10 meters each.
- 2- Bridge on Calore river at Km. 25+187.72, 4 spans, 12 meter each.
- 3- Bridge on Saraceno walloon at Km.35+952,84, 5 meter each.
- 4- Steel bridge at Km.37+353, 40 meter span.
- 5- Viaduct on Calore river at Km.44+747,46, 3 span, 12 meters each.
- 6- Viaduct on Avella walloon at Km.52+606,80, 5 spans, 15 meters each.
- 7- Over-line bridge at Km.54+544,49, 10 meter span.
- 8- Over-line bridge at Km.65+146,51, 4.80 meters span.
- 9- Steel bridge at Km.65+814, 39.76 meters span.
- 10- Steel bridge at Km.70+841, 2 indipendent trusses, 20 meters span each
- 11- Steel bridge at Km.87+860, 30 meter span.

2- Upon each drawing we have indicated the quantity of materials necessary for each bridge.

I am waiting for know the day on which you will inspect this line.

Mario di Mauro, engineer  
Chief Inspector

CHIEF OF WORKS SECTION = NAPLES

*di Mauro*



AVELLINO-ROCCETTA LINE

- Steel bridge at Km.70+841, 2 independent trusses,  
20 meters span each.

- Provisional arrangement
- Materials necessary:

|                              |               |     |
|------------------------------|---------------|-----|
| Wood for girders             | -cubic meters | 25  |
| Steel (stirrup-rivets-bolts) | Tonn.         | 0.5 |
| Cement                       | Tonn.         | 20  |
| Oxygen                       | Bottles       | 4   |
| Acetylene                    | Bottles       | 2   |

9202



ACT/lr

HEADQUARTERS  
ALLIED CONTROL COMMISSION  
Transportation Sub-Commission  
APO 394

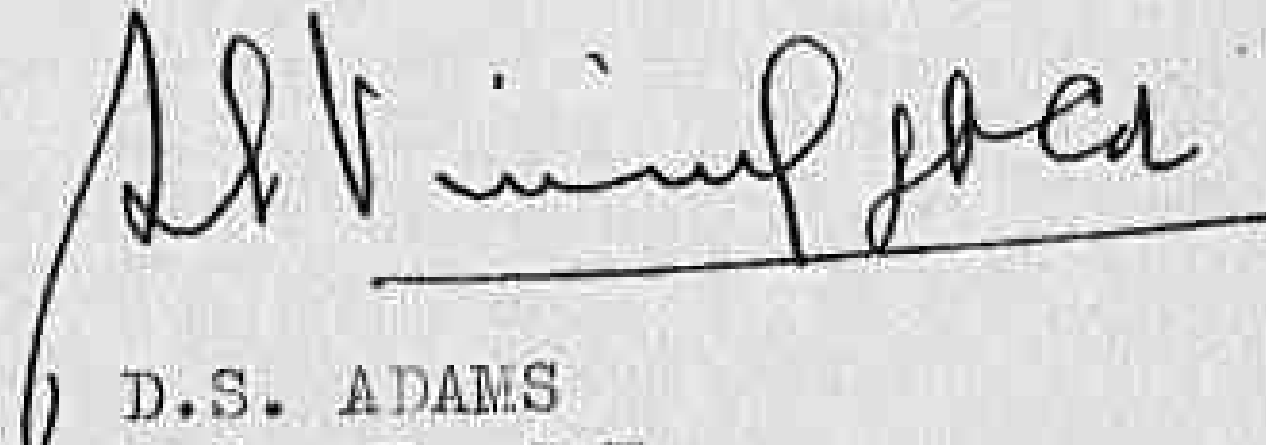
Tele. : 478701

Our reference: ACC Tn/84/1/5  
Date : 4 September '44

SUBJECT : Avellino-Rochetta Line.

TO : Major E.J. MOLE  
Tn. Sub-Comm. Engineer (South)

1. Papers were recently passed to you concerning the Avellino-Benevento line, which the Director General Military Railway Services has decided can be dealt with by ACC.
2. When inspecting this line, your attention is also drawn to the line Avellino-Rochetta which is also of no military necessity, and particulars of 12 incidents thereon have already been given you.
3. I am asking the Under Secretary of State for lists of materials he considers necessary and not available in present stocks.

  
D.S. ADAMS  
Colonel, C.E.  
Director, Tn. Sub-Comm.

Copy to : Director General Military Railway Services

2801



MINISTERO DELLE COMUNICAZIONI  
FERROVIE DELLO STATO  
DIREZIONE GENERALE

Roma, li 25 AGO 1944  
L/5/13/14294

=====

ALLA COMMISSIONE ALLEATA DI CONTROLLO (A.C.C.)  
SOTTOCOMMISSIONE TRASPORTI

R O M A

OGGETTO

Riparazioni sulla linea  
Avellino Rocchetta S.A.

1) Il Direttore Generale del Servizio  
Ferroviario Militare ha trasmesso a codesta  
Commissione copia della lettera n.APO/400 in  
data 21 luglio 1944 con la quale ha concesso  
il suo nulla osta alla riapertura all'eserci-  
zio della linea Avellino-Rocchetta S.A.

2) In aggiunta agli elementi contenuti nella lettera L/6/25/4818 in  
data 24/6/44 trasmessa in copia a codesta Commissione assieme alla lettera  
di cui al precedente punto 1), si desidera far presente che la linea Avel-  
lino-Rocchetta S.A., anche se non può essere considerata di interesse mi-  
litare, ha una rilevante importanza per i trasporti di derrate alimentari  
e per il traffico civile sia perchè collega molti centri di una zona ric-  
ca di prodotti agricoli e sia perchè costituisce un importante tratto di  
connessione ferroviaria nella rete dell'Italia Centro-Meridionale e rap-  
presenta l'unica via di cui dispone l'Irpinia.

3) Tutti i Comuni interessati dalla linea Avellino-Rocchetta hanno ri-  
volto a questo Ministero vivissime invocazioni per il ripristino di essa  
prospettando il grave disagio in cui essi versano oggi per la mancanza dei  
trasporti ferroviari.

4) I lavori occorrenti per la riparazione della linea sono di limitata



OGGETTO

Riparazioni sulla linea  
Avellino Rocchetta S.A.

- 1) Il Direttore Generale del Servizio Ferroviario Militare ha trasmesso a codesta Commissione copia della lettera n.APO/400 in data 21 luglio 1944 con la quale ha concesso il suo nulla osta alla riapertura all'esercizio della linea Avellino-Rocchetta S.A.
- 2) In aggiunta agli elementi contenuti nella lettera I/6/25/4818 in data 26/6/44 trasmessa in copia a codesta Commissione assieme alla lettera di cui al precedente punto 1), si desidera far presente che la linea Avellino-Rocchetta S.A., anche se non può essere considerata di interesse militare, ha una rilevante importanza per i trasporti di derrate alimentari e per il traffico civile sia perchè collega molti centri di una zona ricca di prodotti agricoli e sia perchè costituisce un importante tratto di connessione ferroviaria nella rete dell'Italia Centro-Meridionale e rappresenta l'unica via di cui dispone l'Irpinia.
- 3) Tutti i Comuni interessati dalla linea Avellino-Rocchetta hanno rivolto a questo Ministero vivissime invocazioni per il ripristino di essa prospettando il grave disagio in cui essi versano oggi per la mancanza dei trasporti ferroviari.
- 4) I lavori occorrenti per la riparazione della linea sono di limitata entità e richiedono i modesti quantitativi di materiali elencati nella lettera di cui al punto 1).
- 5) Si fa riserva di ulteriori comunicazioni nei riguardi delle fonti di



1 8 2 5

produzione dei materiali.

6) Esprimo la fiducia che codesta Commissione voglia rivolgere il proprio benevolo esame alla questione di cui trattasi ed autorizzi l'esecuzione dei lavori e la riapertura all'esercizio della citata linea.

IL DIRETTORE GENERALE

*Udi Rivero*



140/ 1  
Rome, August the 25<sup>th</sup> 1944  
L/5/13/14294

TO ALLIED CONTROL COMMISSION  
UNDER COMMISSION TRANSPORTATIONS

R O M E

OGGETTO  
Repairs on Avellino-  
Rocchetta S.A. line

1<sup>st</sup> The General Manager of Allied Military

Service sent to your Commission a copy of the letter  
N°A.P.O/400 dated July the 21<sup>st</sup> 1944, by which he has  
granted his "Nothing prevents" re-opening the working of  
railway on Avellino-Rocchetta S.A. line.

2<sup>nd</sup> In adding to the elements that are contained into let-  
ter N°L.6/25/4818 dated June the 24<sup>th</sup> 1944, which was  
sent to your Commission conjointly with the letter that  
is named at the preceding 1<sup>st</sup> point, we wish to explain  
that the Avellino-Rocchetta S.A. line, though it might  
be considered of military interest, has notwithstanding  
a considerable importance in order transportation of  
foodstuffs and civil traffic and even on account it  
connects many centres of rich agricultural produces zone,  
and on account the oversaid line is an important con-  
necting-link in the railway sistem of Centre-Southern Italy  
and represents the only way of available communication  
in Irpinia region.

2800

3<sup>rd</sup> All interested parishes of Avellino-Rocchetta S.A. line  
address very lively invocations to our Communication  
Board claming the reistablement of the same line and



OGGETTO

Repairs on Avellino-  
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3860

3<sup>rd</sup> All interested parishes of Avellino-Rocchetta S.A. line address very lively invocations to our Communication Board claming the reistablement of the same line and explaining the great uneasiness in which they are on account of want railway transportation.

4<sup>th</sup> Works needful to repair the line are of limited importance and they require the moderate quantitatives of

P.T.O.

materials which are enlisted in the letter of which at the 1<sup>st</sup> point.

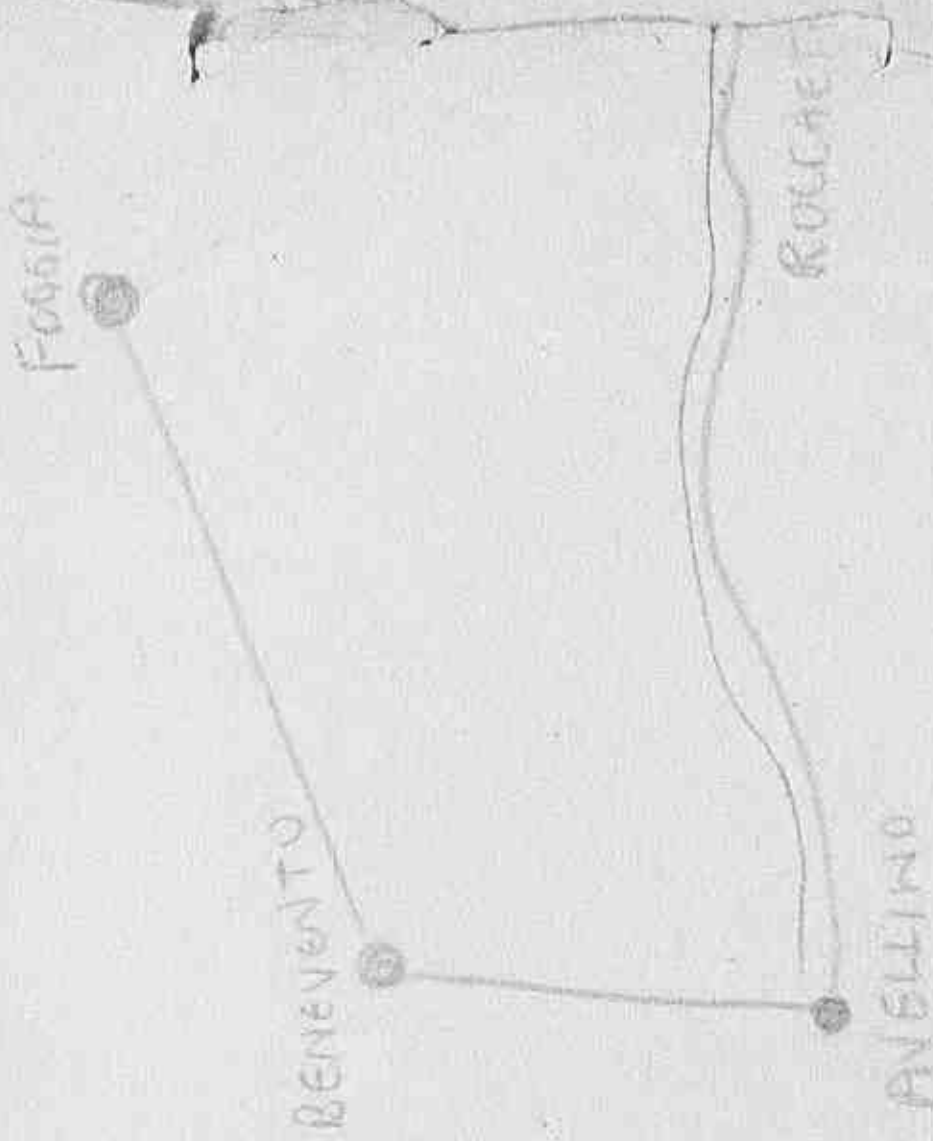
5<sup>th</sup> We reserve to ourselves making further communications in order to the sources of production of materials.

6<sup>th</sup> We repose confidence in the benevolent examination you will address to the matter that is about, authorizing the execution of works and re-opening of the mentioned line to railway working.

THE GENERAL MANAGER

*André Darmigny*





DGMRs has already passed the  
Plan of Benevento - Avellino line  
to Major more with request to proceed  
as we should fit.  
Major More could inspect the Rocchetta  
line at some time

8-8-8

COMITATO CITTADINO DI SOLIDARIETA' UMANA

Major More  
Please speak  
XW3  
1/9