

0 3 2 2

ACC

AC 28

10000 / 148 / 1702

LINE P's
APR. - AUG

0023

000 / 148 / 1702

LINE 86 (NORTH)
APR. - AUG. 1945

24 agosto 1945

Oggetto: Relazione settimanale.

Altezza Sezione Lavori PF. 33.

Sembra che non mi sia spiegato con sufficiente chiarezza a proposito della relazione settimanale, negli ordini in data 19 agosto.

Questi moduli devono, dunque, essere completati ogni settimana dai singoli appaltatori oppure dai loro capi sui lavori sui ponti. Per ogni ponte un modulo diverso. Saranno una relazione del lavoro sino alla cessazione di lavoro ogni sabato sera, e dovranno essere nel vostro possesso a tempo perché voi potete farci avere le nostre due copie alle 9 di lunedì mattina, ogni settimana.

Ci rincuora ma il ricambiamento dei moduli da voi sconfigge il nostro scopo. Perciò sarà necessario chiedere agli appaltatori di riempirli di nuove per la settimana scorsa, restituendoli a noi al più presto possibile nelle circostanze. Desideriamo che la serie di relazioni sia completa per tutto il periodo di costruzione, sin dalla prima settimana. Si provvederà che la relazione sia nel mio ufficio per le ore 9 di martedì, il 28 al più tardi.

Questi moduli farò consegnati a voi il 19 agosto, alle ore

18.

Edward F. Taylor

E. S. F. TAYLER
Lieut., R.E.
A.C. In. 4

Altopo Sezione Lavori PT. 83.

sembra che non mi sia spiegato con sufficiente chiarezza
il progetto della relazione settimanale, negli ordini in data
19 agosto.

Questi moduli devono, dunque, essere completati ogni settimana
dai singoli appaltatori oppure dai loro capi sui lavori sui ponti.
Per ogni ponte un modulo diverso. Saranno una relazione del lavoro
fatto alla settimana di lavoro ogni sabato sera, e dovranno essere
nel vostro possesso a tempo perché voi potete farvi avere le nostre
due copie alle 9 di lunedì mattina, ogni settimana.

Ci rincorrete ma il riempimento dei moduli da voi sconfigge il
nostro scopo. Perciò sarà necessario chiedere agli appaltatori di
riempirli di nuovo per la settimana scorsa, restituendoli a noi
al più presto possibile nelle circostanze. Desideriamo che la
serie di relazioni sia completa per tutto il periodo di costruzione,
sin dalla prima settimana.

Si provvederà che la relazione
sia nel mio ufficio per le ore 9 di martedì, il 28 al più tardi.

Questi moduli furono consegnati a voi il 10 agosto, alle ore

10.

Edward F. Taylor

E. S. P. TAYLER
Lieut., R.E.
A.C. In. 4

5420

A.C. Tn. 4
I.S.R.
BOLOGNA

22 August 1945

Subject : Steel in bridges Faenza-Rimini.

To : Major Mole, I.S.R., Ancona.

Confirming this office signal BLG/AC/2 dated 18th August, the following is a list of steel in the above bridges:

1) USO - Km. 100+083 : 2 No. 65' U.C.R.B.'s complete.
12 No. R.S.J's 24" x 7 1/2" x 30' 11" (Dorman Long)

2) FIUMICINO - Km. 95+859 : 2 No. 55' 0" U.C.R.B.'s complete.

3) RUBICONE - Km. 86+222 : 2 No. 60' 0" U.C.R.B.'s complete.

4) SAVIO - Km. 81+287 : a) German Joists (no markings)
Section: 11 1/8" x 3 1/2" with
1 1/4" flanges and 5/8" web.

4 No. 56' 6" long welded in pairs
and braced (bravings bolted).

4 No. 56' 5" long as above.

b) R.S.J's (no markings)
Each span is made up of 12
Joists under each track. These
are welded together in pairs;
the three duplicate pairs form-
ing each span being bolted to-
gether and braced, bracings
bolted.
Section 11 1/2" x 33 1/4"
Flanges 7 7/8" (mid section).
Web 9 1/2"

Quantities:

64 No. 14' 2" long.

32 No. 28' 2" long.

5) RONCO - Km. 67+815 : 2 No. 65' 0" U.C.R.B.'s complete.
3 No. 60' 0" U.C.R.B.'s complete.

6) MONTONE - Km. 61+584 : R.S.J's (no markings)
Each span is made up of 12
Joists under each track. These
are welded together in pairs, the
three duplicate pairs forming each

To : Major Mole, I.S.R., Ancona.

Confirming this office signal BLC/AC/2 dated 18th August,
the following is a list of steel in the above bridges:

1) USO - Km. 100+023 : 2 No. 65' U.C.R.B.'s complete.
12 No. R.S.J's 24" x 71/2" x 30'11".
(Dorman Long)

2) FIUMICINO - Km. 95+259: 2 No. 55'0" U.C.R.B.'s complete.

3) RUBICONE - Km. 86+222 : 2 No. 60'0" U.C.R.B.'s complete.

4) SAVIO - Km. 81+287 : a) German Joists (no markings)
Section: 11 1/8" x 31 1/2" with
1 1/4" flanges and 5/8" web.

4 No. 56'6" long welded in pairs
and braced (bracings bolted).

4 No. 56'5" long as above.

b) R.S.J's (no markings)
Each span is made up of 12
joists under each track. These
are welded together in pairs;
the three duplicate pairs form-
ing each span being bolted to-
gether and braced, bracings
bolted.

Section 11 1/2" x 33 1/4"
Flanges 7/8" (mid section).
Web 1/16"

Quantities:

64 No. 14'2" long.
32 No. 28'2" long.

5) RONCO - Km. 67+815 : 2 No. 65'0" U.C.R.B.'s complete.
3 No. 60'0" U.C.R.B.'s complete.

6) MONTONE - Km. 61+584 : R.S.J's (no markings)
Each span is made up of 12
joists under each track. These
are welded together in pairs, the
three duplicate pairs forming each
span being bolted together and
braced, bracings bolted.
Section 11 1/2" x 33 1/4"
Flanges 7/8" (mid section).
Web 5/16"

Quantities:

64 No. 14'2" long.
32 No. 28'2" long.

5470

- 2 -

- 7) LAMONE - Km. 50+027 : 2 No. 55'0" U.C.R.B.'s complete.
2 No. 60'0" U.C.R.B.'s complete.
- 8) SENIQ - Km. 44+034 : 1 No. 55'0" U.C.R.B. complete.
2 No. 60'0" U.C.R.B.'s complete.

Enclosed also please find copy of instructions to Capo
Sezione Lavori dated 19th August 1945.

Edward S. O. Taylor
E.S.P. TAYLER,
Lieut., R.E.
A.C.Tn.4.

- 8) SENIO - Km. 44+034 : 1 No. 55'0" U.C.R.B complete.
2 No. 60'0" U.C.R.B's complete.

Enclosed also please find copy of instructions to Capo
Sezione Lavori dated 13th August 1945.

Edward S. Taylor
E.S.F. TAYLER,
Lieut., R.E.
A.C.Tn.4.

5428

A.C. Th. 4

19/VIII/45

All. Ing. Montetti,
P. 35.Memorandum delle disposizioni del Maggiore Solo, 17/VIII/45.

- 1) Tempo da il Maggiore Solo chiedeva se avevano bisogno di as-
sistenza nel Compartimento di Bologna. Il maggior non refertiv
a riferimenti su a lavori necessari per la sicurezza delle ferrovie
di cui vi sarebbe un elenco. Tutti i difetti devono descritti nel
loro particolare, accompagnati da un preventivo delle spese per
l'esecuzione di ciascun lavoro. Si deve fare i preventivi sol-
tanto dopo aver fatto i disegni o diagrammi dei lavori. Si restitui-
sce l'elenco sbagliato.
- 2) Il Maggiore confermò che i 25 camion ora arrivati sono assegnati
esclusivamente per i lavori sugli otto ponti Pienza-Rimini.
- 3) Bridge. Pare dei grufici degli 8 ponti di cui si occupa il
Tenente Taylor, dimando che gli appaltatori possono segnare ogni
settimana il lavoro compiuto.
- 4) Distribuire quando saranno pronti i moduli per la relazione
settimanale agli appaltatori, assieme ai grufici dei ponti.
- 5) MOLTO IMPORTANTE / tenersi in contatto costante col Capo
movimento riguardo alla necessaria occupazione della linea per il
lavoro sui ponti.

L. Soli

- 1) Tempo fa il Maggiore Sole chiedeva se avessero bisogno di assistenza nel Compartimento di Bologna. Il maggior non riferì a rifornimenti ma a lavori necessari per la sicurezza delle ferrovie di cui vorrebbe un elenco. Tutti i difetti devono esser fatti nel loro particolare, accompagnati da un preventivo delle spese per l'esecuzione di ciascun lavoro. Si deve fare i preventivi solo tanto dopo aver fatto i disegni o diagrammi dei lavori. Si restituisce l'elenco sbagliato.
- 2) Il Maggiore confermò che i 25 camion ora attivati sono assegnati esclusivamente per i lavori sugli otto ponti Faenza-Rimini.
- 3) Brigata. Para dei grafici degli 8 ponti di cui si occupa il Tenente Taylor, dimodo che gli appaltatori possono segnare ogni settimana il lavoro compiuto.
- 4) Distribuire quando saranno pronti i moduli per la relazione settimanale agli appaltatori, inviare ai grafici dei ponti.
- 5) NOTA IMPORTANTE tenersi in contatto costante col Capo Movimento riguardo alla necessaria occupazione della linea per il lavoro sui ponti.

L. J. J.

5427

THESE

0-1

2. **PROPOSED FOR REVISION**

10

250/ACAE . ACCTD . STEEL IN SHEETS . 250 XH 100
 PLIN 06A . 4 Girders . ALSO 12 HUBBET
 2 HUBBET 55 FOOT HOBB COMPLETE .
 HSB 24 7-1/2 35 FOOT 11 INCHES SQUARE LONG . FURNISHING XH 05
 4 Girders
 PLIN 59 . 2 HUBBET 55 FOOT HOBB COMPLETE . HUBBETONE XH 06 P&H
 4 Girders
 202 . 2 HUBBET 55 FOOT HOBB COMPLETE . WILD XH 01 FIVE 207 .

FOOT 3 INCHES LONG. THESE ARE WELDED TOGETHER IN PAINT AND
BRACED. BRACKING BOLTED. ALSO BRACED WITH NO BRACKINGS AS FOLLOWS.
SECTION 11-1/2 X 32-1/4. PLATES 7/8 THICK AS PER SECTION. SEE
5/18 1968. NUMBER OF JOISTS. 34 NUMBER 14 FT 2 INCHES LONG
AND 34 NUMBER 24 FOOT 2 INCHES LONG. 30 FT. 20 FT ADVANCE GAGE
LEADS 72 NUMBER 22 FOOT 3 INCHES LONG THIS IS ~~30 FT~~ / TYPING ERROR.
TOP OF JOIST. 30 FT 2 INCHES 215. 2 INCHES 65 FOOT LONG
CO. 25 FT 415 5 NUMBER 22 30 FOOT LONG ~~30 FT~~ 6 Gable. 6 Gable.

[illegible]

5426

220. 2 1/2 INCH 63 FOOT LONG COMPLETE. 11-5/16 INCH 257.
 21-1/2 INCH 63 FOOT LONG COMPLETE. 11-5/16 INCH 257.
 21-1/2 INCH 63 FOOT LONG COMPLETE. 11-5/16 INCH 257.
 ADVANCE COPY READ. 1-1/2 INCH FLANGE. TWO TO CYCLING SPEED. THE
 OF NOTE. NUMBER OF BEAM JOINTS AS ABOVE. 8 NUMBER 35
 200T 6 INCHES LONG. THESE ARE BOLTED TOGETHER IN PAIRS AND
 CHAINED. BRACINGS BOLTED. ALSO BOLTS WITH NO BRACINGS AS FOLLOWS.
 SECTION 11-1/2 30-1/4. FLANGES 7/8 EACH AT END SECTION. THE
 9/16 INCH. JOINT OF JOINTS. 34 NUMBER 16 FT 2 1/2 INCH LONG
 ALSO 32 NUMBER 28 FOOT 2 INCHES LONG. NOT. MORE ADVANCE COPY
 BEARS 32 NUMBER 22 FOOT 2 INCHES LONG. 1 1/2 INCHES. THINER SECTION.
 END OF NOTE. BEARS 10 FT 17 PLUS 1/2. 2 NUMBER USED 55 FOOT LONG
 COMPLETE ALSO 2 NUMBER USED 55 FOOT LONG COMPLETE. COMPLETE.
 200T 10 41 PLUS 3/4. BEARS WITH NO BRACINGS. SECTION 11-1/2 5426
 2 30-1/4. FLANGES 7/8 EACH AT END SECTION. THE 9/16 INCH.
 NUMBER OF JOINTS. 34 NUMBER 12 FOOT 2 INCHES LONG ALSO 32
 NUMBER 28 FOOT 2 INCHES LONG. BRACINGS IN PAIRS. BEARS THE
 BRACINGS ARE 15 INCH AS THAT OF TYPE IN BEARS ABOVE. BEARS
 THE PAIRS OF 22 JOINTS UNDER EACH TRACK. THESE ARE BOLTED
 TOGETHER IN PAIRS. THE THREE DUPLICATE PAIRS FORMING EACH PAIR
 ARE BOLTED TOGETHER AND BRACED ON ENDING BOLTS. LAGS
 20 50 PLUS 227. 2 NUMBER BEARS 25 FOOT LONG ALSO 2 NUMBER USED
 50 FOOT LONG. BEARS 10 44 PLUS 3/4. 1 NUMBER USED 55 FOOT
 LONG ALSO 2 NUMBER 30 FOOT LONG
 21 11-1/2 INCH
 BEARS THE 170 END BEARS 1

2 11-1/2 INCH

515

0834

18/59

MAJER MOKE

I.S.R. ANCONA

IMPORTANT

283

Subject : Line 86 North - River Foglia Bridge
at 143+81 Km.

To : Capo Sezione Lavori - ISR - Ancona

c/o I.SER. Ancona
61 Arsh - Tel. 2345.
Date 8 August 1945.

Ref. AO/Tn/86/N/4

1. The permanent reconstruction of this bridge is now nearly completed .
2. The scheme calls for lowering the existing track level over the bridge by approx. 1.35 meters.
3. Major Starley , O.C. 122 Ind Rly Maint Coy I.S., will remove the steelwork , see my letter AO/Tn/86/BB 4 dated 8 August , and it will be necessary to excavate to a new formation on both sides of the bridge. Please arrange for Imp. Garbarino-Sclaccaluga-Mezzacane , who are the contractors for the bridge reconstruction , to carry out this re-grading of the Line.

EJD
E.J. Mole - Major
RE
A.C. Tn. 4

5423

Ancona, 5

FABRISOGNO CEMENTO

Denominazione dell'opera	Quantità in Tonnellate			Località d' invio	Destinatario	Data di spedizione	
	Totale occor- rente	Già ricevuto	Mancan- te				
LINEA 246=Giulianova-Te- ramo	540	(1) 340	200	Giulianova	Sorvegli. 8° Tr.	Subito (1) →	100 te d che
LINEA 245=Porto d'Ascoli -Ancoli 1°.	550	(2) 400	150	Porto d'A- scoli	" 7° "	Subito	(2)
LINEA 242=Civitanova M.- Albacina							
Tratto Civitanova M.-Ur- bisaglia	260	200	60	Civitanova M.	Sorvegli. 5° Tr.	-	
" Urbisaglia-Albacina	190	169	21	Civitanova M.	Sorvegli. 5° Tr.	Subito	
LINEA 86=Ortona-Ancona- -Simini							
(Imbocco Sud. Km. 208	269	219	50	Varano	Sorvegli. 4° Tr.	Subito	
Galleria (Km. 208 Castellano) 372,97							
(Imbocco Nord Km. 206	160	110	50	Ancona C.le	" " "	Subito	
823,97							
Galleria Artificiale = Km. 204+676, 10/561	300	200	100	Ancona C.le	" " "	Subito	
Stazione Ancona C.le-Ripre- stino D.L.	300	90	110	"	" " "	Subito	
Ponte sul fiume Esino = Km. 192+855	459	452	7	Falconara	Sorvegli. 3° Tr.	Subito	
Ponte sul fiume Metauro = Km. 159+801	1249	949	300	Fano	" 2° "	{ Tonn. 100-subito " 100-15 ago " 100-31 "	

P A R B I S O R N O C E M E N T O

Ancona, 5 Agosto 1945

Mag. Mole

Quantità in Tonnellate			Località d' invio	Destinatario	Data di spedizione	Osservazioni
Totale occor- rente	Già ricevuto	Mancan- te				
540	340 ⁽¹⁾	200	Giallanova	Sorvegl. 8° Tr.	Subito(1) →	100 tonn. sono state preleva- te dalla scorta di Pescara che occorrerebbe reintegrare
550	300 ⁽²⁾	150	Porto d'A- scoli	" 7° "	Subito	(2) 300 tonn. circa id. id.
260	200	60	Civitanova M.	Sorvegl. 5° Tr.	-	
190	169	21	Civitanova M.	Sorvegl. 5° Tr.	Subito	
269	219	50	Varano	Sorvegl. 4° Tr.	Subito	
160	110	50	Ancona C. 1a	" " "	Subito	
300	200	100	Ancona C. 1a	" " "	Subito	
200	90	110	"	" " "	Subito	
459	452	7	Falconara	Sorvegl. 3° Tr.	Subito	
1249	949	300	Fano	" 2° "	(Tonn. 100-subito " 100-15 agosto " 100-31 "	

stano D.L.							
Ponte sul fiume Esino = Km. 192+855	459	452	7	Falconara	Sorvegli. 3° Tr.	Subito	
Ponte sul fiume Metauro = Km. 159+801	1249	949	300	Pano	" 2° "	Tonn. 100-subito	
						" 100-15 ago	
						" 100-31 "	
Ponte sul fiume Foglia = Km. 149+808	335	200	135	Pesaro	Sorvegli. 2° Tr.	Subito	
Ponte sul fiume Tavollos Km. 129+802	149	100	49	(25 a Riccio-	Sorvegli. 1° Tr.	Subito	
" sul fiume Maranello Km. 120+409				(ne			
" sul fiume Marano = Km. 118+172				(24 a Catto- lica	Id. Id.		
L. 27-87-Orte - Falconara.							
Galleria Balduini = Km. 126+627 - 128+269	358	182	176	Baiano	Sorvegli. 21° Tr.	Subito	Cid
Ponte sul fiume Tesino = Km. 140+298	90	88	2	Spoleto	" 22 "		
Ponte sul fiume Topino Km. 180+131	358	99	259	Nocera U.	" 23 "	Tonn. 150 subito-	
						" 109 31 ago	
Viadotto al Km. 209+835	133	20	113	Fossato di Vico	" 27 "	Subito	
Ponte sul fiume Esino Km. 236+178	153	53	100	Genga Arc.	" 29 "	Subito	
" sul fiume Sentino Km. 238+699	20	-	20	Genga Arc.	" 28 "	Subito	Si soli ce d tutt mont
Ponte sul fiume Esino = Km. 241+893	421	74	347	Serra S. Q.	" 29 , "	Tonn. 147 subito	
Galleria della Cossa Km. 242+670 - Km. 243+967	59	20	39	" "	" Subito	Tonn. 100 -15 ago 100 -31 "	
F.A. e Dormitorio a TBRNI	150	-	150				
Fabbricati di stazione a Foligno	40	-	40				

N. 21 E 913

459	452	7	Falconara	Sorvegli. 3° Tr.	Subito	
1249	949	300	Fano	" 2° "	Tonn. 100-subito " 100-15 agosto " 100-31 "	
335	200	135	Pesaro	Sorvegli. 2° Tr.	Subito	
149	100	49	(25 a Niccolone (24 a Cattolica	Sorvegli. 1° Tr. id. id.	Subito	
358	188	176	Baiano	Sorvegli. 21° Tr.	Subito	Cidonio
90	88	2	Spoleto	" 22 "		
358	99	259	Nocera U.	" 23 "	Tonn. 150 subito- " 109 31 agosto-	Garbarino
133	20	113	Fossato di Vico	" 27 "	Subito	
153	53	100	Genga Arc.	" 29 "	Subito	
20	-	20	Genga Arc.	" 28 "	Subito	Si esegue soltanto il consolidamento delle pile invece della ricostruzione di tutto il ponte.
421	74	347	Serra S. G.	" 29 , "	Tonn. 147 subito	Montella
59	20	39	" "	" Subito	Tonn. 100 -15 agosto " 100 -31 "	
150	-	150				
40	-	40				



2 BE CALLED
F.R.
7364

133 MMRU V MADA
FROM: LRCE 4
TO: MAJOR MOLE ACCTD CAFE ISR ANCONA /
BT

BLG/273 . RECD . FIRST . REFERENCE ESTIMATE COST IN LIRE
RECONSTRUCTION BRIDGES ~~RECONSTRUCTION~~ TARENZA TO RIMINI . SENIO ~~VITTO~~
FIVE MILLION ONE HUNDRED THOUSAND . LANONE SIX MILLION FOUR HUNDRED
THOUSAND . MONTONE FIVE MILLION FOUR HUNDRED ~~THOUSAND~~ THOUSAND . ~~ROMANIX~~
~~ROMANIX~~ RONCO SEVEN MILLION SEVEN HUNDRED THOUSAND . SAVIO SIX
MILLION ONE HUNDRED THOUSAND . RUBICONE ONE MILLION EIGHT HUNDRED
THOUSAND . FIUMISINO TWO MILLION FOUR HUNDRED THOUSAND . DEO TWO
MILLION SEVEN HUNDRED THOUSAND . SECOND . ALL COSTS IN FIRST NOT
REPEAT ~~INXXX~~ NOT INCLUSIVE COST OF BRICKS AND CEMENT

BT 051330Z
SENT JFW 02
RECD WH AR K

5423

Nat File 86 North

Subject:-- CONTRACT FOR BRIDGE RECONSTRUCTIONS.

A.C. 72.4
C/O I.S.H. Bologna, 217 Area.

Ref. AC/TH/86/W/3

4th Aug 1945.

Ing. Monetti,
Capo Sezione Lavori, ISS, Bologna.

1. In confirmation of the meeting held in your office on the 4th August, 1945 please let immediately the contract as detailed below:

2.	(a)	PIUME SENIO at 44.03 KM to Ing. Marco Mazzesi - Bologna
	(b)	" LANOWE " 50.03 " " Ing. Alberto Pardi - "
	(c)	" MONTONE " 61.58 " " " "
		" MONCO " 67.82 " " Ing. L. Lanerio - "
	(d)	" SAVIO " 81.29 " " Impresa Garberino
		" RUEITONE 86.21 " " "
		" PIUMONCO 95.86 " " "
		" UCC 100.08 " " "

Reference Piume Savio, the contract is to be awarded to Imp.

Garberino.

This decision has been taken as the price submitted by the firm is only slightly in excess of the lowest tender. No reliable knowledge of the firm's submitting the lowest tender is available, while the works of Imp. Garberino are well known, and this firm is fully equipped to carry out any type of bridge construction.

3. The completion date in all cases must be 31 Oct 1945.

4. The supply of bricks is being investigated, and detailed information of sources of supply will be forwarded to you in the course of two or three days.

5. All cement and coal (for brick burning) will be despatched direct to you at Bologna, your department will be responsible for the despatch of in the correct quantities to the various firms in accordance with the bills of quantities already prepared.

E97

1. In confirmation of the meeting held in your office on the 4th August, 1945 please let immediately the contract be detailed below:

(a)	PICER SENIO at 44.03 KM to Ing. Marco Mazzoni - Bologna
(b)	" LAMONE " 50.03 " " Ing. Alberto Pardi - "
(c)	" MONTORI " 51.58 " " "
	" RONCO " 67.82 " " Ing. L. Lanerio - "
(d)	" SAVIO " 81.29 " " "
	" RIVIGNONE 86.22 " Impresa Garbarino
	" PUMICIA 95.86 " "
	" UGO 100.02 " "

Reference Fiume Savio, the contract is to be awarded to Imp. Garbarino.

This decision has been taken as the price submitted by the firm is only slightly in excess of the lowest tender. No reliable knowledge of the firm submitting the lowest tender is available, while the works of Imp. Garbarino are well known, and this firm is fully equipped to carry out any type of bridge construction.

3. The completion date in all cases must be 31 Oct 1945.

4. The supply of bricks is being investigated, and detailed information of sources of supply will be forwarded to you in the course of two or three days.

5. All cement and coal (for brick burning) will be despatched direct to you at Bologna, your department will be responsible for the despatch of in the correct quantities to the various firms in accordance with the bills of quantities already prepared.

(S.J. MOLES) Major R.F.
A.C. TM4.

5400

File Line 86 North

E40

E40

71401/144 15527000 9740 MD 10740071

MESSAGE FORM

Register No.

ARMY FORM C 2136 (Large)

Transmission Instructions

Call

SR No.

Priority

ABOVE THIS LINE FOR SIGNALS USE ONLY.

FROM MAJOR MOLE I.S.R. ANCONA
(A) C/O SIGNAL OFFICE - ANCONA

Originator

Date Time of Origin

4 AUGUST

For Action

Office Date Stamp



TO TH. MAIL. (Br.)

(W) For Information (INFO)

Message Instructions

GR

Originator's No.

AWO/5/1 (.) RESTRICTED (.) FOR STREET TH. SUB COMMISSION (?)
HAVE SATISFACTORILY COMPLETED CONTRACTS FOR BRIDGES LIES 86 M.
BOLOGNA DIVISION (1) R. BARNIO TO MAZZERA OF BOLOGNA (2) R. LAMONA
TO PAROLI OF BOLOGNA (3) R. MONTONE AND RONCO TO LANSERO OF
BOLOGNA (4) R. SAVIO RUBICONI VERGINO AND USO TO CARRARINO (.)
ALL CONTRACTS TO BE COMPLETED 31st OCT. (.) BRICK SITUATION
SATISFACTORY (.) TOTAL 2.400.000 (TWO MILLION FOUR HUNDRED THOUSAND)
REQUIRED (.) BURNT STOKES AVAILABLE TO COMMENCE ALL WORKS BUT
480 TONS (FOUR HUNDRED EIGHTY) TONS OF COAL MUST BE SUPPLIED
TO BURN OVERALL TOTAL (.) COAL TO BE DISPATCHED ADDRESSED OAPO
SECTIONS LAVERI BOLOGNA (.) CURRENT TOTAL REQUIRED 1.260 (ONE
THOUSAND TWO HUNDRED SIXTY) TONS. (.) REFERENCE YOUR LETTER
AC/28/14/27/08 ADDRESSED DO CIGRO COPY THIS OFFICE GAS ARRANGEMENTS
BE MADE FOR THE 491 (FOUR HUNDRED NINETY ONE) TONS TO BE
DISPATCHED IMMEDIATELY (.) 400 (FOUR HUNDRED) TONS BOLOGNA DIVISION
& 91 (NINETY ONE) TONS ANCONA DIVISION (.) PLEASE NOTE NEW
SIGNAL ADDRESS.

Original's No.

ANC/5/1 (.) RESTRICTED (.) FOR STREET TUNNEL COMMISSION (?)
 HAVE SATISFACTORILY COMPLETED CONTRACTS FOR BRIDGES LINE 86 K.
 BOLOGNA DIVISION (1) R. BENTON TO MASSA OF BOLOGNA (2) R. LAMORE
 TO PARDI OF BOLOGNA (3) R. MONTONE AND ROMEO TO LANTERO OF
 BOLOGNA (4) R. SAVIO RUBIONE VINCINO AND USO TO GARRARINO (.)
 ALL CONTRACTS TO BE COMPLETED 31st OCT. (.) BRICK SITUATION
 SATISFACTORY (.) TOTAL 2,400,000 (TWO MILLION FOUR HUNDRED THOUSAND)
 REQUIRED (.) BURN STOKES AVAILABLE TO COMMERCE ALL WORKS BUT
 430 TONS (FOUR HUNDRED EIGHTY) TONS OF COAL MUST BE SUPPLIED
 TO BURN OVERALL TOTAL (.) COAL TO BE DESPATCHED ADDRESSING CAPO
 SEZIONE LAVORI BOLOGNA (.) CURRENT TOTAL REQUIRED 1,260 (ONE
 THOUSAND TWO HUNDRED SIXTY) TONS. (.) REFERENCE YOUR LETTER
 23/24/14/27/28 ADDRESSED TO SIGN COPY THIS OFFICE CAN ARRANGE
 BE MADE FOR THE 491 (FOUR HUNDRED NINETY ONE) TONS TO BE
 DISPATCHED IMMEDIATELY (.) 400 (FOUR HUNDRED) TONS BOLOGNA DIVISION
 & 91 (NINETY ONE) TONS ANCONA DIVISION (.) PLEASE NOTE NEW
 SIGNAL ADDRESS.

File 8104

8104

This message may be sent as written by any means except WIRELESS. MAJOR R.E.	It shall be interpreted only in accordance with the instructions for use in cipher. IMPORTANT.	Original Instructions. Degree of Priority. This or That This Cleared
--	---	---

PIU'CO PER FABBRICAZIONE DI MATERIALE PER LA RICOSTRUZIONE
DI PONTE FERRIVIARI DELLA LINEA BOLOGNA - RIMINI

<u>PIU'CO PER FABBRICAZIONE</u>	Km. 44+034 - 3 luci da m. 15,00 ognuna materiali m ³ cemento ton.	350.000 240.
<u>PIU'CO PER FABBRICAZIONE</u>	Km. 44+034 - 4 luci da m. 15,00 ognuna materiali m ³ cemento ton.	342.000 242.
<u>PIU'CO PER FABBRICAZIONE</u>	Km. 51+504 - 4 luci da m. 13,50 ognuna materiali m ³ cemento ton.	225.000 180.
<u>PIU'CO PER FABBRICAZIONE</u>	Km. 57+515 - 5 luci da m. 15,00 ognuna materiali m ³ cemento ton.	500.000 520.
<u>PIU'CO PER FABBRICAZIONE</u>	Km. 61+227 - 5 luci da m. 15 ognuna materiali m ³ cemento ton.	342.400 200.
<u>PIU'CO PER FABBRICAZIONE</u>	Km. 68+222 - 1 luce da m. 15 ognuna materiali m ³ cemento ton.	140.000 85.
<u>PIU'CO PER FABBRICAZIONE</u>	Km. 75+553 - 4 luci da m. 15 materiali m ³ cemento ton.	125.000 23.
<u>PIU'CO PER FABBRICAZIONE</u>	Km. 100+603 - 2 luci da m. 3 ognuna materiali m ³ cemento ton.	123.200 20.

2159600

500 ton coal

PIU' E ROMPONE

Ca. 514551 - 2 luc. da n. 13,50 ognuna
n°
cemento Ton.
225.000
100.

PIU' E ROTTO

Ca. 514551 - 5 luc. da n. 15,00 ognuna
n°
cemento Ton.
500.000
340.

PIU' E SAVIO

Ca. 514551 - 5 luc. da n. 15 ognuna
n°
cemento Ton.
300.400
200.

PIU' E RUPICONE

Ca. 554551 - 1 luc. da n. 15 ognuna
n°
cemento Ton.
140.000
85.

Torr. FUMICINO

Ca. 554551 - 1 luc. da n. 15
n°
cemento Ton.
120.000
83.

PIU' E USO

Ca. 1094553 - 4 luc. da n. 3 ognuna
n°
cemento Ton.
550.200
90.

2359.600

500 ton. coal

Ca. 14.000

5420

LIST OF FURNACES THAT CAN SUPPLY BRICKS FOR THE RECONSTRUCTION OF
RAILWAY BRIDGES ON THE LINE BOLOGNA-RIMINI

FURNACE OF BRICKS AND ITS LOCATION	QUANTITY OF COOK AND GREEN BRICKS	RIVER NEAR THE FURNACE	DISTANCE BETWEEN THE FURNACE AND THE BRIDGE
S.A. Laterizi Imola	350.000 ^B	Senio	8 Km.
Brunori (Rubano) (Imola)	700.000 ^G	Lamone	16 Km.
S.A. La Pianta Forlì	250.000	Montone	14 Km.
Ragazzini Forlì	500.000	Ronco	8 Km.
S.A. Edile Cesena	300.000 ^{Handwritten note: 100,000 green bricks}	Savio	3 Km.
Domeniconi Cesena	300.000	Rubicone	12 Km.
Verni Cattolice	400.000 ^{Handwritten note: 100,000 green bricks}	Uso	14 Km.
Domeniconi e Zoffoli Riccione	200.000	Fiumicino	12 Km.

The weight of each brick is 4 kg. 100 kg of coal is needed.

5419

File 16 Nov

0848

159



MEYER W. MARA 365 IMPORTANT
 FROM LT BAYLER C/O I R D F 4 2818203
 TO MAJOR M O L E I S R ANCONA
 BT

DLG/249 . RESTA. BRIDGES FAENZA RIMINI. EIGHT BRIDGES
 CONCERNED . SENIO 44 PLUS 34 LAMONE 50 ~~50~~ PLUS 27 MONTONE
 61 PLUS 584 ROMCO 67 PLUS 815 SAVIO 81 PLUS 287 RABICONE 86
 PLUS 222 FIUNICINO 95 PLUS 859 USO 103 PLUS 83 . TENDERS
 FOR ALL ~~BRIDGES~~ BRIDGES DUE 30 JULY . NO MATERIALS AT SITES . EXCEPT
 ROMCO 584 ON YDS BALLAST AT SITE ALSO MAIN FALSEWORK FOR 2
 SPANS DOWN ~~DOWN~~ TRACK IN POSITION . AND SAVIO 332
 SLEEPERS AT SITE ALSO MAIN FALSEWORK FOR ONE SPAN DOWN TRACK
 IN POSITION . TWO AND ONE HALF MILLION BRICKS REQUIRED
 FOR THE EIGHT BRIDGES . INFORMED BRICKS AT SATISFACTORY RATE
 OF SUPPLY AVAILABLE FROM FOUR KILNS CONVENIENTLY SITUATED
 TWO OTHER KILNS SAID TO BE AVAILABLE SICCIONE AND CATTOLICA .
 1200 TONS CEMENT REQUIRED FOR THE EIGHT BRIDGES . ADEQUATE SUPPLY
 SAID TO EXIST NEAR RIMINI . AM INVESTIGATING BRICK AND CEMENT
 SITUATION FURTHER A SOURCES OF SUPPLY WITH A.C. ALL PIERS
 AND ABUTMENTS IN GOOD ORDER ~~EXCEPT~~ EXCEPT ROMCO . 2 NORTH PIERS
 UNFINISHED ALSO DOWN TRACK SIDE OF NORTH ABUTMENT TO BE REBUILT
 ESTIMATED TIME FOR COMPLETION OF EIGHT BRIDGES 2 TO 3 MONTHS
 BT 2818203

SENT NR 365 NR 48 TMS

COT 9 LINE READS TWO AND ONE HALF MILLION BRICKS

File 86 North

Subject:- BRIDGES PAVIA - RIMINI
RICE AND CEMENT REQUIREMENT.

(114)

H.O.No.4 Ind Rly C & M Group I.E.
C.M.E., Dated the 26th July, 1945.

No.

Major Mole R.E., A.C. (TN4) ,
C/o I.S.R., ANCONA;

List of requirements of bricks and cement for
above bridges, requested by you on your recent visit,
enclosed herewith.

Enc:- 1 List.

Edward F. Tayler
(E.S.F. TAYLER) Lt.R.E.
5417

WC

ELenco DEL FABBISOGNO DI MATERIALE PER LA RICOSTRUZIONE
DEI PONTE FERROVIARI DELLA LINEA BOLOGNA - RIMINI

<u>FIUME SETTO</u>	Km. 44+034 - 3 luci da m. 15,00 ognuna		
	Mattoni	n°	350.000
	Cemento	ton.	200.
<u>FIUME LARONE</u>	Km. 50+027 - 4 luci da m. 15 l'una.....		
	mattoni	n°	340.000
	cemento.....	Ton.	212.
<u>FIUME MONTONE</u>	Km. 51+584 - 4 luci da m. 13,50 ognuna		
	mattoni.....	n°	225.000
	cemento	Ton.	180.
<u>FIUME RONCO</u>	Km. 57+815 - 5 luci da m. 15,00 ognuna		
	mattoni.....	n°	580.000
	cemento.....	Ton.	310.
<u>FIUME SAVIO</u>	Km. 81+287 - 5 luci da m. 15 ognuna		
	mattoni.....	n°	332.400
	cemento.....	Ton.	200.
<u>FIUME RUBICONE</u>	Km. 86+222 - 1 luce da m. 15 ognuna		
	mattoni.....	n°	140.000
	cemento.....	Ton.	35.
<u>Torr. FIORENTINO</u>	Km. 95+859 - Una luce da m. 15		
	mattoni.....	n°	125.000
	cemento.....	Ton.	35.
<u>FIUME USO</u>	Km. 100+083 - a tre luci da m. 8 ognuna		
	mattoni.....	n°	239.200
	cemento.....	Ton.	90.

F.lli re Notti

5416

Office transmittal

ANCONA ,
26 July 45

To : Major Mole A.C.Tn.4

Subject : Cement supply - Rimini-Ancona Line
(Line 86 North)

Please arrange to dispatch No. 135 Tons. of
cement which are urgently required for Foglia
River Bridge reconstruction works.

Thank you.

WORKS SECTION - ANCONA

Sgd. Ing. Morgani

*Added
EOT
File line 86 North*

5410

Ministero delle Comunicazioni
FERROVIE DELLO STATO



Ancona 11^{da} 26 Luglio 1945

Al N.

2.

SIG. MAGGIORE MOLE

S E D E

N. I.A. 11745/1^o Gr. 1^o R.

OGGETTO - Fornitura cemento - Linea Rimini-Ancona

Occorre provvedere per l'invio a Pesaro di Tonn. 135 di cemento per la ricostruzione del ponte sul fiume Foglia -

Prego vivamente per un cortese interessamento -

IL CAPO DELLA SEZIONE LAVORI

[Handwritten signature]

P.

5414

(1) Direzione Generale oppure Compartimento di
(2) Divisione oppure Ufficio, Stazione di Sezione, Magazzino, Deposito.

Redde: Sampierdarena 10/11/1945 XVII. Ord. 3326 - Tel. IV 50. 33.000


Ministero delle Comunicazioni
FERROVIE DELLO STATO

Ancona 14/25 Luglio 1945

Al N. _____

del _____

(1) _____

(2) _____



AL SIGNOR MAGGIORE
MOLE

S E D E

N. L.A. 11640/I-An.

Oggetto - Mattoni

Alleg. N. 3

Restituisco in triplice copia
l'unita bollesta N. 2/69 del 26 giugno u.s.
per fornitura di 40.000 mattoni firmata
per accettazione -

IL CAPO DELLA SEZIONE LAVORI

P. _____

5413

(1) Direzione Generale oppure Compartimento di _____

(2) Divisione oppure Ufficio, Stazione di _____, Sezione, Magazzino, Deposito

Reg. Suppl. alla 16/11/1934-XVIII, G.O. 1529 - 14/10/1934 - IV 50, 2.020.000

Army Form G, 1033
4th Edition of 1963

269

26 JUN 1945

23/6/11

Issued by OFC No. 333 TRANSPORTATION STORES DEPT
To 15 R WORKS SECT IMPRESS GARBARINO
Authority TN HQ HQ TN 2 OF 22

No. of steaks to voucher 1 Sheet No. 1
 Receipt Voucher No.
 Account.....
 Date account communicates.....

CASALE MAGGIORE BOLOGNA
RESARO STATION

Date and mode of conveyance: Aug 7 25 16 MS Rail

Carrier's or Courier's Note No. 1 and Two

Ledger Page	Cat. or Part No.	DESIGNATION Section or Sub-Section	Total number or quantity	Description and marks on packages	For Store Depot use only					
					S.	R.	D.	U.	Rate	Value
(1)	(2)		(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
		<u>DRICKS</u>	10.00	ENCL IN LORRIONS.						s. d.
					1005401 - 415708 - 173109					
					83243 - 237875 - 1000959					
					1003785 - 1020884 - 100130					
					1091723 -					
					5132					

File 16 Nov-04



IL CAFO
SEZIONE FAVOR

IF USED BY ORDNANCE OFFICERS AS AN ISSUE VOUCHER, NO. 303 TRANSFORMATION STAMP D-233

MESSAGE FORM

ARMY FORM 2130 (Rev. 40)

Header No.

Call

Rel. No.

Power

Transmit

Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM

Destination

Date-Time of Origin

Circle Date Stamp

O 1/c. 330 T.S.D. 61 Area.

4/7

Major Mole A.C.C. Ancona.

TO

(Or, For Information (INFO))

Message Instructions

Ref

Originator's No.

0/2/3882 (.) Restd (.) 42 tons Cement Ordinary
 despatched July 3 to I.S.R. Riccione station
 sorvegliante first tronco for Impresa Garbarino
 (.) Wagon Nos. 77196507 (.) 261317 (.) Order complete
 (.)

THIS MESSAGE MAY BE SENT AS WRITTEN
BY ANY MEANSTO FACILITATE DECRYPTION, PLAIN
TEXT SHOULD BE USED. THIS MESSAGE
WAS NOT DECRYPTED IN CIPHERORIGINATOR'S PRIORITY CLASS
ORDER OF PRIORITY

Time System Op

THI or TOH

Time cleared

Source

Signal

J.C. Allen S

Rond

4/7/00/0

MESSAGE FORM

ARMY FORM 6210 (Small)

Register No.

G/L

S/L No.

Priority

Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM

Originator

Date Time of Action

Office Date Stamp

O 1/c. 330 T.S.D. 61 Area.

2/7

For Action

Major Mole A.C.C. Ancona.

TO

(W) For Information (INFO)

Message Instructions

Originator's No.

0/2/3945 (.) Restd (.) 100 Tons Cement Ordinary
 despatched July 1 to I.S.R. Works Section Esino
 Bridge Line 86 contractor Griffoni (.) Wagon Nos.
 77193125 (.) 1023206 (.) 132268 (.) 187492 (.)
 1129702 (.)

5410

THIS MESSAGE MAY BE SENT AS WRITTEN
BY ANY MEANS EXCEPTIT IS LIKELY TO BE INTERCEPTED OR TO
FALL INTO ENEMY HANDS. THIS MESSAGE
SHOULD NOT BE SENT IN CIPHER.ORIGINATOR'S INSTRUCTIONS
DEGREE OF PRIORITY

Time System Op

THI or TOR

Time cleared

REMARKS

SIGNED

NOTE—If possible this voucher must accompany the stores.

ISSUE AND RECEIPT VOUCHER

Army Form G 1031
In books of 100Issue
voucher No.Account AC/86N/1007-1008Date account
commences

For Other Issue

No. of sheets in voucher

Receipt voucher No.

Account

Date account commences

Issued by

To

Authority

Date and mode of conveyance

At

At

Carrier's or Convey Note No. and Date

Ledger Folio (1)	Cat. or Part No. (2)	Section or Sub-Section (3)	DESIGNATION (4)	Total number or quantity (5)	Description and marks on packages (6)	For Store Depot use only.					Value (11)		
						S. (7)	R. (8)	D. (9)	U. (10)	Rate (10)	L	P	d.
			NO 2 SECTION	42	TONS								
			GENERAL ORDINARY										
			COMPLETE.										
			Despatched By Rail of 3/7/45										
			WAGONS Nos 77196507-261313										
			Received E.P.										

* (1) complete on original and triplicate and of duplicate on duplicate.
† Part No. to be completed in the case of M.T. or other railroad stores.

* (Signature of consignee or assignee)

IF USED BY ORDNANCE OFFICERS AS AN ISSUE VOUCHER, TONNAGE TO BE ENTERED ON REVERSE.

O i/c 330 TN. STORES DEPOT

NOTE: - Whenever practicable this voucher must accompany the stores.

ISSUE AND RECEIPT VOUCHER

Army Form G 1023
1st Edition of 1943

Issue
Voucher No. 1 E 12/3945
Account AC/660/1001
Date account
commenced

For Office Stamp

3-7-45To be completed
by Comptroller

No. of sheets in voucher 1
Receipt Voucher No.
Account
Date account terminated

Issued by Off: No 330 T.S.D.
To C.C. I.S.R. WORKS SECTION CONTRACTOR BRITISH
Authority

At 61 BRBD C.M.F.
C.M.F.

Date and mode of conveyance

Carrier's or Convey Note No. and Date

Ledger Index (1)	Cat. or Part No. (2)	DESIGNATION (3)	Total number or quantity (4)	Description and notes on packages (5)	For Store Depot use only.					
					S (6)	R (7)	D (8)	E (9)	Rate (10)	Value (11)
		NO 2 SECTION								
		CEMENT ORDINARY	100 Ton							
		DESPATCHED BY RAIL 1/9/45 IN WAGONS								
		Nos 77193/25 - 1023200 - 133268 - 18 1/4 92 - 1129702								
		INVENT								
		COMPLETE							5408	

* Of duplicate be signed and initialed and all others remain unaltered.
1 Part No. to be completed in the case of M/T or other technical stores.

* Signature of Comptroller or Controller

IF USED BY ORDNANCE OFFICERS AS AN ISSUE VOUCHER, TONNAGE TO BE ENTERED ON REVERSE

O NO 330 TN. STORES DEPOT

ISSUE AND RECEIPT VOUCHER.

Army Form G. 1033,
rev. March 1957
 Issue
 Voucher No. 142/3222
 Account AC/86N/1007-1008
 Date account
 completed 26/6/45
To be completed
by Consignor

For Office Stamp

To be completed
by Consignee
 No. of sheets in voucher Sheet 55
 Receipt Voucher No. 142/3222
 Account AC/86N/1007-1008
 Date account completed 26/6/45

 Issued by Major P. H. 330
 To Major P. H. 330
 Authority Major P. H. 330
 Date and mode of conveyance By Rail 23/6/45

 At Major P. H. 330
 At Major P. H. 330

Carrier's or Consignee's Name and Duty

Ledger Voucher No.	Cat. or Part No.	DESIGNATION Section or Sub-Section	Total number of quantity (a)	Description and marks on packages (b)	For Store Depot use only						Value		
					S. (1)	R. (2)	D. (3)	U. (4)	Rate (5)		(c)	(d)	(e)
		CEMENT ORDINARY	58	TONS.									
		DESPATCHED IN WAGON NOS 192184											
		14931 - 1020182											
		INCOMPLETE											
									5437				

 * Of Consignee or original and not made out of Consignee or original.
 † Part No. to be completed in the case of M. E. and similar stores.

(Signature of Consignor or Consignee)

IF USED BY ORDNANCE OFFICERS AS AN ISSUE VOUCHER, TONNAGE TO BE ENTERED ON REVERSE

O R 133 TN. STORES DEPOT



NEWY. V. RASA 135 135 014

FROM 333 TSD 251002

TO IMPRESO ~~REDACTED~~ CARBARIQO ISR WORKS SECTION . C/O RTO PESARO STATION

INFO MAJOR MOLE AC ANCONA C/O 333 TSD

GR22

3/01/25 . RESID . FOLLOWING WAGONS DESPATCHED 25 JUNE . 1038401 .

83243 . 173105 . 415708 . CONTAINING 16 TONS BRICKS EACH WAGON .

ADVISE NON - RECEIPT AFTER SEVEN DAYS

BT 251000

END PAGE 85

Nda

5406

Registre No 104

THEORY AND RESEARCH

0 1/0 330 T.S.D. 61 Area

23/6

Major MOIE A.C.C. Ancona

30

NEW! For Subscribers (USPA)

Measurement Instrumentation

C/2/3882 (.) Restâ (.) 58 Tons Cement Ordinary despatched 23 June to I.S.R. Riccione Station Sorvegliante first tronco for Impresso Garbarino (.) Wagon Nos 192184 14931 1020122 (.) First consignment (.)

THIS MESSAGE MAY BE ONLY AS WRITTEN
OR ANY MEANS OF REPLY

BECAUSE TO BE INTERESTED IN TO
FALL INTO ENEMY HANDS, THE MES-
SAGE MUST BE SENT **IN CIPHER**

ORIGINATOR: STUDY CLUB
 NUMBER OF PAGES: 10

Time	15 minutes	30
------	------------	----

THI TOR

Time cleared

ARMY FORM 2139 (Small)

MESSAGE FORM

Register No.

Call

File No.

Priority

Transmitted

Duration

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM

Originator

Date Time of Origin

MAJOR MOLE, C/O I.S.R., 61 ~~35~~ AREA

21 0930

For Action

TO

TN INC

(W) For Information (INFO)

Message Instructions

CR

Originator's No.

ANG/21/2 (.) RESTRICTED (.) REFERENCE YOUR 70THA4 (.) ACCEPT OFFER OF
BRICKS AT FORDI OLD STATION (.) RELOAD IN RAILWAY WAGGONS AND DISPATCH
TO PLEARO STATION (.) WAGON LABELS SHOULD BE OBVIOUSLY MARKED I.S.R.
WEEKS SECTION FOR IMPRESA GASBARINO (.)

THIS MESSAGE MAY BE SENT AS WRITTEN
BY ANY METHOD ()IT IS TO BE SENT BY AIR TO
PALESTINE ARMY HEADQUARTERS, THIS MESSAGE
MAY BE SENT IN CIPHERORIGINATOR'S INSTRUCTIONS
PRIORITY

5404

Time System Op.

THI or TOR

21 0930

Time cleared

RECEIVED

FOR MAJOR

MEY V MABA IMPORTANT AS
FROM X TR MAIN ROME 221232E
TO MAJOR MOLE AC HQ ISR 61 AREA
GR 47 BT



70TMA4 . RESTB . AT FORLI OLD STATION THERE ARE TEN WAGONS OF BRICKS
DUMPED ON THE GROUND . CAN YOU USE THESE BRICKS . IF SO ~~WE~~ WE CAN
RELOAD AND DELIVER WHERE YOUR REQUIRE THEM . ~~PLEASE~~ PLEASE REPLY
SOONEST AND CONFIRM ACCEPTANCE AT ~~ONCE~~ ONCE AS THE BRICKS MUST BE
CLEARED QUICKLY

BT 221232E

SENT JCL B

*Accept deliver Perara Station 5403
Label I.S.R for Imprensa Garbano*

TRẦN LẠC 4 - 23

70- MAJOR HOLE CARE FOR 61 AREA

COPIA NOME :- CAPO SEZIONE LAVORI BOLOGNA
GR30

PLS/173 . WESTL . REFERENCE YOUR SIGNAL ANC/19/1 DATED 19 MAY .
HAVE INFORMED ISR OF YOUR VISIT . ALL DRAWINGS NOT YET READY
BUT ISR THINK THEY WILL BE READY ON 22 JUNE .

2015年

2000 2001 2002

RD 24185NF AC

5402

ISSUE AND RECEIPT VOUCHER

IF USED BY ORDNANCE OFFICERS AS AN ISSUE VOUCHER, TONNAGE TO BE ENTERED ON REVERSE.

Q 1/c No. 741 S.D.

MESSAGE FORM

ARMY FORM 6214 (Rev. 11-1-54)

Register No.

Transmission Instructions

Call

Gr. No.

Priority

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM

Originator

Date - Time of Origin

Office Date Stamp

O 1/c. 330 T.S.D. 61 Area.

11/6

For Action

Major Mole A.C.C. Ancona.

TO

(W) For Information (INFO)

Message Instructions

GR

Originator's No.

0/2/3731 (.) Restd (.) wagon Nos. 1129175
 and 77193607 loaded 28 tons Cement Ordinary Despatched
 8 June and Wagon No. 114540 loaded 15 tons Cement
 Ordinary Despatched 9 June to I.S.R. Fano Station
 for Contractor Barbarino (.) Completion (.)

5420

THIS MESSAGE MAY BE SENT AS WRITTEN
BY ANY MEANSIF SENDER TO BE INFORMED BY TO
FULL INFO AND MY HANDS THIS MESSAGE
MAY BE SENT IN CIPHER

Enclosure

Signed

J.C. Alibi

Signed

Raf

THI - TOR

11/8/54

Time

System

Op.

MESSAGE FORM

ARMY FORM 6-5 (Small)

Register No. 1-10

Call Sel. No. Priority

Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM
(AY)

Originator

Date - Time of Origin

O 1/c. 330 T.S.D. 61 Area.

9/8

For Action

Major Mole A.O.C. Ancona.

TO

(W) For Information (INFO)

Message Instructions GR

Originator's No.

O/2/3732 (.) Restd (.) Wagon Nos. 112345 (.)
 1007383 (.) 1134385 (.) 1003758 and 1016728
 Loaded 100 tons Cement Ord. despatched to
 I.S.R. Pegaro Station for contractor Garbarino
 (.) 7 June (.) Complete (.)

5399

THIS MESSAGE MAY BE SENT AS WRITTEN
BY ANY MEANS EXCEPTIF THERE IS A POSSIBILITY OF
FALL INTO ENEMY HANDS, THIS MES-
SAGE MUST BE SENT IN CIPHERCIPHER INSTRUCTIONS
INSTRUCTIONS

From

T.C. Allen 8.

Signed

Time	System	Up
THI or TOR		
091835		
Time cleared		

ARMY FORM 21-15 (Rev. 11-61)

MESSAGE FORM

Register No. 23

Call

Sel. No.

Priority

Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM
(AY)

Originator

Date & Time of Origin

Office Date Stamp

O 1/c. 330 T.S.D. 61 Area.

8/6

For Action

Major Mole A.C.O. Ancona.

TO

(W) For Information (INFO)

Message Instructions GR

Originator's No.

O/2/3731 (.) Restd (.) Wagon Nos. 221225 (.)
 78438 and 1133708 Loaded 57 tons Cement ord
 despatched to I.S.R. Fano Station for contractor
 Garbarino (.) 7 June (.)

5398

THIS MESSAGE MAY BE SENT AS WRITTEN
BY ANY MEANS (EXCEPT WIRELESS)IF LIKELY TO BE INTERCEPTED AND TO
FALL INTO ENEMY HANDS, THIS MESSAGE
MAY BE SENT IN CIPHERORIGINATOR'S INSTRUCTIONS
(DASHES OR OTHERS)

SIGNED

T.C. Reed D.

SIGNED

R. E. Smith

THI or TOR

091000

Time cleared

Subject:- BRIDGE RECONSTRUCTION OF LINE
86 BETWEEN MIRINI AND BOLOGNA.

H.Q. No. 4 Ind Ry Cam Group I.E.
 C.S.F., dated 1st June, 1945

 No. 4 CME/BLG/26/3

Major Mole, H.E.
 A.C.Tn. Care D.D.TN(Hlys)
 61 Area.

(12)

With reference to your Signal No. 4030/1 dated
 30-5-45, I have passed on the instructions mentioned in
 your above quoted message to the Capo Sezione Lavori
 (Sig. Zeboni) and he is preparing schemes for the bridges
 mentioned by you and also a list of kilns giving
 availabilities of bricks in each.

C. Newman

(C. NEWMAN) LIEUT. COL. R.E.
 CC 4 IND RI CAM GROUP I.E.

CB/2N

EQD

5397

Subje :- BRIDGE RECONSTRUCTION C" LINE 86
BETWEEN RIMINI AND BOLOGNA.

H.O.No.4 Ind Rly C & M Group I.E.
 C.M.F., Dated the 1st June, 1945.

No. 4CMP/RLG/26/4

Capo Sezione Lavori,
 Bologna Compartimento.

Copy to Major E.J. Mole R.E.,
 C/o Deprail, ANCONA.

With reference to our conversation in my office this morning re the above, I understand you are preparing for Major E.J. Mole R.E. plans and estimates for the rebuilding of the following bridges:

Lamone River Bridge	
Montone "	"
Reno "	"
Savio "	"
Rubicone "	"
Fiumicino "	"
Uso	

Also Major Mole will require details of the Contractors and location of brick kilns in the vicinity of the above mentioned bridges giving availabilities of each.

C. Newman

(C. NEWMAN) Lt.Col.R.E.
 C.O. 4 Ind Rly C & M Group I.E.

AKJ
 5912

TC

Copy

Subject : Reconditioning of an underpassage at km. 17+910 on
Sivini-Ancora line.

TO : IN (Diret)
FROM : Capo Compartimento.

09

While reconditioning Ancora-Tavola line, an underpassage of
5 metres at Savigliola (km. 17+910) which had been used for the
Lecorville rails of the cement establishment "Italcementi" of Bergamo,
has been interrupted.

Reference to this subject the attached letter was reached by
this compartment from the direction of that firm at Savigliola.
Copy is forwarded.

Please look into the question and give authority for reconditioning
of the underpassage and the rail track of the A/E firm.

Translation of the attached letter :

Subject : As above
TO : ISZ, Compartimento, Incar Section, Ancora.
FROM : "Italcementi" (Cement factory) Savigliola.

The direction of our branch in Rome asked last November the
reconditioning of the railway underpassage at km. 17+910 on Ancora-
Bologna line. There was no reply.

It had been a small iron bridge which Germans had destroyed
and Allies afterwards interrupted it.

For us it is indispensable have it of the disposal of the
Savigliola which runs through there and connects our two establishments.
Without it we are unable to retake working which our and Allied
authorities request urgently.

Also the sidings are not usable as the two switches have been
taken off by Allies in order to remodel the local station. This
repair, too, is of great importance and very useful.

In these days we were obliged to have a wagon with machinery
unloaded at the station, which means a high cost and loss of time.

We think it necessary to have the underpassage reconditioned
as long as there is in that point a single line caused by the narrow-

"While reconditioning Ancona-Rimini line, and underpassage of
 3. at the station (Km. 17.30) which has been used for the
 security rails of the current establishment "Vialecento" of Bologna,
 has been interrupted.

Reference to this subject the attached letter was received by
 this compartment from the direction of that firm at San Gilla.
 Copy is forwarded.

Please look into the question and give authority for reconditioning
 of the underpassage and the rail track of the a/s line.

Translation of the attached letter:

Subject: As above

CC : Lgh, Co. Partimento, Lgh, Co. Partimento, Lgh, Co.

FROM : "Vialecento" (Current Factory) San Gilla.

The direction of our branch in Rome asked last November the
 reconditioning of the railway underpassage at Km. 17.30 on Bologna-
 Bologna line. There was no reply.

It has been a small iron bridge which remains has destroyed
 and all the afterwards interrupted it.

For us it is indispensable have it of the disposal of the
 security rails which runs through there and connects our two establishments.
 Without it we are unable to retake working which our and Allied
 authorities request urgently.

Also the sidings are not usable as the two switches have been
 taken off by Allies in order to rehabilitate the local station. This
 repair, too, is of great importance and very useful.

In these days we were obliged to have a wagon with machinery
 unloaded at the station, which means a high cost and loss of time.

We think it necessary to have the underpassage reconditioned
 as long as there is in that point a single line caused by the narrow-
 ness of the bridge on the Pisa river. Then the work of enlarging
 that bridge will be finished, the work in which we are interested
 will be much more difficult.

We await a prompt beginning of the work and, at any rate, your
 reply.

Thanking etc.

5395

Subject : Reconstruction of bridges lines

SS North and ST.

To : Capo Sezione Lavori

I.B.R. - Ancona

In (Railways)

Tel. 61 Area Exch. 2345.

Date. 30 May 45.

Ref. AC/TC/35/112

1. In confirmation of the conference on the above subject held in the I.B.R. Offices in Ancona on 29 May, please arrange for the following to be put in hand at once :

(a) Reconstruction of the ANZILLA and FOCALIA River Bridges. This work is to be carried out by Impresa Garbino-Solinasco-Nezameane. The decision has been taken as this firm's tender was the lowest of the Contractors who proved their merit on the reconstruction of Line SS Central Section.

With regard to the Impresa Pintrangeli & Congiotti following our joint inspection of the yard and the material available for carrying out this work, it was perfectly obvious that this firm are not equipped to carry the work in question.

Further, as reported by your Capo Gruppo Unsecoel, there appears to be some doubt as to whether even the small stock shown is the property of this firm.

Finally the request of this firm for 100 to 150 Tons of cement to repair their brick kiln at Pesaro cannot be agreed to.

(b) The building of the parapet walls to complete the reconstruction of the Saino bridge at 192+35 Km. must be finished forthwith.

(c) The MATANO bridge at 159+83 Km. Following the inspection of this bridge, the remaining work of casting 3 arches and building the parapet walls must be speeded up immediately. In addition, it is necessary to put in hand at once the building of three additional arches at the South end, in order to not restrict the river in time of flood any more, than is the case at the adjacent road bridge. This will make the final reconstructed bridge 3 arches less than the original structure.

(d) Tenders for the reconstruction of the following must be called for immediately :

Line SS North

Tavullo river Bridge at 129+30 Km.

Marenello river Bridge at 129+41 Km.

Marnano river Bridge at 113+17 Km.

Viaduct at 209+54 Km.

Line ST

Saino river bridge at 236+18 Km.

5394

0874

in the I.S.R. Offices in Ancona on 29 May, please arrange for the following to be put in hand at once:

- (a) Reconstruction of the Anzillia and Nossia River Bridges. This work is to be carried out by Impresa Garbairino-Solinasca-Messone. The decision has been taken as this firm's tender was the lowest of the Contractors who proved their merit on the reconstruction of Line 86 Central Section.
- With regard to the Impresa Pintruggelli & Cangiotti following our joint inspection of the yard and as material available for carrying out this work, it was perfectly obvious that this firm are not equipped to carry the work in question.
- Further, as reported by your Capo Gruppo Messonevi, there appears to be some doubt as to whether even the small stock shown in the property of this firm.
- Finally the request of this firm for 100 to 150 Tons of cement to repair their brick kiln at Pesaro cannot be agreed to.
- (b) The building of the parapet walls to complete the reconstruction of the Esino bridge at 192+89 Km. must be finished forthwith.
- (c) The Metauro bridge at 159+80 Km. Following the inspection of this bridge, the remaining work of putting 3 arches and building the parapet walls must be speeded up immediately. In addition, it is necessary to put in hand at once the building of three additional arches at the South end, in order to not restrict the river in time of flood any more, than in the case at the adjacent road bridge. This will make the final reconstructed bridge 3 arches less than the original structure.
- (d) Tenders for the reconstruction of the following must be called for immediately:

Line 86 North	Tavullo River Bridge at 123+30 Km.	
	Maranello River Bridge at 130+41 Km.	
	Marano River Bridge at 113+17 Km.	
Line 87	Viaduct at 209+54 Km.	5,994
	Esino River Bridge at 236+18 Km.	
	Esino River Bridge at 241+90 Km.	
	Baldolini Tunnel - Repairing damaged lining.	

The following firms, who proved their merits on Line 86 (Central Section), should be requested to tender for the above works.

- | | |
|---------------------------------|--------------------|
| 1) Garbairino-Solinasca-Messone | 4) Imp. Argentin |
| 2) Impresa Giovagnoli | 5) " Clonico |
| 3) " Montella | 6) Soc. Perobeton. |

(Page 2)

In addition, as from your own personal knowledge, you can recommend the undermentioned firms and they should also be asked to submit their tenders :

- 7) Giacchetti Ing. Acciari
- 8) Costantini Desio
- 9) Pieretti Ugo
- 10) Mantelli & Co. Ferrocemento

3. In addition to the above works, you reported that the following bridges needed reconstructing :

- (a) Tesino River bridge at 140+39 Km.
- (b) Sentino River bridge at 238+70 Km.
- (c) Topino River bridge at 180+13 Km.
- (d) Topino River bridge at 174+52 Km.

With the exception of the Topino River bridge at 180+13 Km. no more spans would be recovered and therefore the reconstruction must be postponed, unless, as stated by your Capo Gruppo, the structures are not safe.

It is therefore proposed that a site inspection be made at an early date to thoroughly examine the structures.

In the case of the Topino River bridge at 180+13 Km., please prepare a scheme for reconstruction of this bridge using brick arches underneath the existing steelwork.

S. J. Cole - Major R.E.

A. C. Dn. A

0876

10) Montelli & Co. Ferrocemento

3. In addition to the above works, you reported that the following bridges needed reconstructing:

- (a) Tesino River bridge at 140+30 Km.
- (b) Sentino River bridge at 233+70 Km.
- (c) Topino River bridge at 180+13 Km.
- (d) Topino River bridge at 174+52 Km.

With the exception of the Topino river bridge at 180+13 Km. no WORK spans would be recovered and therefore the reconstruction must be postponed, unless, as stated by your Capo Gruppo, the structures are not safe.

It is therefore proposed that a site inspection be made at an early date to thoroughly examine the structures.

In the case of the Topino river bridge at 180+13 Km., please prepare a scheme for reconstruction of this bridge using brick arches underneath the existing steelwork.

S. J. Hole - Major R.E.

A. O. To. 4

5393

Quarona, 30 - 5 - 41

Major Mole

Referring to our conversation to-day, in order to cover my responsibility, I beg you to be so kind as to repeat by writing what you have verbally instructed me about calling on firms for Tenders relating rebuilding of bridges on line 86 to 87; namely that I must invite for submitting Tenders the following contractors only:

1. Garbarino - SCIACCAUGA - MEZZACANE
2. MONTELLA EDOARDO
3. GIOVAGNONI CESARE
4. CIDONIO PIETRO
5. SOC. ITAL. FERROBETON
6. ING. BARRA AMEDEO
7. COSTANZI DECIO
8. ING. ARGANINI

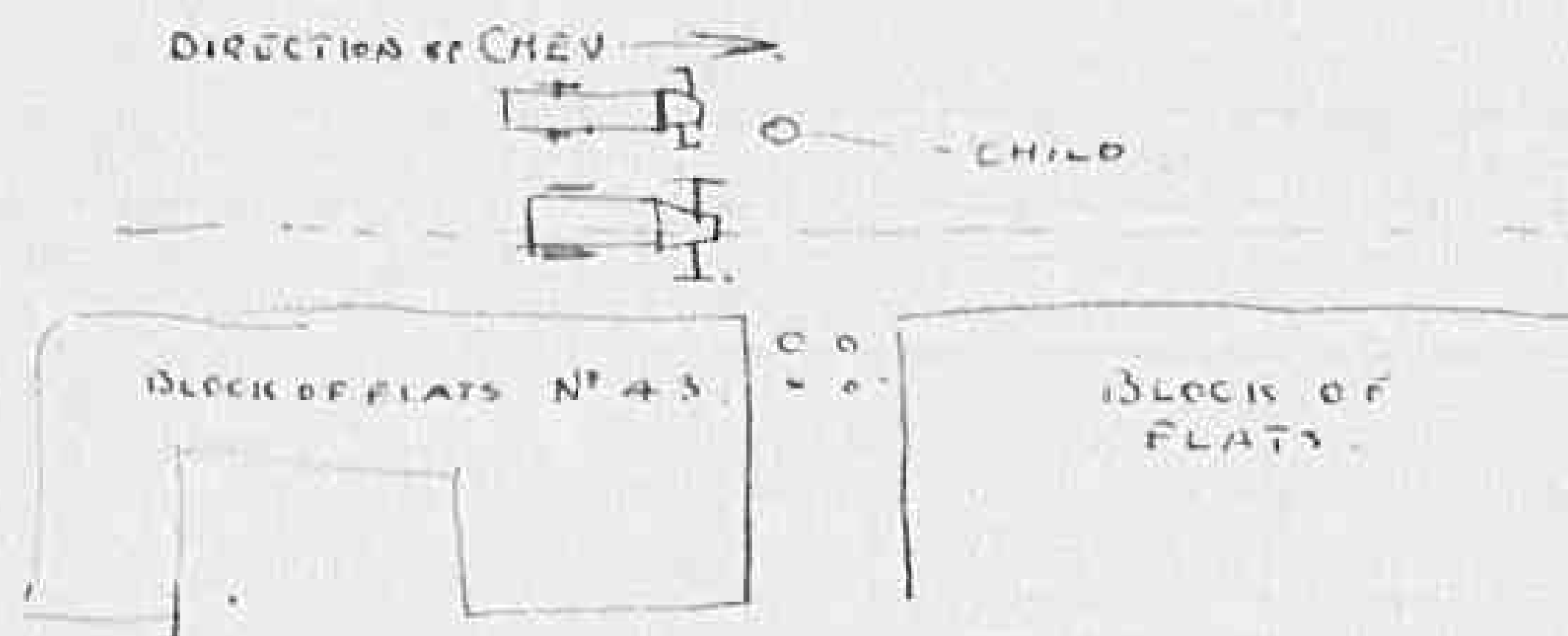
1325 45.44

62-63-
52-79

[Signature]

5392

0872



FORM 21-6 (1-55) (Rev. 1-55) (12-6187)

MESSAGE FORM

Register No.

Cof.

Sgt. No.

Priority

Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY

Office Date Stamp

Date Time of Origin

Originator

FROM

(A)

MAJOR HOLE c/o DEBAIL

For Action

30 MAY

INDEX 4

c/o Tn SIGNALS - BOLOGNA

TO

(W) For Information (INFO)

Message Instructions

GR

Originator's No.

AD 30/4 (.) RESTRICTED (.) LEE 36 NORTH (.) HAVE INSTRUCTIONS
 PERMANENTLY REBUILD FOLLOWING BRIDGES BY CONTRACT (1) LAMONE
 RIVER (2) MONTONE RIVER (3) RONCA RIVER (4) SAVIO RIVER (5)
 RUBICONE RIVER (6) FUMICINO RIVER (7) USO RIVER (.) UNDERSTAND
 ALL IN BOLOGNA DIVISION (.) PLEASE PASS THIS INFORMATION TO LIE.
 GILARDI AND INT. SANABOINI (.) WILL COME BOLOGNA TO DISCUSS AT
 DATE TO BE DECIDED LATER (.) IN MEANTIME SCHEMES CAN BE PREPARED
 BY ISR AND POSSIBLE SOURCES OF SUPPLY OF BRICKS LOCATED

500

ARMY FORM C 2136 (Small)

MESSAGE FORM

Register No.

Call

Srl. No.

Priority

Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM
(A)

Originator

Date-Time of Origin

30 MAY

MAJOR WELLS c/o DETAIL

For Action

TO

TH INC

By For Information (INFO)

OFFICE DATE STAMP

-Message Instructions- -OR-

Originator's No.

AC 30/2 (.) RESTRICTED (.) FOR STREET TH SHR COM (.) REFERENCE YOUR
 LETTER AC/TH/10/116 S.C. DATED 20 MAY (.) LETTER 15 MAY SHIPPED AS
 GIVING INSTRUCTIONS FOR TIPS WORK NOT REPEAT NOT RECEIVED (.) ALSO
 DRAWINGS AND LETTER RE BIERNO AND OFANTO RIVER BRIDGES NOT RECEIVED
 (.) PLEASE SEND COPIES

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

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

ORIGINATOR'S INSTRUCTIONS
 DEGREE OF PRIORITY

5390

Signed

MAJOR P.E.

Signed

Time	System	Op.
TH or TOR		
Time cleared		

AHS/em

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

Tel : 843239
Our ref : AC/Tn/19/116 S.C.

28th May 1945

TO : Major Mole

SUBJECT : Reconditioning Rimini-Ancona line.

1. Reference your letter AC/Tn/86/NI of 23th May.
2. You were instructed to carry out the work of repairing the bridge at Km 117+890 by my letter AC/Tn/III/C.3. of 15th May.
3. Please put the work in hand forthwith.

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

Copy to Major Wilkins - ✓
DATED. 61 Area

28th May 1945

Tel : 843239

Our ref : AC/Tn/18/116 S.C.

TO : Major Mole

SUBJECT : Reconditioning Rimini-Ancona line.

1. Reference your letter AC/Tn/86/NI of 23th May.
2. You were instructed to carry out the work of repairing the bridge at Km 117+890 by my letter AC/TN/III/C.E. of 15th May.
3. Please put the work in hand forthwith.

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

Copy to Major Watkins - ✓
DADTH. 61 Area

5089

Subject : Reconditioning Amini -
Angoon Line.

DDTn (Mail vs)
Tel. 51 Area Exch. 2345
Date. 23 May 1945.

Ref. No. AC/Tn/35/3.1

To : Major Street -
A.C.Tn Sub Comm. (Mail Division)

(1) Reference your letter AC/Tn/35/13/O.E.
addressed to DDTn (Mays).

(2) This letter has been shown to me by Major Wilkins
DDTn. to know what action I have taken with regard to
the bridge at 177+89. K.

(3) No action has been taken as my instructions are
to permanently rebuild certain bridges on this line which
by doing so release steelwork namely UCRB spans for use
elsewhere.

(4) The bridge in question is not in this category
and this is the first that I have heard of the matter.

(5) In view of your letter quoted above I will
arrange for whatsoever work is necessary unless counter
instructions are received.

EJD
E. J. Mole - Major
A.C.Tn.4

5388

COPY

Subject : Reconditioning at Km. 177+890 on Rimini - Ancona
Line .

DMRS ROME

Transportation (Rlys)

DMR

Phone 2332

RB/3/301/9/7187

10 May 1945

(05)

Reference attached correspondence ~~xxxxxx~~ received
from ISR.

The cement Factory in question is situated on the
down line side of the main line immediately North of the
Misa River. The underpassage referred to, filled during
reconstruction of the line, gave access for a Dancaville
railway from the Factory into the country on the Up side
of the line.

Please advise this HQ what action is proposed.

Sgd. Major RE

for Col

DDM (Rlys)

(D.A.P. QUERRETT)

COPY--

Subject : - Reconditioning of an underpassage at Km. 177 + 300 on Rimini
Ancona Line.
To : - TM (Rly)
From : - Capo Compartimento.

While reconditioning Ancona-Rimini line, an underpassage
of 5 Meters at Senigallia Stn. (177+300 Km.-) which has been used for the
Desauville rails of the cement establishment "Italcementi" of Bergamo,
has been interrupted.

Ref. to this subject the attached letter was received by
this Compartimento from the Direction of that firm at Senigallia. Copy is
forwarded.

Please look into the question and give authority for
reconditioning of the underpassage and the rail track of the s/m firm.

Transmission of the attached letter :

Subject : As above -
To : IRI, Compartimento - Labor Section, Ancona.
From : "Italcementi" (Cement Factory) Senigallia.

The Direction of our Branch in Rome asked last Nov. the
reconditioning of the railway underpassage at 177+300 Km. on Ancona-Bologna
line. There was no reply.

It had been a small iron bridge which Germans had destroyed
and Allies afterwards interrupted it.

For us it is indispensable have it to the disposal of the
Desauville track which runs through there and connects our two establishments.
Without it we are unable to resume working within our and Allied Authorities
request urgently.

Also the bridges are unusable as the two switches had been
taken off by Allies in order to rehabilitate the local Stn. This repair, too,
is of a great importance and very useful.

If these days we were obliged to have a wagon with mining
machinery unloaded at the Station, this means and highest and loss of time.

We think it necessary to have the underpassage reconstructed
as long as there is in that point a single lane caused by the narrowness
of the bridge on the Meta River. When the work of enlarging that bridge
will be finished, the work in which we are interested, will much more difficult.

We await a prompt beginning of the work and, at any rate, your
reply.

Thanking etc.

has been interrupted.

Ref. to this subject the attached letter was received by this Compturmento from the Direction of that firm at Santiago. Copy is forwarded.

Please look into the question and give authority for reconditioning of the underpassage and the rail track of the w/m line.

Translating of the attached letter :

Subject : as above -

TO : IRS, Compturmento - Labour Section, Alameda.

FROM : "Italoamericana" (German Factory) Santiago.

The Direction of our Branch in Rome asked last Nov. the reconditioning of the railway underpassage at 177.800 Km. of ANCONA-Bologna line. There was no reply.

It had been a small iron bridge which Germans had destroyed and Allies afterwards interrupted it.

For us it is indispensable have it to the disposal of the Decauville truck which runs through there and connects our two establishments. Without it we are unable to resume working which our and Allied Authorities request urgently.

Also the sidings are unusable as the two sidings had been taken off by Allies in order to rehabilitate the local line. This repair, too, is of a great importance and very useful.

If these days we were obliged to have a sidings with xxxxxx machinery unloaded at the station; this means and highest and lesser of time.

We think it necessary to have the underpassage reconditioned as long as there is in that point a single line caused by the narrowness of the bridge on the river. When the work of enlarging that bridge will be finished, the work in which we are interested, will much more difficultly.

We wait a prompt beginning of the work and, at any rate, your reply.

Thanking etc.

"Italoamericana"

S. J. The Director.

5387

Office translation

And. 1.5 May 1945.

To : Major Mole A.C.Tr. 4

Subject : Rimini-Ancona Line - Esine River Bridge reconstruction works.

Some days ago Allied Soldiers commenced the dismantling of the two couples of girders ~~xxxx~~ which had been laid on the arches of the above bridge, Rimini side.

Owing to the fact that the rebuilding of the said arches has been completed and it being understood that the a/m military personnel have left the area, we beg you to let us know when the girders will be removed.

*Yorks to Major Stally
O.C. 122. I.C. & M. Coy
who forward to inspect site
EJM*

I.S.R.
WORKS SECTION, ANCONA
Sgd. Ing. Morgana

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO
COMPARTIMENTO DI ANCONA
SEZIONE LAVORI

Ancona 5 Maggio 1945

N° L.A. 6428/1^a Sr.

6428/76: Linea Rimini-Ancona
Ricostruzione sul fiume
Esino.

AL SIG. CAPO. M. O. L. E.

S E D E

Giorni scorsi militari Alleati hanno provveduto allo smontaggio dei tiranti che collegano le due coppie travi sovrastanti i tre archi ricostruiti del ponte sul fiume Esino lato Rimini, lavoro iniziale per la rimozione delle travate.

Dato che sembra che detti militari abbiano abbandonato definitivamente la zona, si prega volerne indicare se e quando verranno rimosse le travate in parola.-

IL CAPO DELLA SEZIONE LAVORI

[Handwritten signature]

Office translation

Ancona 30 April 1945

To : Major Mole A.C.Tn.4

Subject : Metsuro River Bridge reconstruction works.

Further to our letter No.L.A.3026/10Gp. dated 5 March 45.

We ask you to inform us whether the 6 arches of the above bridge will have to be rebuilt underneath or not.

In the case they will, we submit to your attention a program of the works :

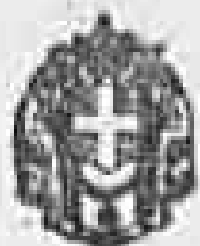
- 1) Construction of a rails bunch as a backing for the existing track, near the piers to be rebuilt.
- 2) Rebuilding of 6 piers and of the shoulder.
- 3) Removal of the train running on the Hillside of the 15 arches already rebuilt.
- 4) Removal of the iron girders and of the running track on the new piers (Hillside)
- 5) Rebuilding of 6 arches.

WORKS SECTION, ANCONA

Sgd.

Ing. MORZONI.

*List all work
 by Morzoni
 Visited 12/11/45
 Approved 3-11-45
 not 6.
 Will submit again?*



DEI TRASPORTI
MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
COMPARTIMENTO DI ANCONA
SEZIONE LAVORI - ANCONA

Ancona 30 Aprile 1945 - A

N. L.A. 5936/ 1° Gr.

Al M. del

OGGETTO: Ricostruzione del ponte sul
Fiume Metauro

Al Sig. MAGG. M O L E

S E D E

Si fa seguito alla lettera N° L.A. 3026/1° Gr. del 5 Marzo 1945.

Si prega la S.V. di voler comunicare se intende che i sei archi interrati del ponte in oggetto dovranno essere ricostruiti.

Nel caso affermativo si sottopone il programma di esecuzione come

segue:

- 1°) Costruzione di fasci di rotaie a sostegno dell'attuale binario, in corrispondenza delle pile. *da ricostruire.*
- 2°) Costruzione delle sei pile e della spalla.
- 3°) Spostamento dell'esercizio sulla parte a valle dei 15 archi già ricostruiti. *e del binario in esercizio*
- 4°) Trasporto delle travate metalliche sulle nuove pile. *a valle*
- 5°) Costruzione dei sei archi.

IL CAPO DELLA SEZIONE LAVORI

[Handwritten signature]

11-1414 1251291000-3/41 MP (32-4151)

MESSAGE FORM

Register No.

ARMY FORM C-2126 (Large)

Transmission Instructions

Call, Sub. No., Priority

ABOVE THIS LINE FOR SIGNALS USE ONLY

Office Date Stamp

FROM

Originator

Date-Time of Origin

(A) MAJOR W.D. AS THA C/O IN 1954
For Action.

19 APRIL

TO TN ING

(W) For Information (INFO)

Message Instructions GR

Originator's No.

AS 19/56 (.) REVERTED (.) FOR SEVERAL (.) CONTRACTORS HIGHS TO 8-1000
AND 87 (.) IT APPEARS THAT CONSIDERABLE OPPOSITION IS BEING RAISED
AT HOME I.B.R. TO EMPLOYING GOOD TESTED CONTRACTORS NO ENGAGED
ON LINK 86 CURRENT SECTION ON THESE WORKS (.) SHALL LOCAL FIRMS
WITH NO LINK OR EQUIPMENT HIGHERMAN ARE ASKED TO TURNER (.)
BUT ARE ASSIGNED AND RICHMONDS (.) ALL GOOD FIRMS HIGHERMAN WITH
THE SAME PRICE (.) LOCAL FIRMS QUARTER AVERAGE THROUGH PRICES (.)
EXFOLDING ON MANY CONTRACTORS ALREADY LIST ON IN 1954 AND 1951
SECTIONS SHOWS THIS TYPE OF FIRM HAVING OBTAINED CONTRACT HAVE TO BE
COURTESY WITH EVERYTHING REPEAT EVERYTHING NECESSARY TO ATTEMPT THE
WORK AND WITH THAT ARE WORKS BEHIND ORIGINAL TO BE OF COMPETITION
DATE (.) ALL PROCEED MUST TO BEGINS AFTER IMMEDIATELY BY PROGRAMME
FOR TEST RUNS 86 CENTRAL AND TERNALI-CAPPOBASSO ARE
DIFFICULTLY FIXED (.) UNDERSTAND FROM 19 LATER TN/84/104 THAT ONE
IMPORTANT OBJECT OF WORK IS TO KEEP TOGETHER THE FULL ORGANISED
CONTRACTORS FOR FUTURE LARGE WORKS

Originator's No.

AS 10/2 (.) DESTROYED (.) FOR STREET (.) CONTAINS 1000 1000
AND 17 (.) IT APPEARS THAT CONSIDERABLE OPPOSITION IS BEING RAISED
AT 1000 1000. TO EMPLOYING GOOD TESTED CONTRACTORS NO ENGAGED
OF 1000 1000. TO EMPLOYING GOOD TESTED CONTRACTORS NO ENGAGED
1000 1000. TO EMPLOYING GOOD TESTED CONTRACTORS NO ENGAGED
1000 1000. TO EMPLOYING GOOD TESTED CONTRACTORS NO ENGAGED
THE SAME PRISON (.) LOCAL PRISON MASTER AVERAGE UNDER 1000 (.)
EXPERIENCE ON MANY CONTRACTORS ALREADY LIST ON 1000 1000
CONTRACTORS HAVE THIS TYPE OF FIRE FIGHTING DETAIL CONTRACT HAVE TO BE
COUNCIL WITH EVERYTHING R. P. T. OVERVIEWING VICTIMARY 1000 1000
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1000 (.) WILL PROCEED HOW TO DISCUSS MATTER 1000 1000 1000 1000
FOR TEST RUNS LIES BY CENTRAL AND TERRORIST-CAPTORHABES 1000
DIFFICULTY FIRED (.) UNDERSTAND FROM 1000 1000 1000 1000 1000 1000
1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000
CONTRACTORS FOR FURTHER BANGS 1000

5000

This message may be sent
AS WRITTEN by any means
except } WIRELESS
Signed. 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000
Signed. 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000

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

1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000

Time of Day
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Time of Day
1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000

ARMY FORM C2136 (Small)

MESSAGE FORM

Register No.

Call

Srl. No.

Priority

Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM
(A)

Originator

Date/Time of Origin

CINCPAC JCS JC TR4 870 INCH

15 APRIL

For Action

TO

TH INC

(W) For information (INFO)

OFFICE DATE STAMP



-Message Instructions- GR-

Originator's No.

AD 10, 1 (.) RESTRICTED (.) FOR MC BURDO (.) IN CONFIRMATION TELEPHONE
 CONVERSATION RE GOAL FOR BURNING BRICKS FOR LINES 35 & 37 (.) TOTAL
 341 TONS REQUIRED (.) REVISE POINT OF DELIVERIES 34 TONS DELIVERED
 DUTONA (.) 213 TONS DELIVERED ANCONA (.) 550 TONS DELIVERED F. J. J. J. J. J.
 OR ANCONA

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

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

ORIGINATOR'S INSTRUCTIONS
 DEGREE OF PRIORITY

Time System Op.

TH or TOR

Time cleared

SIGNED

HATOR N. S.

SIGNED

IMPORTANT

TM 11-114 138,120 1/44 347 132 62873

MESSAGE FORM

Register No.

ARMY FORM C 2136 (Large)

Call

Sig. No.

Priority

Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY

Office Date Stamp

FROM

Originator

Date-Time of Origin

(A)

MAJOR MOLE AG TH4 O/G IR084

10 APRIL

For Action.

TO

TH IHC

(W) For Information (INFO)

Message Instructions

GR

Originator's No.

AC 16/2 (.) RESTRICTED (.) FOR STREET AG TH SUB COMM (.) EXHIBIT
 YOUR AC/15/4 (.) CONTRACTORS FROM TO I.R.C.E.4 AND ANCONA DIVISION
 AND THE NOT WHAT NOT CAPABLE OF CARRYING OUT WORK ON ACCOUNT OF
 PLANT D.T. 176. (.) SUGGEST I.R.R. MORE HE IN INFORMED THAT ONLY
 FIRMS OF SHOW IN NOT KNOW TRUE NORTH BE ALLOWED TO TENDER FOR
 FUTURE WORKS (.) FOUR GOOD FIRMS NOW WORKING ON CENTRAL SECTION
 HAVE ALREADY TENDERED FOR TWO BRIDGES (.) DETAILS SUBMITTED I.R.R.
 ROSE (.) WILL CONTINUE THIS POLICY UNLESS CONTRARY INSTRUCTIONS
 ARE RECEIVED FROM YOU

Originator's No.

AC 16/2 (.) RESTRICTED (.) FOR STREET AC ON SUB COMH (.) INTERPRET
 YOUR 16/15/4 (.) CONTRADICTIONS KNOWN TO I.R.O. 3.4 AND KNOONA DIVISION
 AND ARE NOT REPEAT BUT CAPABLE OF CARRYING OUT WORK ON ACCOUNT OF
 PLANT 1.4. 250. (.) SUGGEST I.O.R. MORE BE BE INFORMED THAT ONLY
 PLANT OF SHON 1.4. MOE KNOO THE NORTH BE ALLOWED TO TENDS FOR
 FUTURE ORKS (.) FOUR GOOD TERMS NOT WORKING ON CENTRAL SECTION
 HAVE ALREADY THUNDERED FOR TWO BRIDGES (.) DETAILS SUBMITTED I.S.R.
 THOSE (.) WILL CONTINUE THIS POLICY UNLESS CONTRARY INSTRUCTIONS
 ARE RECEIVED FROM YOU

338

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

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

Originator's Instructions.
 Degree of Priority

IMPORTANT

Signed. W. J. G. H. 15. Signed.

Time	System
16/15/4	16/15/4
16/15/4	16/15/4

Copy

ALLIED FORCE
MILITARY RAILWAY SERVICE ITALY
OFFICE OF THE DIRECTOR

Ref. Tn.A4/101
9th April 1945

Subject : Employment of contractors
Line 86 and 87.

TO : Allied Commission(Rail)Sub-Commission.

Copy to : Major Mole A.C. c/o I.R.C.E.4.
I.R.C.E. 4.
R.C.E.1.

1. Reference conversation to-day (Street-Mc Murdo).

2. The team of contractors now working on the Ortona-Ancona Rail Project, under Major Mole, will start to come free from that work about the 20th April.

The contractors, with perhaps one exception have done very well and constitute a very powerful construction force which it will be in our interest to maintain.

3. From the military point of view these contractors will be very useful when the Northern part of Italy is taken and we are faced with a very large amount of work. In the meantime, they should be employed as fully as possible in reconstructing bridges on a permanent basis to release military steel bridging at present in these bridges.

4. At Appendix "A" I give a list of bridges on line 86 North which can be dealt with in this way; at once.

In addition there are other bridges of a similar on line 87 between Orte and Falconara, which I.R.C.E.4 is at present investigating with a view to release of steel bridging.

5. Would you please therefore, arrange to have the bridges on Appendix "A" surveyed, schemes prepared, contracts let through I.S.R. and the work started as soon as the contractors are available offline 86(Central)

Would you please, also, investigate the line 87 bridges with the same action in view and get work started as soon as possible.

The above I suggest, would best be done by Major Mole in conjunction with I.R.C.E.4 R.C.E.1 and the I.S.R. Engineer.

6. It should be noted that this work is being carried out for the release of military steel bridging, particularly

I.R.C.E. 4.
R.C.E. 1.

1. Reference conversation to-day (Street-McTurdo).
2. The team of contractors now working on the Ortona-Ancona Rail Project, under Major Mole, will start to come free from that work about the 20th April.
The contractors, with perhaps one exception have done very well and constitute a very powerful construction force which it will be in our interest to maintain.
3. From the military point of view these contractors will be very useful when the Northern part of Italy is taken and we are faced with a very large amount of work. In the meantime, they should be employed as fully as possible in reconstructing bridges on a permanent basis to release military steel bridging at present in these bridges.
4. At Appendix "A" I give a list of bridges on line 86 North which can be dealt with in this way; at once.
In addition there are other bridges of a similar on line 87 between Orte and Falconara, which I.R.C.E. 4 is at present investigating with a view to release of steel bridging.
5. Would you please therefore, arrange to have the bridges on Appendix "A" surveyed, schemes prepared, contracts let through I.S.R. and the work started as soon as the contractors are available offline 86(Central)
Would you please, also, investigate the line 87 bridges with the same action in view and get work started as soon as possible.
The above I suggest, would best be done by Major Mole in conjunction with I.R.C.E. 4 R.C.E. 1 and the I.S.R. Engineer.
6. It should be noted that this work is being carried out for
a) the release of military steel bridging, particularly U.S.R.B. and Paddy spans.
b) the continued use of the contractor team on useful work.
7. Stores. A rough estimate for the bridges at Appendix "A" indicates that the following materials are necessary.
a) If carried out in concrete - Cement 2,500 tons
800 "
b) If carried out in brickwork - Cement 2,700,000 "
Bricks 2,700,000 "

b) above is preferable and Major Mole may be able to supply bricks, from the Pescara area by rail when line 86 Central is open. I.R.C.E. 4 should also be able to supply 20,000 per

- 2 -

day by rail. Cement can be carried forward from Line 86 Central.

These figures should be confirmed to me when the schemes are completed and the additional requirements for the bridges selected on line 87 should be submitted to me as soon as possible.

8. Certain of the bridges shown at Appendix "A" are already being carried out by contract or direct labour under arrangements of the I.S.R. and under supervision of I.R.C.E. 4 and R.C.E. 1.

Would you please arrange to take over these works as soon as work starts on the remainder.

This will free completely the R.C.E.s for work forward.

9. The order of priority in which the bridges should be completed is that in which steel bridging will be released quickest. This will have to be decided on the ground.

10. Please advise me at once of any major difficulty in carrying out any of the above requests.

/s/ A.W. Mc Murdo
Lt.Col.R.E.

for Brigadier,
Director, Military Railway Service.

4 and R.C.E. 1.

Would you please arrange to take over these works as soon as work starts on the remainder.

This will free completely the R.C.E.s for work forward.

9. The order of priority in which the bridges should be completed is that in which steel bridging will be released quickest. This will have to be decided on the ground.

10. Please advise me at once of any major difficulty in carrying out any of the above requests.

/s/ A.W. Mc Murdo
Lt.Col.R.E.

for Brigadier,
Director, Military Railway Service.

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APPENDIX "A"9th April 1945.LINE 26 (NORTH) - BRIDGES FOR RE-CONSTRUCTION.

<u>Serial</u>	<u>Bridge</u>	<u>Kilometrage</u>	<u>Arch Span (metres)</u>	<u>Remarks.</u>
1.	Lanone River	50.027	40 15	
2.	Montone River	61.584	40 13.5	
3.	Ronca River	67.815	50 16	Under construction by I.S.R. directr labour under R.C.E. I
4.	Savio River	81.23	50 15	
5.	Rubicone River	86.222	10 15	
6.	Fiumicino River	95.86	10 15	
7.	Uso River	100.08	30 8	
8.	Marano River	118.172	20 12	
9.	Maranello River	120.41	10 15	
10.	Tavallo River	123.80	10 15	
11.	Foggia River	143.81	60 12	Contract already let
12.	Metauro River	159.80	21 0 12	
13.	Cesano River	172.63	14 0 12	Contractor already at work.
14.	Esino River	192.85	21 0 12	

LINE 86 (NORTH) - BRIDGES FOR RECONSTRUCTION

Serial	Bridge	Kilometrage	Arch Span (metres)	Remarks.
1.	Lazone River	50.027	40 15	
2.	Montone River	61.584	40 13.5	
3.	Ronca River	67.815	50 16	Under construction by I.S.R. direct labour
4.	Savio River	81.23	50 15	under R.C.E. I
5.	Rubicone River	86.222	10 15	
6.	Fluminio River	95.85	10 15	
7.	Uso River	100.08	30 8	
8.	Marano River	118.172	20 12	
9.	Maranello River	120.41	10 15	
10.	Tavallo River	129.60	10 15	
11.	Foggia River	143.81	60 12	Contract already let
12.	Metauro River	159.80	21 0 12	
13.	Cesano River	172.63	14 0 12	Contractor already at work.
14.	Esino River	192.65	21 0 12	

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ALLIED FORCE
MILITARY RAILWAY SERVICE ITALY
OFFICE OF THE DIRECTOR (GROSS)

Ref. To.A.4/101

9th April, 1945.

Subject: Employment of Contractors -
Linea 66 and 67.

To: Allied Commission Tr. (Rail) Sub Commission.

Copy to: Major Mole, A.C. c/o I.R.C.S.4.

I.R.C.S.4.

R.C.S.1.

1. Reference conversation to-day (Street - Maffei).

2. The team of contractors now working on the Ortona - Ancona Rail Project, under Major Mole, will start to come free from that work about the 20th April.

These contractors, with perhaps one exception, have done very well and constitute a very powerful construction force which it will be in our interest to maintain.

3. From the military point of view these contractors will be very useful when the Northern part of Italy is taken and we are faced with a very large amount of work. In the meantime, they should be employed as fully as possible in reconstructing bridges on a permanent basis to release military steel bridging at present in these bridges.

4. At Appendix 'A' I give a list of bridges on line 66 North which can be dealt with in this way, at once.

In addition there are other bridges of a similar nature on line 67 between Ortona and Falconara, which I.R.C.S.4 is at present investigating with a view to release of steel bridging.

5. Would you please therefore, arrange to have the bridges on Appendix 'A' surveyed, schemes prepared, contracts let through the I.R.C. and the work started as soon as the contractors are available off line 66 (Central).

Would you please, also, investigate the line 67 bridges with the same action in view and see work started as soon as possible.

The above, I suggest, would best be done by Major Mole in conjunction with I.R.C.S.4, R.C.S.1 and the I.R.C. Engineer.

6. It should be noted that this work is being carried out for

(a) the release of military steel bridging, particularly U.C.S.1, and
Paddy means.

(b) the continued use of the contractor team on useful work.

7. Stores. A rough estimate for the bridges at Appendix 'A' indicates that the following materials are necessary:-

1. Reference conversation in-day (Street - McMurdo).

2. The team of contractors has arrived on the Orton - Avenue Hall project, under Major Mole, will start to construct in that work about the 15th April.

These contractors, with perhaps one exception, have done very well and constitute a very powerful construction force which it will be in our interest to maintain.

3. From the military point of view these contractors will be very useful when the Northern part of Italy is taken and we are faced with a very large amount of work. In the meantime, they should be employed as fully as possible in reconstructing bridges on a permanent basis to release military steel bridging at present in these bridges.

4. At Appendix 'A' I give a list of bridges on line to North which can be dealt with in this way, at once.

In addition there are other bridges of a similar nature on line 37 between Orte and Palombara, which I.S.O.S.4 is at present investigating with a view to release of steel bridging.

5. Would you please therefore, arrange to have the bridges on appendix 'A' surveyed, when as proposed, contractors let through the I.S.R. and the work started as soon as the contractors are available off line 36 (Central).

Would you please, also, investigate the line 37 bridges with the same action in view and get work started as soon as possible.

The above, I suggest, would best be done by Major Mole in conjunction with I.S.O.S.4, I.S.O.S.1 and the I.S.S. Engineer.

6. It should be noted that this work is being carried out for

(a) the release of military steel bridging, particularly I.S.O.S.4, and Paddy means.

(b) the continued use of the contractor team in useful work.

7. Stores. A rough estimate for the bridges at Appendix 'A' indicates that the following materials are necessary:-

(a) If carried out in concrete - Cement 2,500 tons.

(b) If carried out in brickwork - Cement 800 tons
Bricks 2,700,000

(b) above is preferable and Major Mole may be able to supply blocks from the Pescara area by rail when line 36 Central is open. I.S.O.S.4 should also be able to supply 20,000 per day by rail.

... .. /to Sheet 2.

5381

- 2 -

7. Stores (continued).

Caution can be carried forward from line 66 Central.

These figures should be confirmed to me when the estimates are completed and the additional requirements for the bridges selected on line 67 should be submitted to me as soon as possible.

8. Certain of the bridges shown at Appendix 'A' are already being carried out by contract or direct labour under arrangements of the I.C.C. and under supervision of I.C.C. and I.C.C. 1.

Could you please arrange to take over these works as soon as work starts on the remainder.

This will free completely the I.C.C. for work forward.

9. The order of priority in which the bridges should be completed is that in which steel bridging will be released quickest. This will have to be decided on the ground.

10. Please advise me at once of any major difficulty in carrying out any of the above requests.



(A. W. McDermott)

Lt. Col. R. L.

for Brigadier,

Director, Military Railway Services.

5908

Appendix 'A'

24 April, 1945.

Line 56 (North) - Bridges to be constructed.

Serial.	Bridges.	Allowance.	Arch Span. (metres)	Remarks.
1.	SENO River Lancône River.	44.034 50.027	3 0 15 4 0 15	
2.	Montodon River	61.304	4 0 15.5	
3.	Rench River	67.815	5 0 16 }	Under construction by I.S.S. direct labour under R.C.S.1.
4.	Savio River /	81.23	5 0 15 }	
5.	Rubiconne River	86.222	1 0 15	
6.	Plumelino River	95.86	1 0 15	
7.	Uso River	100.08	3 0 8	
8.	Marano River	118.172	2 0 12	
9.	Maranello River	120.41	1 0 15	
10.	Tavallo River	129.80	1 0 15	
11.	Poglia River	145.81	6 0 12	Contract already let.
12.	Messaro River	152.80	21 0 12 }	Contractor already at work.
13.	Cesano River	172.63	14 0 12 }	
14.	Esino River	192.85	21 0 12 }	

5979

Ref. 4044 40445 40446
9351.

ALLIED FORCE
MILITARY RAILWAY SERVICE ITALY
OFFICE OF THE DIRECTOR (DMRS)

Tn.A.4/101.

12 May 1945.

Subject : Employment of Contractors -
Lines 86 & 87.

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

Copy to : Major Male c/o D.P.Tn. (Railways).
I.C.R.L. (Indian).

1. Further to my Tn.A.4/101 dated 9 April 1945.
2. With particular reference to para. 8. in my above quoted letter, would you please arrange to take over control of the work at present being carried out on the following bridges and tunnels on Lines 86 & 87:-
 - (1) Rebuilding of two damaged arches Nos. 14 & 16 of Esino Bridge No. 192/800 Line 86.
 - (2) Reconstruction of Malsure Bridge No. 159/800 Line 86.
 - (3) Reconstruction of Boho River Bridge No. 225/- Line 87 near Fabriano.
 - (4) Reconstruction of the damaged lining of Malduini Tunnel on Line 87.
3. I.R.C.A.L. letter 4045/5311 dated 1 May 1945 also refers.

(Signature) 5378

(A.W. McFarde) Lt. Col. R.E.
for Brigadier.
Director, Military Railway Service.

Subject: - RECONSTRUCTION OF BRIDGES -
LINES 86 & 87.

Tel. No. 2345

H.Q. No. 2 Ind Ry C&M Op IE
C.M.F. 30th April 45.

Ref NO 4CMF/140/5295-

Major Mole AC TM4 Ancona.

Copy to

TM4, TM Inc, CMF.
O.C. 122 Ind Rly Maint Coy I.E.
Capo Sezione Lavori, ISR, Ancona.

1. Reference para 5 of letter No. TNA4/101 dated 9th April 1945 from DMRS, the following Bridge reconstruction projects are now handed over to you for further action.

Line 87.

(i) TERNI VIADUCT Km. 115+074

To be rebuilt (a) 15 arches 8 metre span
(b) 1 arch 28.65 metre "

Will release (a) 60 Nos. 24"x7 1/2" RSJs 31'-0" long
(b) 4 Nos. 18"x11 1/4" RSJs 32'2" long
(c) 1 span 80'-0" UCRB.

Scheme The arches can be rebuilt for single line on one side of the existing girders without interference with the running traffic. I.B.R. General Scheme Plan (scale 1:200) are at page sheet (1) attached.

Quantities:

(a) Using Brick and Cement Masonry to rebuild the bridge as above it is estimated that 950,000 bricks and 600 tons cement would be required.

(b) Using Cement Concrete throughout except for Stone Masonry Abutments it is estimated that 973 Tons Cement would be required.

(ii) TESINO Bridge Km. 140+295.

To be rebuilt (a) 2 Skew arches of 5.50 metre span
(b) 4 Skew arches of 4.20 metre span

Will release (a) 4 Nos 18"x12" RSJs - 22'10 1/2" long
(b) 4 " " " - 24'10 1/2" long
(c) 4 " " " - 21'11" long
(d) 4 " " " - 25'11" long

1. Reference para 5 of letter No. TNA4/101 dated 9th April 1945 from DMRS, the following Bridge reconstruction projects are now handed over to you for further action.

Line 87.

(1) TERMI VIADUCT Km. 115+074

To be rebuilt (a) 15 arches 8 metre span
(b) 1 arch 28.65 metre "

Will release (a) 60 Nos. 24"x7 1/2" RSJs 31'-0" long
(b) 4 Nos. 18"x11 1/4" RSJs 32'2" long
(c) 1 span 80'-0" UCRB.

Scheme The arches can be rebuilt for single line on one side of the existing girders without interference with the running traffic. I.S.R. General Scheme Plan (Scale 1:200) are at page sheet (1) attached.

Quantities: To rebuild the bridge as above

(a) Using Brick and Cement Masonry it is estimated that 950,000 Bricks and 600 tons cement would be required.

(b) Using Cement Concrete throughout except for Stone Masonry Abutments it is estimated that 973 Tons Cement would be required.

(11) TRISING Bridge Km. 140+298.

To be rebuilt (a) 2 Skew arches of 5.50 metre span
(b) 4 Skew arches of 4.20 metre span

Will release (a) 4 Nos 18"x12" RSJs - 22'10 1/2" long
(b) 4 " " " - 24'10 1/2" long
(c) 4 " " " - 21'11" long
(d) 4 " " " - 25'11" long
(e) 4 " " 30"x12" " - 44'6" long

Scheme. The arches can be rebuilt on the side of and under existing girders without interference with the running line.

I.S.R. General Scheme Plan is at sheet (2) attached.

Contd. page 2.

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-2-

Reconstruction of Bridges Lines 86 & 87 Contd.Line 87(11) Contd.

Quantities. To rebuild the bridge as above it is estimated that

(a) Using Brick and Cement Masonry
257,000 Bricks & 90 Tons Cement

or

(b) Using Cement Concrete throughout except for Stone Masonry abutments
312 Tons Cement will be required.

(111) FOSSATO Viaduct Km 209+235.

To be rebuilt. 9 arches of 9 metre span

Will release (a) 8 Nos 31 1/2" x 12" RSJs - 20'6" long
(b) 2 spans 40'0" Sectional Plate girders.
(c) 1 Span 65'0" UCHO.

Scheme:- Track to be slewed 1.20 metres to permit rebuilding of Arches under running conditions.

I.S.R. General Scheme and details of phase work are at sheet (3) attached.

Quantities. To rebuild the bridge as above it is estimated that:

(a) Using Brick and Cement Masonry
426,000 Bricks and 133 Tons Cement

or

(b) Using Cement Concrete throughout except for Stone Masonry abutments
420 Tons Cement will be required.

(11V) ESINO Bridge at Km. 236+178.

To be rebuilt. 3 Skew arches 9 metre span
(10 metre oblique)

Will release 3 spans 40' Sectional Plate Girders.

Scheme:- The arches can be rebuilt for single line on one side of the existing Girders without interference with the running line.

I.S.R. General Scheme and details are at sheet (4) attached.

Quantities. To rebuild the Bridge as above

5376

257,000 Bricks & 10 Tons Cement
Or
(b) Using Cement Concrete throughout
except for Stone Masonry abutments
312 Tons Cement will be required.

(144) FOSSATO Viaduct Km 209+235.

To be rebuilt. 3 arches of 9 metre span

Will release (a) 5 Nos 31 1/2" x 12" R.S.J.s - 20'6" long
(b) 2 spans 40'0" sectional Plate
Girders.
(c) 1 span 65'0" UCRB.

Scheme:- Track to be slewed 1.20 metres
to permit rebuilding of Arches under
running conditions.

I.S.R. General Scheme and
details of phase work are at sheet (3)
attached.

Quantities. To rebuild the bridge as
above it is estimated that:

(a) Using Brick and Cement Masonry
426,000 Bricks and 133 Tons Cement

or

(b) Using Cement Concrete throughout
except for Stone Masonry abutments
420 Tons Cement will be required.

(145) BSINO Bridge at Km. 236+178.

To be rebuilt. 3 Skew arches 9 metre span
(10 metre oblique)

Will release 3 spans 40' sectional
Plate Girders.

Scheme:- The arches can be rebuilt for
single line on one side of the existing
girders without interference with the
running line.

I.S.R. General Scheme and details are
at sheet (4) attached.

Quantities. To rebuild the bridge as above
it is estimated that:

(a) Using Brick and Cement Masonry
159,800 Bricks and 153 Tons Cement

or

(b) Using Cement Concrete throughout
except for Stone Masonry abutments
292 Tons Cement would be required

Contd Page 3.

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- 3 -

Line 87 Contd.(v) EELINO Bridge at Km. 241+293.

To be rebuilt. 2 Skew arches 16.30 metre span (23.10 metre oblique)

Will release. (a) 1 Span 80' UCRS deck
(b) 1 Span 80' UCRS deck

Scheme. Track to be slewed 1.23 metres to permit building of arches for single line on one side of existing track. I.S.R. General Scheme and proposed Sections' skew arch are at sheet (5) attached.

Quantities. To rebuild the bridge as above it is estimated that:

(a) Using Brick and Cement Masonry 145,000 bricks and 421 Tons Cement

Or

(b) using Cement Concrete throughout except for Stone Masonry abutments 540 Tons Cement will be required.

The total requirements for five bridges on Line 87 are

(a) With Brick and Cement masonry - say 2,000,000 bricks and 1,400 Tons Cement.

(b) With Cement Concrete say 2550 Tons Cement.

LINE 86.(i) MARANO Bridge at Km. 112+172.

To be rebuilt 2 arches of 12 metre span

Will release (a) 2 spans 45'-0" Extended Sectional Plate Girders.
(b) 2 nos. 38"x12" RJS 45'0" long.

Scheme. By leaving a chase for existing girders for a short length in the crown of the arches it is considered possible to rebuild this bridge without interfering with the running lines.

I.S.R. Plan is at sheet (6) attached.

Quantities.

(a) Abutments and Piers in masonry - arch in concrete estimated requirements are 40,000 bricks and 100 Tons Cement.

(b) All work in Brick Masonry estimated requirements are 100,000 bricks and

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Scheme. Track to be slewed 1.23 metres to permit building of arches for single line on one side of existing track.

L.S.R. General Scheme and proposed Sections' skew arch are at sheet (5) attached.

Quantities. To rebuild the bridge as above it is estimated that:

(a) Using brick and Cement Masonry 145,000 bricks and 421 Tons Cement

or
(b) using Cement Concrete throughout except for stone masonry abutments 540 Tons Cement will be required.

The total requirements for five bridges on Line 87 are

(a) With Brick and Cement masonry - say

2,000,000 Bricks and 1,400 Tons Cement.

(b) With Cement Concrete say 2550 Tons Cement.

LINE 86.

(i) MARANCO BRIDGE at Km. 112+172.

To be rebuilt 2 arches of 12 metre span

Will release (a) 2 spans 45'-0" Extended Sectional Plate Girders.

(b) 2 Nos. 39"x12" R30s 45'0" long.

Scheme. By leaving a chase for existing girders for a short length in the crown of the arches it is considered possible to rebuild this bridge without interfering with the running lines.

L.S.R. Plan is at sheet (6) attached.

Quantities.

(a) Abutments and Piers in masonry - arch in concrete estimated requirements are 40,000 bricks and 100 Tons Cement.

(b) All work in Brick Masonry estimated requirements are 100,000 bricks and 50 Tons Cement.

(ii) MARANELLO BRIDGE Km. 120+409.

To be rebuilt. 1 Arch of 15 metre span.

Releases. 2 Spans 55'0" UCRS Deck.

Contd. page 4.

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LINE 86.(iii) MARABELLO BRIDGE Contd.

Scheme. It is not possible to drop arch below level of girders and scheme therefore depends on whether OPG give up use of one track at a time for rebuilding the arch. I.S.R. Plan is at sheet (7) attached.

Quantities.

- (a) Abutments and piers in masonry arch in concrete estimated requirements are 30,000 bricks and 70 Tons Cement.
- (b) All work in brick masonry estimated requirements are 75,000 bricks and 40 Tons Cement.

(iiii) CONCA BRIDGE Km. 126+939.

I.S.R. Plan is at sheet (8) attached.

This bridge needs further investigation due to:

- (a) existing standard steel trestles
- (b) bad state of foundations
- (c) 3 arches at Rimini end being filled in necessitating rebuilding an abutment in place of existing pier.

Would release 8 Spans of N.S.R.S 45' to 50' length.

(iv) TAVALLO BRIDGE Km 129+802.

To be rebuilt. 1 arch 15 metre span

Releases. 2 Spans 60' UCRB Deck

Scheme. It is not possible to drop the arch below level of girders and scheme therefore depends on whether operating agree to give up the use of one track at a time for rebuilding the arch.

I.S.R. Plan is at sheet (9) attached.

Quantities.

- (a) 30,000 Bricks and 70 Tons Cement Or
- (b) 75,000 Bricks and 40 Tons Cement.

(v) FOGLIA BRIDGE Km 143+808) Schemes are ready with the I.S.R. Tenders have been

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on one track at a time for rebuilding the arch. ISR Plan is at sheet (7) attached.

Quantities.

- (a) Abutments and piers in masonry arch in concrete estimated requirements are 30,000 bricks and 70 tons cement.
- (b) All work in brick masonry estimated requirements are 75,000 bricks and 40 tons cement.

(iii) CONCA Bridge Nr. XXEALXI 126+939.

I.S.R. Plan is at sheet (8) attached. This bridge needs further investigation dueto:

- (a) existing standard steel trestles
- (b) bad state of foundations
- (c) 3 arches at Rimini end being filled in necessitating rebuilding an abutment in place of existing pier.

Would release 8 spans of N.S R5Js 45' to 50' length.

(iv) TAVALLO BRIDGE Km 129+802.

To be rebuilt. 1 arch 15 metre span

Releases. 2 spans 60' UCRH Deck

Scheme. It is not possible to drop the arch below level of girders and scheme therefore depends on whether operating agree to give up the use of one track at a time for rebuilding the arch.

I.S.R. Plan is at sheet (9) attached.

Quantities.

- (a) 30,000 Bricks and 70 tons cement or
- (b) 75,000 Bricks and 40 tons cement.

- (v) FOGLIA Bridge Km 143+808) Schemes are ready with the I.S.R.
- ARZILLA Bridge Km 155+198) Tenders have been accepted.

It remains for you to help Capo Sezione Levori select the best Contractor. I.S.R. Plans are at sheets 10 and 11 attached.

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LINE 86 Contd.

2. The following Bridge and Tunnel reconstruction works in hand are also handed over to you for helping and directing Capo Sezione Iavori and his Contractors to complete the jobs as early as possible.

(1) Job No. 86/217. Esino Bridge at Km. 192+800
Line 86.

Arches Nos. 14 and 16 from the RIMINI end have developed dangerous cracks. They have been timber propped and it is proposed to rebuild them by putting in temporary RSJ spans (vide sketch attached) and then rebuilding the arches in Brick Masonry Section by section longitudinally.

O.C. 122 Ind Rly Maint Coy will leave 2-40' spans of RSJs from his released girders at site for this work, and you may call upon him to arrange line blocks and crane if necessary for inserting the temporary spans.

It was the intention to complete arch No. 14 which is worse of the two first, and use the same RSJ spans for Arch No. 16 later.

(11) Job No. 86/219. Metauro Bridge at
Km. 159+201 Line 86.

The reconstruction of the 16 existing 12 metre spans in Cement Concrete Arches is being carried out very satisfactorily by Contractor MANCINI working under ISR and about 40 percent of the work is complete.

The Contractor now has sufficient centering materials. 2" to 5" nails have been indented for. O.C. 122 Ind Rly Maint Coy has been asked to collect from 230 T.S.D. and hand over to Contractor 800 lbs (400 kilos) of Nails.

Delay in the job so far has been due to lack of CEMENT. Of a total estimated requirement of 1040 tons 820 tons was still outstanding on 25 April 46. Due to restricted supplies for IRCE4, the present arrange-

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Line 26.

Arches Nos. 14 and 16 from the MANCINI and have developed dangerous cracks. They have been timber propped and it is proposed to rebuild them by putting in temporary RSJ spans (vide sketch attached) and then rebuilding the arches in Brick Masonry Section by section longitudinally.

O.C. 122 Ind Rly Maint Coy will leave 2-40' spans of RSJs from his released girders at site for this work, and you may call upon him to arrange line blocks and crane if necessary for inserting the temporary spans.

It was the intention to complete arch No. 14 which is worse of the two first, and use the same RSJ spans for Arch No. 16 later.

(11) Job No. 26/219, Metauro Bridge at Km. 159+201 Line 26.

The reconstruction of the 16 existing 12 metre spans in Cement Concrete Arches is being carried out very satisfactorily by Contractor MANCINI working under ISR and about 40 percent of the work is complete.

The Contractor now has sufficient centering materials. 2" to 3" nails have been indented for. O.C. 122 Ind Rly Maint Coy has been asked to collect from 330 T.S.D. and hand over to Contractor 800 lbs (400 kilos) of Nails.

Delay in the job so far has been due to lack of CEMENT. Of a total estimated requirement of 1040 tons 520 tons was still outstanding on 25 April 45. Due to restricted supplies for IRCE4, the present arrangement with 330 T.S.D. was to despatch by train 20 tons cement three times a week for this work vide O.C. 136 Ind Rly Maint Coy's letter No. WG-546 dated 25 April 45 to 330 T.S.D. The Contractor is capable of using more than double this amount per week and as soon as cement becomes available the allotment to this work should be stepped up.

Contd. page 6.

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LINE 86 Contd.(11) Contd.

The Metauro Bridge had 21 Arches of 12 metre span before the War. Of these 6 spans at the Ancona end have been filled in. Contractor LANCINI is getting out a scheme for rebuilding these six spans without interfering with traffic. The scheme would need to be looked into, in detail, but the General idea is a sound one and the contractor quite capable of carrying it out.

(111) Job No. 87/24. Bono River Bridge Km. 225/- Line 87.

Contractors Serrani & Lenti are carrying out this work - 6 arches of about 9 metre span. Work is 70 percent complete and is scheduled to be ready by the end of MAY. Materials remaining to be supplied are about 60,000 Bricks and 131 Tons Cement.

O.C. 136 Ind Rly Maint Coy has asked 330 T.S.D. to despatch 20 Tons Cement by train to FABRIANO for this job twice a week vide letter No. WJ-546 dated 25 Apr to 330 T.S.D.)

The Contractor is slow and needs pushing.

(iv) Job No. 87/100 - Rebuilding damaged lining of Balduino Tunnel Km 126.620 Line 87.

The contract will not now be given to Ferlini & Co. who have proved themselves incapable of carrying out a work of this size.

Please arrange with the Capo Sezione Lavori for a bigger Contractor and take necessary action to have the work started early.

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(C. NEWMAN) Lt. Col. R.E.
C.O. 4 Ind Rly C & M Group I.E.

scheme for rebuilding these six spans without interfering with traffic. The scheme would need to be looked into, in detail, but the general idea is a sound one and the contractor quite capable of carrying it out.

(iii) Job No. 87/84. Bono River Bridge Km. 225/-
Line 87.

Contractors Serrani e Lenti are carrying out this work - 6 arches of about 9 metre span. Work is 70 percent complete and is scheduled to be ready by the end of May. Materials remaining to be supplied are about 80,000 Bricks and 131 Tons Cement.

C.C. 136 Ind Aly Maint Coy has asked 330 T.S.D. to despatch 20 Tons Cement by train to FARDIANO for this job twice a week & vide letter No. WU-546 dated 25 Apr to 330 T.S.D.)

The Contractor is slow and needs pushing.

(iv) Job No. 87/109 - Rebuilding damaged lining
of Balduino Tunnel Km 126.620 Line 87.

The contract will not now be given to Ferlini & Co. who have proved themselves incapable of carrying out a work of this size.

Please arrange with the Capo Sezione Lavori for a bigger Contractor and take necessary action to have the work started early.

(C. NEMMAN) Lt. Col. R.E.
C.O. 4 Ind Aly C & M Group I.B.

Enc:- 11 White prints
1 Tracing
3 Ferros.

WC

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