

ACC AC20 10000/148/1776 AC, MAT. 20 - ANCONA
DEC. 1944 - SEPT. 1945

1580

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

AC, MAT. 20 - ANCONA - ORTONA LINE MATERIAL FOR RECONSTRUCTION
EC. 1944 - SEPT. 1945

TRANSLATION

AS/59

MINISTRY OF INDUSTRY AND COMMERCE

No. 6694

Rome 6 Sept. 1945

Answer to No. AC/MAT/20/ 3/Tn.4.

SUBJECT :- Used clothing for the employee of the
Bombrini Parodi Delfino Firm.

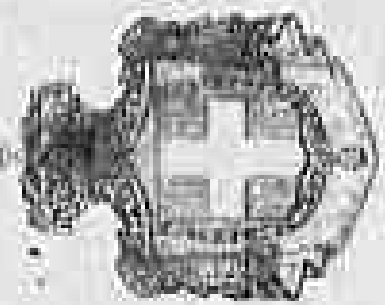
With reference to the note No. AC/MAT/20//3/Tn.4.
dated 8 August 1945 we inform you that with letter No. 3387
dated 9 June 1945 to the Bombrini - Parodi - Delfino - Firm
the following repaired military clothing have been assigned:-

Working trousers	30
Shirts	30
Wollen shirts	30
Caps	30
Boots (pairs)	60

The above mentioned quantity of clothing
corresponds to the request made by the Firm, dated
26 March 1945, and transmitted by this Ministry to the
Allied Commission.

THE MINISTER
(sgd illegible)

3920



MINISTERO DELL'INDUSTRIA

Ministero dell'Industria,
del Commercio e delle Attività

Direzione Generale Commercio Interno
Servizio Consumi Industriali

Roma 6 SET. 1945 19

ALLA COMMISSIONE ALLEATA - Sot-
toCommissione trasporti (Divi-
sione Ferrovie) -

= R O M A =

Reg. N. 6654 Allegato

Proposta al P.N. AC/MAT/20/13/TN 4
del 8 Agosto 1945

OGGETTO: - Vestiario di recupero per i dipendenti della
Società Bombrini-Parodi - Delfino.-

1 - Con riferimento alla nota suindicata, si comuni-
ca che con lettera n° 3387, del 9 Giugno scorso, sono sta-
ti assegnati alla Società Bombrini-Parodi - Delfino i se-
guenti indumenti militari riparati:

- Calzoni da lavoro	30
- Canicie	30
- Caniciole di lana	30
- Berretti	30
- Calze (paia)	60

2 - I quantitativi di indumenti suindicati corri-
spondono alla richiesta fatta dalla predetta Società con
la domanda del 26 marzo c.a. e trasmessa a questo Ministe-
ro da codesta Commissione Alleata il 4 Aprile scorso mese.-

1583

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

785021

1 - Con riferimento alla nota suindicata, si comuni-
ca che con lettera n° 3387, del 9 Giugno scorso, sono sta-
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guenti indumenti militari riparati:

- Calzoni da lavoro	30
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- Caniciole di lana	30
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- Calze (paia)	60

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la domanda del 26 marzo c.a. e trasmessa a questo Ministe-
ro da codesta Commissione Alleata il 4 Aprile scorso mese. -

3929

IL MINISTRO



FE/L

CML/av

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

Tel: 843191-11
Ref: AC/Mat/20/43/Tn 4

8 August 1945

SUBJECT : Salvage clothing for B.P.D. Employees.

TO : Ministry of Industry and Commerce.

1. On 4 April 1945 there was forwarded to the Commerce Sub-Commission a Mat.10 requesting salvage clothing for the employees of the firm Bombrini-Parodi-Delfino who are doing car repair work for the Italian State Railways.

2. By letter AC/5300/18/Commerce, dated 7 April the Commerce Sub-Commission advise that the Mat.10 had been forwarded to your Ministry for appropriate action.

3. No word has been received from this request to date and the need of clothing for the workers is becoming more urgent every day.

4. Please advise when we may expect to receive the release of clothing for the a/m firm.

DIRECTOR

3928

3ML/av

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

Firebox - 9311
Ref: AC/Mat/20/2/TN 4
7 June 1945

SUBJECT : Supplies for Ancona-Ortona Line.

TO : D.M.R.S. D.A.D. Tn 2 (Stores) Bldg.
Attn: Major Mitchell

1. The Transportation Sub-Commission Engineer in charge of work on the Ancona-Ortona line requests release of the following material from 330 T.S.D.:

Electrodes No. 8 or 10	1 000 Each
2" steel pipe	100 meters

The electrodes are to be used in the shop of Cecchetti where rail centers are being made for tunnel work.

The steel pipe is for use in the Ancona tunnel.

2. Will you please furnish letter authority to collect a/m material.

For the Chief Commissioner:

3927

1580

SUBJECT : Supplies for Ancona-Ortona Line.

TO : D.M.R.S. D.A.F. Tn 2 (Stores) Bldg.
Attn: Major Mitchell

1. The Transportation Sub-Commission Engineer in charge of work on the Ancona-Ortona line requests release of the following material from 230 T.S.D.:

Electrodes No. 8 or 10 1 000 each
2" steel pipe 200 meters

The electrodes are to be used in the shop of Cecchetti where rail centers are being made for tunnel work.

The steel pipe is for use in the Ancona tunnel.

2. Will you please furnish letter authority to collect a/m material.

For the Chief Commissioner:

3927

C.M. LONG, Major C.E.

20

TH 183 (Th Sub-Commission)

271800

MOLE c/o ICHE 4

071 (.) RESTRICTED (.)

YOUR AC 2/26 (.) BRICKS AT DIRE, MOZZANO ARE NOT CONTROLLED AND
THEREFORE CANNOT BE RELEASED BY THE AC INDUSTRY SUB COMMISSION
SUGGESTS YOU MAKE ARRANGEMENTS LOCALLY WITH THE PREFECT FOR
EXCHANGE OF BRICKS FROM ANOTHER KILN AT LATER DATE (.)

3926

IMPORTANT

1588

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

TH INC (To Sub-Commission)

081800

Jo

ICRE 4 FOR MAJOR WOLF

049 (.) RESTRICTED (.)

NECESSARY YOU ADVISE IMMEDIATELY AMOUNTS TIMBER CONTRACTORS
HAVE FURNISHED FOR AKOMA-ORTONA LINE, EXCLUSIVE OF WHAT
THEY HAD ON HAND, FOR REPORT TO ALLIED RAILWAY BOARD (.)

IMPORTANT

3923

TH INC (Th Sub-Commission)

241800

ICR2 4 FOR MAJOR ROLE

036 (.) RESTRICTED (.)

ADVISE AMOUNTS OF CONSTRUCTION

FURNISH CONTRACTORS HAVE FURNISHED FOR ANCONA-ORTONA WORK,
EXCLUSIVE OF WHAT THEY HAD ON HAND (.)

3924

IMPORTANT

RJR/gia

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

20

REF. : AC.Tn/100/36/M.5

December 27th 1944

TO : Lt. Col. O.H. LINDBERG,
Tn. Sub-Comm., Rail.

SUBJECT: Line 36 Ortona - Ancona Reconstruction.

1. Further to AC.Tn/100/36/M.4 dated 20th Dec. the remaining sections of line have now been let to contract with the following firms :

1)- GILONIO PINTRO

2)- S.A. CONDOTTE D'ACQUA

2. The Pescara river bridge will be carried out jointly by R. MONTELLA, contractor for contract N°1, and the steelwork by SACEM, already under contract to I.S.R. for bridgework.

3. It is requested all assistance be given to these firms with regard to circulating permits, movement of plant and equipment and the obtaining of petrol for vehicles to proceed to site.

Capt. Long.Eg Nole Naz 23

E.J. NOLE, Major,
Tn.S.C., A.C., Rails.

CONFIDENTIAL

20

Subject: Line 86, Ortona - Ancona Reconstruction.Military Railway Service,
C.M.F.
Tel: Firebox 59.

File: Tn.A.2/81/2/6.

8 Jan. 45.To:- D.D.Tn., Tn.(Brit.) Sec., AFHQ.

1. With reference to the attached memoranda.
2. We are unable to supply any portion of the requirements scheduled and have already advised TN Sub Commission A.C. to this effect.
3. In view of the reduced allocation to us by Q (Maint.) AFHQ, since timber became a Staff controlled item, by comparison with consumption i.e. 400 tons allocated against 600 tons consumed during each of the past two months it is very doubtful if supplies are likely to be available from military sources for a very considerable time to come.
4. It has been ascertained from A.F.L.R.S. that there is no objection to the A.C. TN Sub-Commission sponsoring the purchase of standing or seasoned timber from forests in areas outside the BR and US military controlled zones and we are advising TN Sub-Commission A.C. that such action should be taken to obtain supplies, in view of the general shortage which prohibits issue from military stocks.

D.R.H. Chaplin
D.R.H. CHAPLIN, Maj.,
for Brigadier,

Director, Military Railway Service.

Encs.

3922

CONFIDENTIAL

Incl #1

CONFIDENTIAL

TNS/C 8352

AG 411.1 EPENG (9 Dec 44) 1st Ind.
HEADQUARTERS, PENINSULAR BASE SECTION, A.P.O. 782, 19 Dec 1944

TO: Chief Commissioner, Allied Commission, APO 394.
(Attn: Lt Col O.H. Lindberg, Transportation Sub-Commission-Rails)
(thru: Commanding General, Mediterranean Theater of Operations, APO 512)

1. Large scale construction and other projects now under way and contemplated will require more lumber than is available or expected to be available to this Base Section for some time to come.

2. In view of the above, no lumber can be released for the purpose described in basic letter.

For the Commanding Officer:

D. W. MASTEN

D. W. MASTEN
Major, A.G.D.
Asst. Adj. Gen.

AG 411.1/846 E-C 2d Ind
HEADQUARTERS MPOUSA, APO 512, 19 January 1945.

TO: Chief Commissioner, Allied Commission, APO 394.

1. Timber from Cosenza cannot be supplied at present from military sources to apply against your requirements.

2. Attached is copy of letter TnA-2/81/2/6 of 8 January 1945 from Military Railway Service, CMF, subject: "Line 86, Ortona - Ancona Reconstruction", dealing with your inquiry, and is forwarded for information and such action as you may deem necessary.

For the Theater Commander:

2921

[Signature]
Captain, AGD,
Asst Adjutant General.

1 Incl added
ltr, MRS, CMF, file
Tn.A.2/81/2/6, dtd
8 January 1945.

Copy to:
DMRS

CONFIDENTIAL

1993

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

G-4
G-5
A.D. 6.f



SA. FORD, ASHQ
F2205.

CONFIDENTIAL

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission Rails
APO 394

CML/reb
APO 512

9 December 1944

SUBJECT: Line 86 Ortona to Ancona.

TO : Engineer Supply Officer, P.B.S. Southern District,
APO 782 U.S.Army.
ATTEN: Col. Bender.

1. The Director of Military Railway Service has been ordered by A.F. HQ. to reconstruct the Railway line 86 from Ortona to Ancona. The work ranks as a Military Priority No. 1.

2. The Director of the Military Railway Service has assigned this work to be carried out under the supervision of Transportation Sub-Commission Engineers of the Allied Commission.

3. The contractors are urgently in need of the following material in order to get the bridge work started on this priority project:

Planks	25cm. wide x 2cm. thick x 4 meters long .	100 c.m.
Planks	25cm. wide x 5cm. thick x 4 meters long.	200 c.m.
Bulk timber	9 cm. x 11cm. x 10 meters. ^{33'}	100 c.m.
Bulk timber	30cm. x 30cm. x 10 meters. ^{22'}	200 c.m.

4. The contractors advise that the following firms in Cosenza have timber: Rizzetti, Colella, and Caliguri.

5. Request that you release the above amount of timber for this urgent work.

C. Lindberg Capt. T.C. 9000
for O.H. LINDBERG
Lt. Col., RE
Transportation Sub-Commission-
Rails.

CONFIDENTIAL

*Summary
Priority 3*

C/o H.Q. 4 Indian Railway Construction & Maintenance Group I E
C.M.F.

Reference : AC/Tn/100/86/M 7 1st January 1945

TO : Lt. Col. O.H. Lindbore
Tn. S.C. H.Q. A.C. Rails

SUBJECT : Ortona - Ancona Line 86
Reconstruction.

1. Further to AC/Tn/100/86/M1, the following contracts have been let for the reconstruction of the various structures as detailed below.

2. By these contracts and those previously awarded the reconstruction of the whole section from Ortona to Ancona will be carried out.

3rd. SECTION GIULIANOVA STATION TO CIVITANOVA STATION.

Contract let to two firms.
From Giulianova to 277 Km. Contractor : S.A. CONDOTTE D'ACQUE
From 277 Km. to Civitanova Station, Contractor: CIDONIO PIZZINO

Date of commencement : 1st January
Date of completion : 30 April.

1. At 311.593 Km. A 1 metre culvert. Completely destroyed. Rebuild with concrete pipes with concrete bed and casing.

2. At 308.887 Km. No 4 12 metre brick arch bridge. Completely destroyed. Rebuild abutments with brick face work and concrete filling. Rebuild arches, spandrels and parapets in brickwork.

3. At 308.308 Km. A 8 metre brick arch. Completely destroyed. Rebuild in brickwork.

Rebuild in brickwork. Completely destroyed. Rebuild

been let for the reconstruction of the various sections listed below.

2. By these contracts and those previously awarded the reconstruction of the whole section from Ortina to Lussana will be carried out.

3rd. SECTION GIULIANOVA STATION TO CIVITANOVA STATION.

Contract let to two firms.
From Giulianova to 277 Km. Contractor : S.A. CONDOTTE D'ACQUE
From 277 Km. to Civitanova Station, Contractor: CILONIO PIETRO

Date of commencement : 1st January
Date of completion : 30 April.

1. At 311.593 Km. 1. 1 metre culvert. Completely destroyed. Rebuild with concrete pipes with concrete bed and casing.
2. At 308.887 Km. No 4 12 metre brick arch bridge. Completely destroyed. Rebuild abutments with brick face work and concrete filling. Rebuild arches, spandrels and parapets in brickwork.
3. At 308.308 Km. A 3 metre brick arch. Completely destroyed. Rebuild in brickwork.
4. At 307.836 Km. A 1 metre culvert. Completely destroyed. Rebuild with concrete pipes with concrete bed and casing.
5. At 307.652 Km. A 1 metre culvert. Completely destroyed. Rebuild with concrete pipes, with concrete bed and casing.
6. At 306.938 Km. A 1 metre culvert. Completely destroyed. Rebuild with concrete pipes with concrete bed and casing.
7. At 306.521 Km. A 1 metre culvert. Completely destroyed. Rebuild with concrete pipes with concrete bed and casing.

- 2 -

8. At 303.293 Km. A 1 metre culvert. Completely destroyed. Rebuild with concrete pipes, with concrete bed and casing.
9. At 303.410 Km. A 1 metre culvert. Completely destroyed. Rebuild with concrete pipes, with concrete bed and casing.
10. At 305.354 Km. A 1 metre culvert. Completely destroyed. Rebuild with concrete pipes, with concrete bed and casing.
11. At 305.459 Km. A 1 metre culvert. Completely destroyed. Rebuild with concrete pipes, with concrete bed and casing.
12. At 304.938 Km. A 1 metre culvert. Completely destroyed. Rebuild with concrete pipes, with concrete bed and casing.
13. At 304.730 Km. A 1 metre culvert. Completely destroyed. Rebuild with concrete pipes, with concrete bed and casing.
14. At 304.343 Km. A 1 metre culvert. Completely destroyed. Rebuild with concrete pipes, with concrete bed and casing.
15. At 304.436 Km. A 1 metre brick culvert. Completely destroyed. Rebuild with concrete pipes with concrete bed and casing.
16. At 304.374 Km. A 1 metre brick culvert. Completely destroyed. Rebuild with concrete pipes, with concrete bed and casing.
17. At 304.236 Km. A 1 metre brick culvert. Completely destroyed. Rebuild with concrete pipes, with concrete bed and casing.
18. At 304.170 Km. A 1 metre brick culvert. Completely destroyed. Rebuild with concrete pipes, with concrete bed and casing.
19. At 304.090 Km. A 1 metre brick culvert. Completely destroyed. Rebuild with concrete pipes, with concrete bed and casing.
20. At 302.000 Km. A 4 span bridge, each span 11 metres, piers and abutments mass concrete. Completely destroyed. Rebuild abutments and piers with brick face work and concrete filling. Rebuild arches in mass concrete, spanpiles and parapet walls in brickwork.
21. At 297.500 Km. One 3 metre span wrought iron superstructure carried on brick abutments. Superstructure destroyed beyond repair, abutments demolished. Rebuild abutments with brick face work and concrete filling. Bridge with 24" x 7 1/2" x 95 lb. R.S.J's.
22. At 293.444 Km. A 4 span bridge. Each span of 31 metres. Superstructure wrought iron girders carried on brick abutments and piers. Bridge completely destroyed. Rebuild abutments and piers with brick face work and concrete

16. At 104.524 Km. A 1 metre brick culvert. Completely destroyed. Rebuild with concrete pipes, with concrete bed and casing.
17. At 104.265 Km. A 1 metre brick culvert. Completely destroyed. Rebuild with concrete pipes, with concrete bed and casing.
18. At 103.170 Km. A 1 metre brick culvert. Completely destroyed. Rebuild with concrete pipes, with concrete bed and casing.
19. At 104.000 Km. A 1 metre brick culvert. Completely destroyed. Rebuild with concrete pipes, with concrete bed and casing.
20. At 102.030 Km. A 4 span bridge, each span 22 metres, arches, piers and abutments made concrete. Completely destroyed. Rebuild abutments and piers with brick face work and concrete filling. Rebuild arches in mass concrete, spandrels and parapet walls in brickwork.
21. At 101.600 Km. One 3 metre span wrought iron superstructure carried on brick abutments. Superstructure destroyed beyond repair, abutments demolished. Rebuild abutments with brick face work and concrete filling. Bridge with 24' x 7 1/2' x 9 1/2' lb. R.S.J's.
22. At 293.414 Km. A 4 span bridge. Each span of 11 metres. Superstructure wrought iron girders carried on brick abutments and piers. Bridge completely destroyed. Rebuild abutments and piers with brick face work and concrete filling. Build or erect either intermediate brick concrete piers or timber trestles according to availability of material. Bridge with 24' x 7 1/2' x 9 1/2' lb. R.S.J's.
23. At 294.935 Km. A 1 metre brick culvert. Completely destroyed. Rebuild with concrete pipes with concrete bed and casing.
24. At 294.514 Km. A 1 metre brick culvert. Completely destroyed. Rebuild with concrete pipes with concrete bed and casing.
25. At 294.120 Km. A 1 metre brick culvert. Completely destroyed. Rebuild with concrete pipes with concrete bed and casing.
26. At 294.165 Km. A 1 metre brick culvert. Completely destroyed. Rebuild with concrete pipes with concrete bed and casing.
27. At 293.852 Km. A 2/2.50 metre brick arch. Completely destroyed. Rebuild abutments and pier with brick face work and concrete filling. Arches, spandrels and parapet walls rebuild in brick work.

28. At 293.699 Km. A 3 metro brick arch bridge. Completely destroyed. Rebuild abutments with brick face work and concrete filling. Arch, spandrels and parapet walls rebuild in brickwork.
29. At 293.644 Km. A 1 metro brick culvert. Completely destroyed. Rebuild with concrete pipes with concrete bed and casing.
30. At 288.763 Km. A 6 metro span in reinforced concrete. Completely destroyed. Rebuild abutments with brick face work and concrete filling. Bridge span with 243x7 $\frac{1}{2}$ " x 95 lb. R.S. J's.
31. At 288.730 Km. A 2 $\frac{1}{2}$ metro brick arch. Completely destroyed. Rebuild abutments with brick face work and concrete filling. Arch, spandrels and parapet walls rebuild in brickwork.
32. At 288.674 Km. A wrought iron girder span of 6 metres carried on brick abutments. Girders destroyed beyond repair and one abutment demolished. Rebuild abutment with brick face work and concrete filling. Bridge span with 24"x7 $\frac{1}{2}$ " x 95 lb. R.S. J's.
33. At 288.811 Km. A 4 metro brick arch. Completely destroyed. Rebuild abutments with brick face work and concrete filling. Arch, spandrels and parapet walls rebuild in brickwork.
34. At 285.681 Km. A 6 span brick arch bridge, each span 19 metres. Completely destroyed. Rebuild abutments and piers with brick face work and concrete filling. Arches spandrels and parapet walls rebuild in brickwork.
35. At 280.159 Km. A 8 span brick arch bridge. No 2 arches of 8 metres span and No 4 arches of 7 metres span. Completely destroyed. Rebuild abutments and piers with brick face work and concrete filling. Arches, spandrels and parapet walls rebuild in brickwork.
36. At 278.702 Km. A 3 span mass concrete bridge. Each span 25 metres. Completely destroyed. Rebuild abutments and piers with brick face work and concrete filling. Rebuild arches in mass concrete, spandrels and parapet walls in brickwork.
37. At 277.074 Km. A 3 span brick arch bridge, each span of 8 metres. Completely destroyed. Rebuild abutments and piers with brick face work and concrete filling. Rebuild arches in mass concrete, spandrels and parapet walls in brickwork.

- brick abutments. Girders destroyed beyond repair and one abutment demolished. Rebuild abutment with brick face work and concrete filling. Bridge span with 24"x7½"x95 lb. R.S.J's.
33. At 286.811 Km. A 4 metre brick arch. Completely destroyed. Rebuild abutments with brick face work and concrete filling. Arch, spandrels and parapet walls rebuild in brickwork.
34. At 285.681 Km. A 6 span brick arch bridge, each span 19 metres. Completely destroyed. Rebuild abutments and piers with brick face work and concrete filling. Arches spandrels and parapet walls rebuild in brickwork.
35. At 280.159 Km. A 6 span brick arch bridge. No 2 arches of 8 metres span and No 4 arches of 7 metres span. Completely destroyed. Rebuild abutments and piers with brick face work and concrete filling. Arches, spandrels and parapet walls rebuild in brickwork.
36. At 278.702 Km. A 3 span mass concrete bridge. Each span 25 metres. Completely destroyed. Rebuild abutments and piers with brick face work and concrete filling. Rebuild arches in mass concrete, spandrels and parapet walls in brickwork.
37. At 277.074 Km. A 3 span brick arch bridge, each span of 8 metres. Completely destroyed. Rebuild abutments and piers with brick face work and concrete filling. Arches, spandrels and parapet walls rebuild in brickwork.
- THIRD SECTION. FIRST CONTRACTIONS HERE.
38. At 275.367 Km. A 5 span brick arch. Structure each span of 8 metres. Completely destroyed. Rebuild abutments and piers with brick face work and concrete filling. Arches, spandrels and parapet walls rebuild in brickwork.
39. At 274.203 Km. A wrought iron span of 18 metres carried on brick abutments. Superstructure and abutments completely destroyed. Rebuild abutments with brick face work and concrete filling. Build or erect either a brick intermediate pier or timber trestle according to availability of material. Bridge spans with 24"x7½"x95 lb. R.S.J's.

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40. At 273.596 Km. A 6 metre brick arch. Completely destroyed. Rebuild abutments with brick face work and concrete filling. Arch, spandrels and parapet walls rebuild in brickwork.
41. At 272.077 Km. A 5.35 metre brick arch. Completely destroyed. Rebuild abutments with brick face work and concrete filling. Arch, spandrels and parapet walls rebuild in brickwork.
42. At 271.530 Km. A 6 span brick arch structure, each span of 20.5 metres. Rebuild abutments and piers with brick face work and concrete filling. Arches, spandrels and parapet walls rebuild in brickwork.
43. At 268.737 Km. A wrought iron span of 22.3 metres carried on brick abutments. Superstructure and abutments completely destroyed. Rebuild abutments with brick face work and concrete filling. Build or erect either intermediate brick pier or timber trestle according to availability of material. Bridge spans with 24"x7½"x95 lb. R.S.J's.
44. At 267.632 Km. A wrought iron span of 21.2 metres. Superstructure and abutments completely destroyed. Rebuild abutments with brick face work and concrete filling. Build or erect either intermediate brick piers or timber trestle according to availability of material. Bridge spans with 24"x7½"x95 lb. R.S.J's.
45. At 264.286 Km. A 4 span brick arch, structure, each span 10 Mts. Completely destroyed. Rebuild abutment and piers with brick face work and concrete filling. Arches, spandrels and parapet walls rebuild in brickwork.
46. At 262.218 Km. A wrought iron span of 5 metres carried on brick abutments. Superstructure and abutments completely destroyed. Rebuild abutments with brick face work and concrete filling. Bridge span with 24"x7½"x95 lb. R.S.J's.
47. At 256.400 Km. A 3 span brick arch structure, each span of 4.20 metres. One arch badly fractured. Cut out defective work and rebuild in brickwork.

44. At 267.632 Km. According to availability of material. Bridge spans with 24"x7 $\frac{1}{2}$ "x95 lb. R.S.J's. A wrought iron span of 21.2 metres. Superstructure and abutments completely destroyed. Rebuild abutments with brick face work and concrete filling. Build or erect either intermediate brick piers or timber truss according to availability of material. Bridge spans with 24"x7 $\frac{1}{2}$ "x95 lb. R.S.J's.
45. At 264.286 Km. A 4 span brick arch, structure, each span 10 Mts. Completely destroyed. Rebuild abutment and piers with brick face work and concrete filling. Arches, spandrels and parapet walls rebuild in brickwork. A wrought iron span of 5 metres carried on brick abutments. Superstructure and abutments completely destroyed. Rebuild abutments with brick face work and concrete filling. Bridge span with 24"x7 $\frac{1}{2}$ "x95 lb. R.S.J's.
47. At 256.400 Km. A 3 span brick arch structure, each span of 4.20 metres. One arch badly fractured. Cut out defective work and rebuild in brickwork.
48. At 256.029 Km. A reinforced concrete bridge of 10 spans, 6 spans 10.37 metres, and 4 spans of 8.75 metres. Completely destroyed. Rebuild abutments and 5 main piers with brick face work and concrete filling. Rebuild 5 intermediate piers in reinforced concrete with salvaged steel bars and corrugated iron shuttering. Bridge spans with 24 inch deep Italian and British R.S.J. sections.
49. At 249.212 Km. A 3 metre brick arch. Completely destroyed. Rebuild abutments with brick face work and concrete filling. Arch, spandrels and parapet walls rebuild in brickwork.
50. At 248.822 Km. A 14 span reinforced concrete bridge. No 10 spans each 11.92 metres and No 4 spans each 10 metres. Completely destroyed. Rebuild abutments and No 7 main piers with brick face work and concrete filling. Rebuild No 7 intermediate piers in reinforced concrete with salvaged steel bars using corrugated iron shuttering. Bridge spans with 24 inch deep R.S.J's of Italian and British sections.

1803

51. At 247.704 Km. A 1 metre brick culvert. Completely destroyed.
Rebuild in concrete pipes with concrete bed
and casing.

END OF SECTION No 3. SECOND CONTRACT.

FOURTH SECTION. CIVITANOVA STATION TO ANCONA STATION.

Contract let to two firms.

Civitanova station to 209 Km. Contractor : ARGANINI OLINTO

209 Km. to Ancona Station Contractor : GHELLA GIOVANNI.

Both contracts : Commencing date 1st January 1945.

Completion for opening line 30 April 1945.

1. At 246.449 Km. 2 span brick arch bridge. One arch 6 metres and
one 3 metres completely destroyed. Rebuild in brick
face work and concrete filling the abutments and
pier. Arches, spandrels and parapet walls rebuild
in brickwork. Note: Bridge will be for two tracks,
due to necessity of providing running loops for
Civitanova Station.
2. At 244.148 Km. A 3 span brick arch structure, each span of 8 Mts.
Completely destroyed. Rebuild abutments and piers
with brick face work and concrete filling. Arches,
spandrels and parapet walls rebuild in brickwork.
3. At 241.963 Km. A 2 span brick structure each span of 18 metres.
Completely destroyed. Rebuild abutments and pier
with brick face work and concrete filling. Arches,
spandrels and parapet walls rebuild in brickwork.
4. At 240.431 Km. A single 15.20 metre brick arch span. Completely
destroyed. Rebuild abutments in brick face work
and concrete filling. Arch, spandrels and parapet
walls rebuild in brickwork.
Note: Bridge will be for two track due to necessity
of providing a running loop.
5. At 237.660 Km. A 2 span brick structure, each span of 7 1/2 metres.
Completely destroyed. Rebuild abutments and pier

pier. Arches, spandrels and parapet walls rebuilt in brickwork. Note: Bridge will be for two tracks, due to necessity of providing running loops for Civitanova Station.

1. 3 span brick arch structure, each span of 8 Mts. Completely destroyed. Rebuild abutments and piers with brick face work and concrete filling. Arches, spandrels and parapet walls rebuilt in brickwork. 2 span brick structure each span of 18 metres. Completely destroyed. Rebuild abutments and pier with brick face work and concrete filling. Arches, spandrels and parapet walls rebuilt in brickwork. 4 single 15.20 metre brick arch span. Completely destroyed. Rebuild abutments in brick face work and concrete filling. Arch, spandrels and parapet walls rebuilt in brickwork.

Note: Bridge will be for two track due to necessity of providing a running loop.

5. 2 span brick structure, each span of 7½ metres. Completely destroyed. Rebuild abutments and pier with brick face work and concrete filling. Arches, spandrels and parapet walls rebuilt in brickwork. 2 span brick structure each span of 4.75 metres. Completely destroyed. Rebuild with a single arch of 10 metres span, abutments in brick face work and concrete filling, arch spandrels and parapet walls in brickwork.

7. 1 single 8 metre span in mass concrete. Arches badly fractured. Demolish bridge carrying one track and rebuild in brickwork from springing level.

8. 6 span reinforced concrete structure, 4 spans each of 10½ metres and 2 spans each of 12.37 metres. Completely destroyed. Rebuild abutments and 2 main piers in brick face work and concrete filling. Rebuild 3 intermediate piers in reinforced concrete using salvaged steel bars and using corrugated iron shuttering.

Note: If timber available trestles will be erected off of old footings for the intermediate piers). Bridge spans with 24" deep R.S.J's of It. & br. sections.

2. At 244.148 Km.

3. At 241.963 Km.

4. At 240.431 Km.

5. At 237.660 Km.

6. At 236.440 Km.

7. At 236.004 Km.

8. At 233.208 Km.

9. At 235.496 Km. A 8 span reinforced concrete bridge 6 spans of 10.3 metres and 2 spans 12 - 4 metres. Completely destroyed. Rebuild abutments and 3 main piers with brick face work and concrete filling. Rebuild 4 intermediate in either reinforced concrete using salvaged steel bars, or timber trestles. Bridge spans with 24" deep British and Italian R.S.J's.
10. At 220.736 Km. A single span brick structure of 4.8 metres. Arch very badly shattered. Demolish arch and rebuild in brickwork.
11. At 220.212 Km. A 3 span brick structure each span of 4 metres. Completely destroyed. This bridge is not over a stream, flood openings or road. No reason can be given for its existence. Tip new embankment.
12. At 217.970 Km. A wrought iron superstructure of 14.80 metres span, carried on brick abutments. Superstructure destroyed beyond repair and abutments demolished. Rebuild abutments with brick face work and concrete filling. Build a new central pier in brickwork and concrete filling. Bridge spans with 24" x 7½" x 95 lb. R.S.J's.
13. At 211.281 Km. A wrought iron girder bridge of 17 metres span carried on brick abutments. Superstructure damaged beyond repair. Abutments demolished. Rebuild abutments with brick face work and concrete filling. Build arch spandrels and parapet walls in brick work.

END OF FIRST CONTRACT.

- At 206.392 to 206.923 Km. Brick lined tunnel. Tunnel completely demolished at south end for 150 metres and at north end for 200 metres. Excavated at both ends to form cutting and rebuild invert and part of side walls to act as retaining walls. This work to be ready by 30 April. After line is open for traffic complete the brick barrel by 31st July 1945.
- At 206.765 Km. A single span wrought iron bridge of 2.5 metres span. Completely demolished. Rebuild abutments in brick face work and concrete filling. Bridge span with R.S.J's.
- At 204.697 to 204.861 Km. Brick lined cut and cover tunnel. Complete-

ling. Build a new central pier in brickwork and concrete filling. Bridge spans with 2" x 7" x 95 lb. R.S.J's.

13.44 214.281 Km. A wrought iron girder bridge of 17 metres span carried on brick abutments. Superstructure damaged beyond repair. Abutments demolished. Rebuild abutments with brick face work and concrete filling. Build arch spandrels and parapet walls in brick work.

END OF FIRST CONTRACT.

At 206.392 to 206.923 Km. Brick lined tunnel. Tunnel completely demolished at south end for 150 metres and at north end for 200 metres. Excavated at both ends to form cutting and rebuild invert and part of side walls to act as retaining walls. This work to be ready by 30 April. After line is open for traffic complete the brick barrel by 31st July 1945.

At 206.765 Km. A single span wrought iron bridge of 2.5 metres span. Completely demolished. Rebuild abutments in brick face work and concrete filling. Bridge span with R.S.J's.

At 204.677 to 204.561 Km. Brick lined cut and cover tunnel. Completely demolished. Excavate as for cutting, rebuild invert and part of side walls to act as retaining walls. Work to be completed by 30 April ready for traffic. Complete brick barrel by 31st July 1945.

EXTRA TO SECTION No 1.

Poseara River Bridge.

On line of original old bridge erect new single span girder of 84 metres span with short approach spans salvaged at site.

Repair abutment walls and rebuild the brick face work piers with

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concrete filling on pile foundations of original piers. This work to be carried out as extra to Section No 1 by Montella Eduardo. Erection of superstructure to be carried out by S.A.C.F.E.M. (Already under contract to I.S.R.) with help of launching equipment to be supplied from Tn. Stores.

E J Mole

E.J. MOLE,
Major,
Tn. Sub- C S.A.C.

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