

Appendix "A" to T.N.A. 4/145 dated 31st Janu 1945.

	<u>No.</u>
1. Round poles (a) 9" to 12" x 27' - 33' Long	
(b) 9" to 12" x 20' - 27' "	25
	35
2. Square timber (a) 10" x 10" x 40' long.	30
(b) 10" x 10" x 14' "	72
(c) 10" x 10" x 28' "	7
(d) 10" x 10" x 16' to 23' long	10
3. Saw timber (a) 6" x 8' x 28' long	66
(b) 6" x 8' x 33' to 36' long	12
(c) 6" x 6" x 27' long	22
(d) 6" x 6" x 27' x 30' long	10
4. Boarding (a) 2" boarding in 14' lengths	sq. ft. 5,000

Ministry of Transports
General Direction

Subject: Reconstruction of line n.86
Ortona-Ancona

Rome 31 January 1945
N.A. 11/323/N.62/1cca/2437/33

To Transportation Subcommission
(Rail Section)

C/o Increment Transportation
C M F Building

- 1) Ref. is made to letter n.AC/Tn/100/86.M.8 dated 15 January addressed to Works Service.
- 2) We confirm to have charged the Rome Tiburtina Store House to forward at once to Ancona Works Section tools for the permanent way mentioned as for previous note excepting those as by point 3.
- 3) We inform also that it is impossible to arrange the forwarding of the requested bogies, big hammers, double wrenches and pick-axes, as we have no availability of such items.

The Director General
signed Di Rainondo

Go ng 1/2

7312



MINISTERO

DIREZIONE GENERALE
DEI TRASPORTI
PER IL BENESSERE DELLO STATO

Roma, 11

6 GEN. 1945

1945

1945

N° A.38/323/A.62/1000/2437/53

ALLA SOTTOCOMMISSIONE TRASPORTI
(Sezione Ferroviaria) Incremento
Trasporti C.M.F.

S E D E

OGGETTO

Ricostruzione linea n°86
Ortona - Ancona

Allegati N. _____

- 1) Si fa riferimento alla lettera n° A.C/Tn/100/86/L.8 del 15 corrente diretta al Servizio Lavori .
- 2) Si conferma di avere incaricato il Magazzino di Roma Tiburtina di eseguire subito la spedizione alla Sezione Lavori di Ancona degli attrezzi per l'armamento indicati nella suddetta lettera ad eccezione di quelli di cui al punto 3' .
- 3) Si avverte infine che , per mancanza di disponibilità , non è possibile disporre l'invio dei richi-

Allegati N. _____

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- 2) Si conferma di avere incaricato il Magazzino di Roma Tiburtina di eseguire subito la spedizione alla Sezione Lavori di Ancona degli attrezzi per l'armamento indicati nella suddetta lettera ad eccezione di quelli di cui al punto 3° .
- 3) Si avverte infine che , per mancanza di disponibilità , non è possibile disporre l'invio dei richiesti carrelli , mazzette d'inchiodamento , chiavi doppie e picconi d'assodamento .

IL DIRETTORE GENERALE

7241

TN INC (Tn. Sub-Comm.)

311800

MOLE ICRE 4

062 REFERENCE YOUR SIGNALS 17AN TN 4 AND ANC 20 TN 4(.) THIS MATTER
HAS BEEN REFERRED TO DD TN FREEDOM(.)

DF IMPORTANT

7310

INFO: MAJOR STREET, A.O. (BY HAND)

937 TN.A.4 (.) RESTRICTED (.) SUBJECT OKTOMA TO ANCONA RAIL PROJECT (.)
BRICKS (.) ALLIED COMMISSION (TN-SUB-COMMISSION RAIL) HAS REQUISITIONED
LARGE NUMBERS OF BRICKS IN THE OKTOMA AREA FOR THE ABOVE PROJECT (.)
THIS WAS DONE IN AGREEMENT WITH 67 C.R.E WORKS (.) 67 C.R.E WORKS NOW
DEMANDING RELEASE OF 85,000 BRICKS FROM POSTO S. GEORGIO FOR ROAD BRIDGES
JUST AUTHORIZED PRESUMABLY TO IMPROVE TEMPORARY STRUCTURES (.) THESE
BRICKS REQUIRED FOR OKTOMA ANCONA RAIL PROJECT (.) IN VIEW OF INTEREST WE
HAVE TO TAKE IN THIS A.C PROJECT AS RESULT OF PRIORITIES LAID DOWN BY
A.F.H.Q PLEASE TAKE UP WITH APPROPRIATE AUTHORITY TO GET MAXX PRIORITY
BETWEEN ROAD AND RAIL WORK SETTLED IN THIS AREA IN ORDER TO PREVENT
C.O.S.R.S. CONTINUALLY DEMANDING BRICKS REQUISITIONED AND REQUIRED FOR
RAIL WORK.

This message may be sent as written by a.v means (except) wireless.

Originators instructions
Degree, of priority

W. H. R. F.

THIS WAS DONE IN ACCORDANCE WITH 67 C.R.A. WORKS (.) 67 C.R.E. WORKS NOW
 DEMANDING RELEASE OF 85,000 BRICKS FROM PORTO S. GEORGIO FOR ROAD BRIDGES
 JUST AUTHORIZED PRESUMABLY TO IMPROVE TEMPORARY STRUCTURES (.) THESE
 BRICKS REQUIRED FOR ORTONA ANCONA RAIL PROJECT (.) IN VIEW OF INTEREST WE
 HAVE TO TAKE IN THIS A.O. PROJECT AS RESULT OF PRIORITIES LAID DOWN BY
 A.F.H.4 PLEASE TAKE UP WITH APPROPRIATE AUTHORITY TO GET MAX PRIORITY
 BETWEEN ROAD AND RAIL WORK SETTLED IN THIS AREA IN ORDER TO PREVENT
 C.R.E. CONTINUALLY DEMANDING BRICKS REQUISITIONED AND REQUIRED FOR
 RAIL WORK.

This message may be sent as written
 by any means (except) wireless.

Originators instructions
 Degree of priority

W. H. G. R. F.

Indoorland

7309

FROM DIRECTOR 30TH JAN 1967
TO THE CMC

URGENT

ANG/20174 . RESTRICTED . FOR LINDBERGH AC TO FROM MOLE .
REF BY SIGNAL 17 **AN** TMA DATED 27 JAN . 67 C.R.E. PRESSING
FOR ~~RELEASING~~ RELEASE 85,000 BRICKS . WHAT DECISION REGARDING
PRIORITY OF WORKS +

= 301645A

REF 140 P 4 20 56 ANG/20174 17 JAN 27 67 C.R.E. 85,000 301645A + ST

Ref 17409

498



TN INC (Ta. Sub-Comm.)

291200



ICRE 4 for MOLE

052 FERROBETON REQUIRE YOU TO SEND LORRY TO TRANSPORT PILE DRIVER
WEIGH 4 TONS AND STORES TO PISCARA(.) ARRANGE TO SEND LORRY
ADVISING DATE OF DESPATCH.

J. H. Keel
M. J. M.

IMPORTANT

1750

100/86E

TH INC (Th. Sub-Comm.)

291200

ICRE 4 for MULE

051 17 ANTN 4 (.) 40 TONS OF COAL BEING DESPATCHED DAILY PARI-ANCONA(.)
1ST LOAD LEFT 26TH AND WAS ADDRESSED IN ERROR TO RCE 1212
INSTEAD OF TO YOU(.)

IMPORTANT

J. H. Hook
Major

0076

4 - A C . S . C

MA3A V MBYW NR 7 • MPORTANT
FROM MLE AC TN4 ANCONA 27 JAN
TO TN INC CMF
QQX GR 86 BT

17AN.TN4 . RESTRICTED . FOR LINDBERG ACTN . BRICKS FOR LINE 86 .
400,000 BRICKS FROZEN UNDER MY SIGNATURE AT PORTO S GIORGIO
BRICKWORKS . DONE AFTER AGREEMENT WITH 67 ~~HXXX~~ CRE AS TO ~~HXXX~~ JIS
REQUIREMENTS . 67 CRE NOW REQUESTS RELEASE 85,000 BRICKS FOR ROAD
BRIDGES JUST AUTHORISED . CONTINUAL DEMANDS FOR BRICKS FROM NUMEROUS
SOURCES SERIOUSLY DECREASING BURNT STOCK . COAL NOT AT PRESENT
AVAILABLE FOR BURNING . WHAT ACTION AND WHICH PROJECT HAS PRIORITY .
SUGGEST W.D. BE ASKED TO INSTRUCT CRE 20 76 AND 21 USE CONCRETE AND
NOT BRICKS FOR ROAD BRIDGES

BT 270850A

REPTN 7 IMPT 4 27 QQX GR 86 17AN.TN4 LINDVXXX LINDBERG
ACTN 86 400THOU PORTO S GIORGIO 67 CRE 67 CRE 85THOU
CRE 20 67 21 270850A EGS AR

Coal
40 tons
day
from Base
to Ancona
14.6t added to 9000
to RCE 1212
instead of 5
tons

FROM V. DEBYN NR 6 IMPORTANT

FROM MOLE AS TNA ~~XXXXXXXXXX~~ ANCONA 27 JAN

TO TNA INC

QOX GR 50 BT

1800H TNA . RESTRICTED . FOR LINDBERG ACTH . HAVE DISCOVERED THAT
MOST OF THE CONTRACTORS WORKING ON ANCONA - GUSTONA PROJECT ARE
TENDERING FOR AREZZO - FLORENCE LINE . SUGGEST INFORMATION AS TO
AVAILABILITY OF PLANT EQUIPMENT N.T. BE MADE BEFORE AWARDED
CONTRACTS . NO PLANT TUBER OR N.T. CAN BE RELEASED FROM LINE
36 UNTIL COMPLETION

BT 270550A

REFIN 6-1111 4 27 QOX GR 50 1800H TNA LINDBERG ACTH

BT BT 36 270550A EES 3 1



121

MABA V MBYW NR 57

FROM MAJOR MOLE

TO TN INC (AC TN)

QQX GR 37 BT

RESTD . FOR STREET . PESCARA BRIDGE FERROBETON ANCONA REPORT ONE
PILE DRIVER AVAILABLE . HEIGHT OF FRAME 6 METRES IRON BASE .

WEIGHT OF MONKEY 200 KILOGRAMS . TRYING TO LOCATE FOREMAN BERTA AND
CARPENTERS . PASS THIS INFORMATION TO ROME OFFICE

BT 261440A

REPTN 57 MOLE QX GR 37 STREET PESCARA FERROBETON 6 MONKEY 2HUN

BERTA 261440A EGS AR

100/86 E

A.C. (TN. Sub Comm.)

17 for file

MINUTES OF MEETING HELD AT TN H.Q TO DISCUSS
LINE 86 - ORTONA TO ANCONA PROJECT ON 23.1.45.

1. PRESENT.

Colonel J. Ratter	D. D. Tn (Const).
Lt. Col. A. W. McMurdo	A. D. Tn. 4.
Lt. Col. A. H. Cantrell	R. C. B. 1212.
Lt. Col. O. H. Lindberg	Tn Sub-Comm. A.C.
Major A. H. Street	" " "
Major E. J. Mole	" " "

2. OBJECT.

To discuss and decide the extent to which A.C. can be helped on the Ortona - Ancona project by military resources and to arrange for decisions to be carried out.

3. GENERAL.

D. D. Tn (Const) stated that:-

- (a) Although the project was essentially the responsibility of A.C., it was now necessary for Tn. to take close interest in the project and to help as far as possible in view of the raise in priority of the project by A.F.H.Q.
- (b) The major problems were those of the supply of stores and additional M.T., and these would be discussed later.
- (c) Apart from small parties, military labour was not available before 1st March, 1945.
- (d) Military assistance in the supply of stores and extra M.T. could be given now.
- (e) Military assistance, when supplied, would be No. 1212 Rly Construction & Maintenance Group, R.E.

4. RESPONSIBILITY

It was decided that:-

- (a) I.E.C.E. 4 will cease to be responsible in any way for the project.

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- (e) Military assistance, when supplied, would be No. 1212 Rly Construction & Maintenance Group, R.E.

4. RESPONSIBILITY

It was decided that:-

- (a) I.R.C.E.4 will cease to be responsible in any way for the project, as his present commitments are too heavy to allow him to take any interest in the work.
- (b) R.C.E.1212's Group will assist by carrying out clearly defined jobs.
- (c) The responsibility for the organisation and distribution of stores on the work will be undertaken by A.C., until 1212 Group arrives. When R.C.E.1212 arrives he will take over responsibility for the organisation and distribution of stores.

5. MILITARY ASSISTANCE.

D.D.Tn (Const) stated that the work fell into the following types, and it was decided that the work will be carried out as indicated over:-

/to sheet 2..

7308

Type	Description	By whom to be carried out.
1.	Track, entirely new	Contractors.
2.	Track, repairs to 37 kms. existing track	R.O.E. 1212 by burning and cutting rails.
3.	Bridges, renewals in brick arches and masonry	Contractors.
4.	Bridges, renewals in brick and masonry piers and abutments with steel superstructure.	Contractors to build all brick and masonry work. R.O.E. 1212 to erect all steelwork.
5.	Pescara Bridge.	Contractors to build abutments, piers and false work for steel erection. R.O.E. 1212 to erect steelwork.
6.	Tunnels	Contractors.
7.	Water supply	Contractors.
8.	Telephones	2 Railway Telegraph Coy. R.Sigs.

NOTES:

- (i) Falsework for steel erection at Pescara bridge to be made up of timber pile bents with a timber deck and to be finished by Contractor before 15 March, 1945.
- Action. A.C. to contact piling Contractor who is known to be in Rome and who has plant, with the intention of getting him to do this work. Tn. to supply the timber on site.
- (ii) Scrapers are required to clear spoil near the second tunnel south of Ancona.
- Action Tn. to arrange for 46 M.E. (Tn) platoon to carry out work with plant coming off Mondolfo Yard and Falconara avoiding line after March 15th.

6. STORES.

- (a) Personnel - Stores Officer and a few men required to organise and control M.F. and stores distribution.

8. Telephones

2 Railway Telegraph Coy. R. Sigs.

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6. STORES.

(a) Personnel - Stores Officer and a few men required to organise and control M.T. and stores distribution.

Action R.C.E. 1212 to send 1 Officer, 2 N.C.Os and 4 Sappers, with transport to report to Major Mole at Ancona on 27 January, 1945.

(b) Cranes - 1 now on loan from Tn. at Arezzo loading steel for Pescara. Second required in Ortona yard to handle stores - rail mounted crane suitable.

Action Tn. to supply crane at Ortona before 29th January, 1945.

(c) Track - 8 miles of single W.D. rail now at Possessia and can be collected now - sleepers and smalls not required for this rail.

25 miles of W.D. track arranged to be delivered by rail to A.C. at Ortona at rate of 2 mile per day. First 2 mile leaves Bari on 29 January, 1945.

(d) Cement - 6,000 tons required at rate of 2,000 tons/month. A.C. can supply only 1,500 tons at rate of 500 tons/month. Tn. can probably supply up to 3,000 tons at rate of 1,000 tons/month, but position not yet sure. A.C. to put up case to A.F.H.Q. for remainder.

/to sheet 3....

6. (a) (Contd.).

Action. Tn. to investigate cement situation and state what can be supplied. A.C. to put up case for remainder to A.F.H.Q.

- (a) Coal and bricks. - 2,000,000 bricks, fully burnt, are in works near sites. 3,000,000 bricks, unburnt, are also in works near sites and require 1,000 tons coal to prepare for use. This coal was promised by D.D.Tn (Rlys) but Tn.2 authority required. I.R.C.E.4 is helping to transport coal but cannot continue to do so.

Action Tn. to give authority for issue of coal and to supply M.T. for coal and bricks.

(f) Bridging.

Tn. presented statements of bridging required and available. D.D.Tn (Const) stated that:-

- (i) Requirements had been ordered ex U.K. but would not be available in time.
- (ii) Requirements had therefore to be met from existing Tn. stocks and anticipated arrivals.
- (iii) The general bridging situation is tight and will be so until April.
- (iv) Extended 40 ft. sectional bridges could be used for longer spans.
- (v) Whole question must be investigated carefully but Tn. can probably meet all requirements.

Action. Tn. and Major Mole to investigate and submit recommendations to D.D.Tn (Const).

It was decided that -

- (i) Pescara steel must be on site by 15th March, 1945.
- (ii) Remainder of steel need not be on site before 1st March, 1945.
- (iii) Extended 40 ft. sectional bridges to be ready by 1st March.
- (iv) Method of bracing joist spans to be settled.
- (v) Pescara bridge steel to be sent to Ontario.

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(iv) Method of bracing joist spans to be settled.

(v) Pescara bridge steel to be sent to Ortona.

(vi) All other steel to pass through 330 Tn.S.D. at Ancona and be collected there.

Action A.C. to arrange items (i) and (v) above.
Tn. to arrange other items above.

7. M.T.

(a) Major Mole requires a jeep in order to control work efficiently.

Action Tn. to obtain release from A.F.H.Q.

(b) Tank transporters - A.F.H.Q. signalled that 12 No. requested would probably be released. These are required on site as soon as possible.

Action Tn. to arrange release and move to Ortona.

/to sheet 4.

Sheet 4.

7. M.T. (contd.).

(c) 3-ton lorries - A.F.H.Q. signalled that 120 No. requested have been released. These are required on site on 30 January, 1945.

Action Tn. to arrange. Major Mole to say exactly where they are to be stationed.

8. OPERATING FACILITIES.

A.C. stated that no decisions or requests had been made by D.D.Tn (Rlys) for special station layouts, water, phones or signalling.

Action Tn. to write to D.D.Tn (Rlys) and O.C. 2 Rly Tele. Coy. requesting them to make joint recce with Major Mole and to submit requests and proposals to D.D.Tn (Const) as soon as possible. (D.D.Tn (Const) stated that all materials for phone system could be supplied).

9. REPORTS.

It was agreed that A.C. should make all progress reports and that these reports should be on the lines of the normal Tn. reports, using Tn. job numbers.

Action Tn. to issue job numbers now being prepared.

10. D.D.Tn (Const) stressed that all the above arrangements are subject to review and may have to be abandoned if operational priorities are changed.

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

Distribution:

D.D.Tn (Const)	1.
D.D.Tn (Rlys)	1.
R.C.E. 1212.	1.
A.C. (Tn. Sub Comm)	3.
Major Mole	1.
A.D.Tn.4	1.
War Diary	2.

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A.C. (Tn Sub Comm) 5.
Major Mc-e 1.
A.D. Tn. 4 1.
War Diary 2.
File 1.
Spare 5.
I.R.C.E. 4 1.
O.C. 2 Rly Tels Coy. 1.
Tn. 2 2.

MOBA V MBYW NR -18

202



FROM MAJOR MOLE 20 JAN

TO TH IHC CMF

QGX GR 30 BT

ANC/63 . RESTRICTED . FOR STREET CAC.TND . PLANT FOR

MONTELLA EX CIVITAGASTELLANA AND NAPLES STILL NOT ARRIVED ORTOMA .

~~MODN SERIOUSLY DELAYED WAITING DUMPS CONTAINERS~~ .

REQUEST EXPEDITE AND SIGNAL WAGON NUMBERS IF POSSIBLE

BT 201535A

~~REF TH 118 MOLE 20 QGX GR 30 ANC/63 STREET AC.TM~~

~~MONTELLA EX CIVITAGASTELLANA~~ 201535A EGS AR

1540R
73 1/2

TRANSLATION

Ministry of Transport
For General Direction
Works & Constructions Dept.

Rome, Jan. 9th 1945

TO
The S/Commission AC

Ref. L.C.6/16/1096

Subject: Steel lattice girders at S.A.C.F.E.M. Arezzo, for Pescara and Pescara bridges.

1. That S/Commission has authorized with letter ICCA/1330/9 dated Dec. 30th ult., upon request of this Department, that three steel lattice girders be taken away from S.A.C.F.E.M. Workshops, Arezzo, to be employed: two girders, length 64 and 54 mt. respectively, for the Pescara bridge near Gioia Tauro, and the third girder, length 64 mt., for the Pescara bridge on the Ortona-Ancona line.

2. Owing to the conditions of the yard where are presently the materials of above girders, SACFEM cannot establish, yet, a definite programme for the delivery of said girders.

3. Clearing of debris from the sidings, and removal of the materials either damaged by the Germans or not directly connected with said girders, are in progress. A suitable place will thus be cleared for the hand-loading of the lighter items; this operation will probably commence this week.

4. As soon as the auto-crane, requested to Allied Authorities, will be available, they will start loading the heavier pieces and it will then be possible to lay-down a definite delivery programme.

5. For the time being it is requested that the station of Arezzo be instructed by Allied Authorities to keep ready and put at SACFEM's disposal, upon latter's request, 20-cars (fixa bogie-flats). The total number required will be abt. 20 cars.

6. It would be also very helpful if the firm SACFEM were allowed to use the internal line leading to the yard where the girders are presently, provided that this does not bear any prejudice to the Allies' operations in progress.

The Chief of the Dept.

sgd. Io Cigno

are in progress. A suitable place will thus be created for the storage of the lighter items; this operation will probably commence this week.

4. As soon as the auto-crate, requested to Allied Authorities, will be available, they will start loading the heavier pieces and it will then be possible to lay-down a definite delivery programme.

5. For the time being it is requested that the station of Arezzo be instructed by Allied Authorities to keep ready and put at SACREM's disposal, upon latter's request, FOL-cars (Axa bogie-flats). The total number required will be abt. 20 cars.

6. It would be also very helpful if the firm SACREM were allowed to use the internal line leading to the yard where the girders are presently, provided that this does not bear any prejudice to the Allies' operations in progress.

The Chief of the Dept.

sgd. Lo Cigno

Handwritten notes:
 10 girders to be put in the yard
 and from with a crane
 7333

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO
DIREZIONE GENERALE
SERVIZIO LAVORI E COSTRUZ.

Roma, 11-9 Gennaio 1944-

N°-L.C.6/16/1096-

= OGGETTO =

Prelievo presso la S.A.C.F.E.M.
di Arezzo di travate per i ponti
sul Petrace e sul Pescara.

COMMISSIONE ALLEATA
-Sottocommissione Trasporti-

S E D E

+==+==+==+==+==+==+

1) Con lettera Icca/1933/9 del 30 Dicembre u.s. la Sotto Commissione Trasporti A.C. su richiesta di questo Servizio, ha autorizzato il prelievo presso la S.A.C.F.E.M. di Arezzo di tre travate, di cui due di m.64 e m.54 di luce da utilizzare al ponte sul Petrace presso Gioia Tauro ed una terza di m.64 da utilizzare al ponte sul Pescara, sulla linea Ortona-Ancona.

2) Per le condizioni del piazzale dello stabilimento ad Arezzo, dove sono presentemente depositati i materiali delle travate, la Ditta S.A.C.F.E.M. non può fissare per il momento un programma definito per la spedizione delle travate destinate ai ponti sul Petrace e sul Pescara.

3) Sono in corso le operazioni per lo sgombero delle macerie sui binari di approccio, per la rimozione dei materiali che non interessano le spedizioni e per lo sgombero dei materiali danneggiati dai tedeschi. Col procedere del lavoro si verterà a formare lo spazio sufficiente per il carico a mano degli elementi più leggeri (lungherine, controventi, ecc.), carico che potrà essere iniziato nella corrente settimana.

4) Non appena la Ditta entrerà in possesso della gru semovente richiesta al Comando Alleato si potrà disporre per il carico degli elementi di travata più pesanti e soltanto allora sarà possibile concretare un programma dettagliato di spedizione.

5) Per ora occorrerebbe che il Comando Alleato desse disposizioni alla stazione di Arezzo di approntare e consegnare alla Ditta S.A.C.F.E.M., a mano a mano che ne venga fatta richiesta, carri POZ (il fabbisogno complessivo sarà di circa

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- 3) Sono in corso le operazioni per lo sgombero delle macerie sui binari di approccio, per la rimozione dei materiali che non interessano le spedizioni e per lo sgombero dei materiali danneggiati dai tedeschi. Col procedere del lavoro si verterà a formare lo spazio sufficiente per il carico a mano degli elementi più leggeri (lungherine, controventi, ecc.), carico che potrà essere iniziato nella corrente settimana.
- 4) Non appena la Ditta entrerà in possesso della gru semovente richiesta al Comando Alleato si potrà disporre per il carico degli elementi di travata più pesanti e soltanto allora sarà possibile concretare un programma dettagliato di spedizione.
- 5) Per ora occorrerebbe che il Comando Alleato desse disposizioni alla stazione di Arezzo di approntare e consegnare alla Ditta S.A.C.F.E.M., a mano a mano che ne venga fatta richiesta, carri POZ (il fabbisogno complessivo sarà di circa 20 carri).
- 6) Gioverebbe inoltre che si dessero disposizioni perchè la Ditta senza pregiudizio dei lavori in corso da parte dei militari Alleati potesse servirsi del binario interno che conduce al piazzale ove sono depositati i materiali di travata da caricare.

IL CAPO DEL SERVIZIO

L. D. Ag. 100

432

Military Railway Service,
Italy.

Tel: Firebox - 49

Outside Line 845332.

Tr.A. 1/102.

23 January 1945.

TECHNICAL INSTRUCTION NO. 34.

RESPONSIBILITIES AS REGARDS CONSTRUCTION, MAINTENANCE
AND OPERATION IN CONNECTION WITH THE RECONSTRUCTION
OF LINE 86, ORTONA - ANCONA.

1. Construction.

The reconstruction of line 86, ORTONA - ANCONA is being undertaken by A.C. under the general direction of, and with assistance from M.R.S. As far as responsibility of I.S.R. is concerned, their work will come under the jurisdiction of Capo Compartimento, ANCONA.

2. Operation.

As the line north of ORTONA is completed and becomes progressively ready for operation, Capo di Compartimento BARI will be responsible for taking over such operation until the physical connection at ANCONA is established.

When the physical connection has been established, the boundaries of the Compartimento's of ANCONA and BARI will be re-established at TERNOLI in accordance with normal practice.

3. Maintenance.

As in the case of operation, D.A.D.M. (Rlys) BARI will be responsible for the maintenance of the line north of ORTONA as it becomes completed and handed over to operating.

Further instructions regarding responsibility for maintenance will be issued after the physical connection at ANCONA has been established, but as far as I.S.R. is concerned, boundaries between Compartimentos will be re-established at TERNOLI.

assistance from M.R.S. As far as responsibility of I.S.R. is concerned, their work will come under the jurisdiction of Capo Compartimento, ANCONA.

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3. Maintenance.

As in the case of operation, D.A.D.Th. (Rlys) BARI will be responsible for the maintenance of the line north of ORTONA as it becomes completed and handed over to operation.

Further instructions regarding responsibility for maintenance will be issued after the physical connection at ANCONA has been established, but as far as I.S.R. is concerned, boundaries between Compartimentos will be re-established at TERNOLI.

4. Responsibility for planning operating requirements.

As the H.Q.'s, D.D.Th. (Railways) is at ANCONA and since the operation of the new section of line will eventually fall under the jurisdiction of Capo Compartimento ANCONA D.D.Th. (Railways), ANCONA in consultation with Capo Compartimento ANCONA will be responsible for submitting operating requirements to this office. These will be forwarded to the Capo Compartimento, BARI, for his information. 733

Operating facilities will be based on a daily tonnage of 5,000 tons from ORTONA - ANCONA, the line to be steam operated.

/to sheet 2.....

Sheet 2.

5. Administration of I.S.R. personnel.

It is the responsibility of the I.S.R. to arrange for the administration of their personnel in the most convenient way in accordance with the above instructions.

W. D. Wagoner
Brig

(E.D. WAGONER).

Brigadier.
Director, Military Railway Service.

Distribution:

General di Raimondo, Director	General, I.S.R.
D.D. In. (Railways).	D.D. In. A.F.H.Q.
D.A.D. In. (Railways), BAKI.	Asst. D.D. M.R.S.I., A.F.H.Q.
G-4. Mov & In., A.F.H.Q.	A.C. In Sub Commission. ✓
Mavril.	
Mov. 61 Area.	
Mov. 8th Army.	
A.D. In. (Br)., 15th Army Group.	
All Sections.	

Subject: Coal for Brickworks

Transportation Increment,
C.F.P.

Tel: Firebox 99.

25/12/16/1.

27 January 1949.

To: A.F.B.W. Coal Section (Bldg).

Copies to: D.O.Tn. (Rly).

A.C.Th. Sub Commission (Bldg).

D.O.W. (Const).

R.C.S. 1216.

1. Confirming conversation to-day Capt. Ewinson - Capt. Clark, please arrange for 120 tons of coal to be despatched to Orton station, consigned to R.C.S. 1216. R.C.B.N.G.P.

2. This coal is for production of bricks which are most urgently required in connection with a priority railway project on line 36.

3. It is requested that the coal be moved as early as possible and that this Headquarters be informed of developments.

Ewinson

Lt. Col. E. Ewinson,
for Brigadier,
Director of Transportation.

72

Inter - Office Memo.

Subject : Ofanto Bridge -
Permanent Reconstruction.

Tn.A.4/101.

28 Jan 1945.

To : A.C. (Rails).

The bridge carrying Line 86 over the River Ofanto, 5 miles North of Barletta was demolished by the enemy at the end of 1943. It was repaired temporarily by our forces with three Bailey Bridge spans. This repair has so far proved satisfactory but it is felt that it should be replaced by a permanent repair as soon as possible.

In preparation for carrying out a permanent repair the I.S.R. have built a deviation around the bridge. It will thus be possible to remove the temporary structure before executing the permanent repair.

In view of the fact that it will not be possible to start work until May and that the duration of the work will be 210 days, it will be impossible to allocate a military priority to the work. It is suggested however that the work should be put in hand by you in view of the possibility of a failure of the temporary structure during next winters floods.

I enclose herewith copy of report by my representative in Bari together with I.S.R. drawing showing scheme of repair.

C. Williams

(C. Williams) Major R.N.
for Col. D.D.Tn. (Constr).

7203

Subject : OPANTO BRIDGE - PERMANENT RECONSTRUCTION.

DADIN4,
HQ ISR, BARI.
Tel : 11479.
RD4/30/1/594

To : DDYn (Construction),
Tn Increment, CNF.

2/ Jan 45.

1. I enclose herewith plan showing the proposed method of permanent reconstruction of Ofanto Bridge. The Hydrographic Institute of Bari state that the Ofanto has high water from October to April. It would seem therefore that a provisional date for starting the work should be May 1945.
2. It is not certain whether the original foundations were destroyed or not. If investigation shows that the foundations require reconstruction, this work is estimated as requiring sixty days. The remainder of the reconstruction is estimated as requiring 210 days.
3. The materials involved are :

Cement	-	960 tons.
Timber		
M.O. 20 x 0.20	-	210 cu. metres.
M.O. 25 x 0.05	-	80 cu. metres.
M.O. 08 x 0.08	-	50 cu. metres.
Bricks		
M.O. 26x0.13x0.07	-	59,000 Nos.
Mild Steel Rounds (lengths 8 - 11 Metres)		
20mm. diam. x 570 metre run.		16mm. diam x 4020M. run.
6mm. diam. x 6370 metre run.		4mm. diam x 5100M. run.
Unserviceable Summerfield track	-	150 Rolls.
Diesel Oil	-	3,200 gallons.
Petrol	-	1,600 gallons.
Lubricating oils	-	500 gallons.
4. The ISR have submitted the scheme to their HOME HQ.

Major RE.

as requiring 210 days.

3. The materials involved are :

Cement	-	960 tons.
<u>Timber</u>		
M.O. 20 x 0.20	-	210 cu. metres.
M.O. 25 x 0.05	-	80 cu. metres.
M.O. 08 x 0.08	-	50 cu. metres.
<u>Bricks</u>		
M.O. 26x0.13x0.07	-	59,000 Nos.
Wild Steel Rounds (lengths 8 - 11 Metres)		
20mm. diam. x 570 metre run.		16mm. diam x 4020M. run.
6mm. diam x 6370 metre run.		4mm. diam x 5100M. run.
Unserviceable Summerfield Track	-	150 Rolls.
Diesel Oil	-	3,200 gallons.
Petrol	-	1,600 gallons.
Lubricating Oils	-	500 gallons.

4. The ISR have submitted the scheme to their POME HQ.

Handwritten signature

Major RE,
DADPn4.
(A, H. H. H. H.).

7903

MESSAGE OUT

FROM: TR INC 191700A
 TO : G.4 (MOV & TR) FREEDOM
 INFO: FREEDOM CITY KITH

X A.C. IN SUB COMMISSION ROOMS (BY HAND) X
 MAJOR HOLD I.C.R. BUILDING ANOMIA.

144 IN.A.4 (.) RESTRICTED (.) RESERVATION YOUR NOV.5/73 DATED 10 JANUARY 1945
 PARA.2 - PRIORITY 3 AND CONVEYANCE ANTIADERS DE RUE-THIEME AND MAGHORI OF
 18 JANUARY (.) PLEASE ALLOT THE FOLLOWING TRANSPORT FOR USE BY A.C. ON THE OTHERA -
 ANOMIA RAIL PROJECT (.) LIGHT TANK TRANSPORTERS THREE (12) (.) THREE (3) TON LOARRIES
 ONE HUNDRED AND TWENTY (120) OR REPAIR OR THREE (3) TON LOARRIES BLATT (60) AND TWO (10)
 TON LOARRIES THREE (20) (.) TRANSPORT REQUIRED FOR PERIOD OF THREE (3) MONTHS BUT
 DATE REQUIRED NOT YET KNOWN EXACTLY AS INDICATED ON STORES MOVEMENT PLAN WHICH IS
 NOT YET SETTLED (.) WILL INFORM YOU IN NEW DAYS TIMES EXACT DATE TRANSPORT REQUIRED
 BUT THIS MESSAGE SENT AS WARNING (.) ABOVE ARE TOTAL REQUIREMENTS AND INCLUDES TWO (2)
 LIGHT TANK TRANSPORTERS AND FIFTEEN (15) THREE (3) TONNERS ALREADY AUTHORIZED BY
 AFHQ/2371/3(MAIN2) DATED 10 JANUARY SENT UNDER COVER OF YOUR NOV.5/73H DATED
 12 JANUARY 45.

This message may be sent as written
 by any means (except) wireless.

Originators instructions
 degree of priority

hushawant

hushawant

100/86 E

144 TM, A.4 (.) RESTRICTED (.) REFERENCE YOUR MOV.3/13 DATED 10 JANUARY 1945

PARA.2 - PRIORITY 3 AND CONVEYANCE BRIDGES DE THE-PLATES AND WARRORS ON

18 JANUARY (.) PLEASE ALLOT THE FOLLOWING TRANSPORT FOR USE BY A.C. OF THE ORONA -

ANOMA RAIL PROJECT (.) LIGHT TANK TRANSPORTERS T-34S (12) (.) BIKES (5) FOR LOADING
ONE HUNDRED AND TWENTY (120) OR RESOLUT OR HIKES (3) FOR LOADING SIXTY (60) AND TEN (10)

TEN LOADING TWENTY (20) (.) TRANSPORT REQUIRED FOR PERIOD OF THREE (3) MONTHS BUT

DATES REQUIRED NOT YET KNOWN EXACTLY AS DEPENDANT ON STORES MOVEMENT PLAN WHICH IS

NOT YET SETTLED (.) WILL INFORM YOU IN FIVE DAYS THIS EXACT DATE TRANSPORT REQUIRED

BUT THIS MESSAGE SENT AS WARNING (.) ABOVE ARE TOTAL REQUIREMENTS AND INCLUDE TWO (2)

LIGHT TANK TRANSPORTERS AND FIFTEEN (15) TONNERS ALREADY AUTHORIZED BY

AFHQ/2572/4(MAINT) DATED 10 JANUARY SENT UNDER COVER OF YOUR MOV.3/13 DATED

12 JANUARY 45.

This message may be sent as written
by any means (except) wireles.

Originators instructions
Degree of priority

Author's text

W. H. R. E.

.....

2907

289

100/26E

NABA V MBYW 136/7 IMMEDIATE QIM
FROM MAJOR MOLE 161810A
TO TN INC (FOR LOCIGNO)
INFO STREET A C TN
QQX GR 42

ANC/43

RESTD . ORTONA- ANCONA LINE 86 ~~RECONS INXXX~~ RECONSTRUCTION .
PESCARA RIVER BRIDGE DRAWINGS USING 64 METRE SPAN STEEL GIRDERS
APPROVED . INSTRUCT STEELWORK
CONTRACTORS MARK AND DISMANTLE STEELWORK READY TO DISPATCH SITE .
WORK TO BE PUT IN HAND IMMEDIATELY . STEELWORK REQUIRED AT SITE
15 FEB .

BT 161810A

RPTN 136/7 IMMEDIATE TN INC (FOR LOCIGNO) INFO STREET A C T
X TN 161810A ANC/43 ORTONA ANCONA 86- ~~PES~~XXX PESCARA BRIDGE
DRAWINGS USING 64 15 161810A HP+B1+

7296

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

Reference : AC/Tn/100/86/M 7
TO : Lt. Col. O. H. Lindborg
Tn. S.O. H.Q. A.C. Rails
SUBJECT : Ortona - Ancona Line 88
Reconstruction.

1st January 1915

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: CILONIO PIETRO

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 308.387 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.

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

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

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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 307.452 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 300.233 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 303.254 Km. A 1 metre culvert. Completely destroyed. Rebuild with concrete pipes, with concrete bed and casing.
11. At 303.150 Km. A 1 metre culvert. Completely destroyed. Rebuild with concrete pipes, with concrete bed and casing.
12. At 304.955 Km. A 1 metre culvert. Completely destroyed. Rebuild with concrete pipes, with concrete bed and casing.
13. At 304.780 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 304.453 Km. A 1 metre culvert. Completely destroyed. Rebuild with concrete pipes, with concrete bed and casing.
16. At 304.374 Km. A 1 metre culvert. Completely destroyed. Rebuild with concrete pipes, with concrete bed and casing.
17. At 304.265 Km. A 1 metre culvert. Completely destroyed. Rebuild with concrete pipes, with concrete bed and casing.
18. At 304.470 Km. A 1 metre culvert. Completely destroyed. Rebuild with concrete pipes, with concrete bed and casing.
19. At 304.020 Km. A 1 metre culvert. Completely destroyed. Rebuild with concrete pipes, with concrete bed and casing.
20. At 303.050 Km. A 4 span bridge, each span 11.1 metres, arches, piers and abutments mass 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 299.800 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 74" x 95 lb. R.C.M's.
22. At 299.444 Km. A 4 span bridge. Each span of 22 metres. Superstructure wrought iron girders carried on brick abutments and piers. Bridge completely destroyed. Rebuild

17. At 304.366 Km. A 1 metre brick culvert. With concrete bed and casing. Rebuild with concrete pipes. Completely destroyed. Rebuild with concrete pipes. With concrete bed and casing.
18. At 304.430 Km. A 1 metre brick culvert. Completely destroyed. Rebuild with concrete pipes. With concrete bed and casing.
19. At 304.000 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 11.1 metres. Arches, piers and abutments mass 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 300.500 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 295.444 Km. A 4 span bridge. Each span of 21 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 viers or timber trestles according to availability of material. Bridge with 24" x 95 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 294.510 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 288.852 Km. A 2 1/2 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 metre 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 metre brick culvert. Completely destroyed. Rebuild with concrete pipes with concrete bed and casing.
30. At 298.763 Km. A 6 metre 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 298.730 Km. A 2 $\frac{1}{2}$ metre brick arch. Completely destroyed. Rebuild abutments with brick face work and concrete filling. Arch, spandrels and parapet walls rebuild in brickwork.
32. At 298.674 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 $\frac{1}{2}$ "x95 lb. R.S. J's.
33. At 298.811 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 295.681 Km. A 3 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

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"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 285.661 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 CONTACT ENDS 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.

4

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"x74"x95 lb. R.S.'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 truss, according to availability of material. Bridge spans with 24"x74"x95 lb. R.S.'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"x74"x95 lb. R.S.'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 9.75 metres. Completely destroyed. Rebuild abutments and 5 main piers

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 truss, according to availability of material. Bridge spans with 24"x74"x95 lb. R.S.J's.
45. At 264.266 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"x74"x95 lb. R.S.J's.
46. At 262.218 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.
47. At 256.400 Km. A reinforced concrete bridge of 10 spans, 5 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 saltil steel bars and corrugated iron shuttering. Bridge spans with 24 inch deep Italian and British R.S.J. sections.
48. 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.
49. 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 saltil steel bars using corrugated iron shuttering. Bridge spans with 24 inch deep R.S.J's of Italian and British sections.

51. At 247.704 Km. 4 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 : MAGNINI OLINTO

209 Km. to Ancona Station Contractor : GHELLI 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. 4 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. 4 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. 4 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. 4 2 span brick structure, each span of 7 1/2 metres. Completely destroyed. Rebuild abutments and pier with brick face work and concrete filling. Arches, spandrels and parapet walls rebuild in brickwork.
 6. At 236.440 Km. 4 2 span brick structure each span of 4.75 metres.

3. At 241.963 Km. Completely destroyed. Rebuild abutments and piers with brick face work and concrete filling. Arches, spandrels and parapet walls rebuild in brickwork. 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. 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 237.680 Km. A 3 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 rebuild in brickwork. A 2 span brick structure each span of 1.75 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. At 236.004 Km. A single 8 metre span in mass concrete. ~~Arch~~ ^{bridge} barmy fractured. Demolish bridge carrying one track and rebuild in brickwork from springing level.
8. At 233.208 Km. A 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.

- 6 -

9. At 225.496 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 other reinforced concrete using salvaged steel bars, or timber trestles. Bridge spans with 24 " deep British and Italian R.S.J's. A single span brick structure of 4.5 metres. Arch very badly shattered. Demolish arch and rebuild in brickwork.
10. At 220.736 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.
11. At 220.212 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.
12. At 217.970 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.
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 208.392 to 206.323 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 203.765 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 201.677 to 200.561 Km. Brick lined cut and cover tunnel. Completely demolished for cutting, rebuild invert and part of

12. At 217.970 Km. A wrought iron superstructure of 14.00 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 7 1/2" x 95 lb. R.S.J's.

13. At 241.281 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 208.392 to 206.825 Km. Brick lined tunnel. Tunnel completely demolished at southern end for 150 metres and at northern 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 201.561 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.

Poscara River Bridge.

On line of original old bridge erect new single span girder of 64 metres span with short approach spans salvaged at site.

Repair abutment walls and rebuild two brick face work piers with

- 7 -

concrete filling on pile foundations of original piers. This work to be carried out as extra to Section N° 1 by Montella Eduardo. Erection of superstructure to be carried out by S.A.C.F.E.M. (Already under contract to I.S.E.) with help of launching equipment to be supplied from Tn. Steros.

E. J. Mole

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

BJH/em

H.Q. 4 INDIAN RAILWAY CONSTRUCTION
AND MAINTENANCE GROUP I.E.
C.M.F.

December 20th 1944

REF. : AG/tn/100/86/H.4

TO : Lt.Col. LINDBERG,
Tn.Sub-Comm., A.C. (Rails)SUBJECT : Line 86 Ortona-Ancona
Reconstruction.

1. The following contracts have now been let :

Contract N° 1 - Ortona to Pescara
Contractor MONTELLA Eduardo

Contract N° 2

1st Section

Contractor GIOVAGNONI Margo

2nd Section

Contractor GARBARINO-SCHIACCIOLUCCI-MESSAGGARE

Contract N° 3

1st Section

Contractor ARGENTINI Olinto

2nd Section

Contractor GHIELLA Giovanni

2. It is essential that all the assistance possible
be given to these firms to obtain :

- a)- Circulating permits for vehicles
- b)- Petrol, naphta and oil to proceed to working sites
- c)- Circulating permits for workmen and staff employed on
the work.
- d)- Transport either by rail, road or sea for the plant and
equipment required on the sites.

E. J. Mole

E.J. MOLE, Major.

7291

ORTONA - ANCONA RECONSTRUCTION

LINE N

1st SECTION ORTONA - PESCARA

ESTIMATED DATE

DATE OF REPORT 31 Dec. 44.

31st MA

No	KILOM.	DESCRIPTION	WORK CARRIED OUT SINCE LAST REPORT
1	371.185	Tunnel 224mts long	20% excavation of sand blocking barrel.
2	367.621	Tunnel 383mts long	Nil
3	367.481	3 Brick arches of 8 Mts.	Nil
4	366.982	One brick Arch of 8 Mts.	Nil
5	366.004	3 Brick Arches of 8 Mts.	Nil
6	365.328	One brick Arch of 6 Mts.	Site cleared. All damaged masonry cut away. Now ready to reconstruct.
7	363.675	One Brick Arch of 3 Mts.	Site being cleared & damaged brickwork cut away.
8	363.417	One Brick Arch of 3 Mts.	Site being cleared & damaged brickwork cut away.
9	363.053	5 Reinforced concrete Spans 14 Mts.	Nil
10	362.174	One Brick Arch of 4 Mts.	Nil
11	361.756	One Brick Arch of 3 Mts.	Nil
12	358.400	3 Reinforced concrete Spans	Nil
13	358.307	7 Brick Arches of 8 Mts.	Clearance of site begun. 5% completed.
14	357.642	One Brick Arch of 3 Mts.	Clearance of site commenced. 30% complete.
15	345.349	Two Arches of 8 Mts.	Nil.
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Weather conditions good. Contractor seriously retarded by non delivery of plant from Civita Castellana. Bid made for railway waggons stated by contractor, waggons promised for period 11-16 Dec.

E. J. Nole, Major

CONSTRUCTION

LINE N° 86

- PESCARA

ESTIMATED DATE OF COMPLETION

OF REPORT 31 Dec. 44.

31st MARCH 1945

	WORK CARRIED OUT SINCE LAST REPORT	% COMPLETION	REMARKS
one	20% excavation of sand blocking barrel.	20% comp.	Work retarded owing to non delivery of plant.
one	Nil	Nil	
of 8 Mts.	Nil	Nil	
of 8 Mts.	Nil	Nil	
of 8 Mts.	Nil	Nil	
of 6 Mts.	Site cleared. All damaged masonry cut away. Now ready for reconstruction	Nil.	
of 3 Mts.	Site being cleared & damaged brickwork cut away	10%.	
of 3 Mts.	Site being cleared & damaged brickwork cut away	5%.	
concrete	Nil	4%.	
		Nil	
of 4 Mts.	Nil	Nil	
of 3 Mts.	Nil	Nil	
concrete Spans	Nil	Nil.	
of 8 Mts.	Clearance of site begun. 5% completed	Nil.	
of 3 Mts.	Clearance of site commenced 50% complete	1%.	Reported minor.
Mts.	Nil.	5%.	
		Nil.	
conditions good. Contractor seriously retarded by non delivery of plant from Civita Castellana. Bid made for railway waggons and by contractor. waggons promised for period 11-16 Dec. <u>E. J. Mole Naylor</u>			

ORTONA - ANCONA RECONSTRUCTION

1st SECTION ORTONA - PESCARA

DATE OF REPORT 12 Jan. 45

LINE

ESTIMATED DA

31st

No	KILOM.	DESCRIPTION	WORK CARRIED OUT SINCE LAST REPORT
1	371.185	Tunnel 224mts long	5% excavation of sand blocking tunnel.
2	367.621	Tunnel 680mts long	Nil
3	367.481	3 Brick arches of 8 Mts.	Nil
4	366.982	One brick Arch of 8 Mts.	Nil
5	366.004	5 Brick Arches of 8 Mts.	Continuation site clearance, demolition of fractured masonry.
6	365.328	One brick Arch of 6 Mts.	Nil. Site flooded. No pumps on job.
7	363.675	One Brick Arch of 3 Mts.	Site cleared 50% of damaged brickwork cut away.
8	363.417	One Brick Arch of 3 Mts.	Site cleared 75% of damaged & defective brickwork cut away.
9	362.053	5 Reinforced concrete Spans 14 Mts.	Site clearance in hand. Cutting up of demolished spans 10% completed.
10	362.174	One Brick Arch of 4 Mts.	Nil
11	361.756	One Brick Arch of 3 Mts.	Nil
12	358.400	3 Reinforced concrete Spans	Nil
13	358.307	7 Brick Arches of 8 Mts.	Site clearance in hand & cutting away defective brickwork.
14	357.342	One Brick Arch of 3 Mts.	Site cleared, all defective brickwork cut away, ready for
15	345.349	Two Arches of 8 Mts.	Site cleared, all defective work removed. Reinforcement 20
16			
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20		Weather conditions bad.	All sites snowed up for two days. Transport
21		for three days. Contractor still seriously delayed by non arrival	
22		Ciatta Castellana.	A considerable amount of second hand timber has
23		by contractor but essential that further supplies of timber be made a	
24		and work if all jobs to be carried out simultaneously	
25		Motor transport and lack of some kind of work considerably. Contractor has	
26		five additional lorries. Application made to Regional Commissioners for con	
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Eq Note 1

CTION
ARA
ORT 12 Jan. 45

LINE N° 86

ESTIMATED DATE OF COMPLETION

31st MARCH 1945

	WORK CARRIED OUT SINCE LAST REPORT	% COMPLETED	REMARKS
ts.	5% excavation of sand blocking tunnel.	25% Excav.	Work seriously retarded owing to non arrival plant.
ts.	Nil	Nil	
ts.	Nil	Nil	
ts.	Continuation site clearance, demolition of fractured masonry.	95% clear	Work held up by presence of debris. More clearance in hand.
ts.	Nil. Site flooded. No pumps on job.	10%	
ts.	Site cleared 50% of damaged brickwork cut away.	7%	
ts.	Site cleared 70% of damaged & defective brickwork cut away.	8%	
ts.	Site clearance in hand. Cutting up & demolishing spans & abutments.	5%	Work stand on account of plant and equipment.
ts.	10% completed.	Nil	
ts.	Nil	Nil	
ts.	Nil	Nil	
Spans	Nil	5%	Minor work removed.
ts.	Site clearance in hand & cutting away defective brickwork 20% complete.	10%	
ts.	Site cleared, all defective brickwork cut away, ready for reconstruction.	40%	
ts.	Site cleared, all defective work removed. Abutments 20% reconstructed.		
bad. All sites snowed up for two days. Transport unable operate. Contractor still seriously delayed by non arrival of plant from. ma. A considerable amount of second hand timber has been supplied. essential that further supplies of timber be made available for jobs to be carried out simultaneously. and lack of some kinders work considerably. Contractor has secured loans. Application made to Regional Commissioners for circulating permits			
E. H. M. M. M. M.			

ORTONA -- ANCONA RECONSTRUCTION
2nd. SECTION PESCARA -- GIULIANOVA

DATE OF REPORT 10 and 11 Jan. 45

Nº	KILOM.	DESCRIPTION	WORK CARRIED OUT SINCE LAST
1	348.505	1½ Metre Brick Culvert	Site cleared of demolished masonry
2	348.120	1½ Metre Brick culvert	Site cleared of demolished masonry
3	347.946	2 Metre Brick culvert	Site clearance in hand.
4	347.774	1 Metre Brick culvert	Site cleared
5	347.554	1 Metre Brick culvert	Site cleared
6	347.380	1 Metre Brick culvert	Site cleared
7	347.257	1½ Metre Brick culvert	Site cleared
8	346.981	3 Metre Brick culvert	Site cleared
9	346.722	1 Metre Brick culvert	Nil
10	346.368	1 Metre Brick culvert	Nil
11	346.113	7 Metre Brick Arch Bridge	Nil
12	345.842	1½ Metre Brick Culvert	Site 50% cleared
13	345.569	1 Metre Brick culvert	Site cleared
14	345.262	1½ Metre Brick culvert	Site cleared
15	345.052	1 Metre Brick culvert	Site 80% cleared
16	344.845	1 Metre Brick culvert	Site cleared
17	344.582	1 Metre Brick culvert	Site cleared
18	344.424	1 Metre Brick culvert	Site cleared
19	343.978	1½ Metre Brick culvert	Site cleared
20	343.628	1½ Metre Brick culvert	Site cleared
21	343.513	1 Metre Brick culvert	Nil
22	342.276	12 Brick Arches of 12Mts.	Pipe & abutments completed by C.R.E. Preparation for turning
23	340.861	4 Brick Arches of 12Mts.	Site clearance in hand. 50% completed
24	340.587	1 Metre Brick culvert	Site cleared
25	340.215	1 Metre Brick culvert	Site cleared
26	339.920	1 Metre Brick culvert	Site cleared
27	339.476	1 Metre Brick culvert	Site cleared
28	338.983	1 Metre Brick culvert	Site cleared
29	338.656	1 Metre Brick culvert	Site cleared
30	338.483	1 Metre Brick culvert	Site cleared
31	338.384	1 Metre Brick culvert	Site cleared
32	338.026	1 Metre Brick culvert	Site cleared

SECTION
JULIANOVA
REPORT 10 and 11 Jan. 45

LINE NO 26
ESTIMATED DATE OF COMPLETION
14th APRIL 1945

DESCRIPTION	WORK CARRIED OUT SINCE LAST REPORT	%	REMARKS
ck Culvert	Site cleared of demolished masonry	1%	
ck culvert	Site cleared of demolished masonry	4%	
ck culvert	Site clearance in hand.	2%	
ck culvert	Site cleared	4%	
ck culvert	Site cleared	4%	
ck culvert	Site cleared	4%	
ck culvert	Site cleared	4%	
ck culvert	NIL	4%	
ck culvert	NIL	NIL	
ck Arch Bridge	NIL	NIL	
ck Culvert	Site 80% cleared	2%	
k culvert	Site cleared	4%	
ck culvert	Site cleared	4%	
k culvert	Site 90% cleared	5%	
k culvert	Site cleared	4%	
k culvert	Site cleared	4%	
k culvert	Site cleared	4%	
k culvert	Site cleared	4%	
k culvert	Site cleared	4%	
k culvert	NIL	NIL	
es of 12Mts.	Pier abutments completed by C.R.E. Preparation for turning authorized	25%	
es of 12Mts.	Site clearance in hand. 50% completed	4%	
x culvert	Site cleared	4%	
k culvert	Site cleared	4%	
k culvert	Site cleared	4%	
k culvert	Site cleared	4%	
e culvert	Site cleared	4%	
k culvert	Site cleared	4%	
e culvert	Site cleared	4%	
e culvert	Site cleared	4%	
e culvert	Site cleared	4%	
e culvert	Site cleared	4%	

ORTONA -ANCONA RECONSTRUCTION
2nd. SECTION PESCARA - GIULIANOVA
DATE OF REPORT

N°	KILOM.	DESCRIPTION	WORK CARRIED OUT SINCE LAST REPORT
33	337.927	1 Metre Brick culvert	Nd
34	337.781	1 Metre Brick culvert	Nd
35	336.937	2 Metre Brick culvert	Nd
36	336.677	3 Metre Brick culvert	Nd
37	336.205	1 Metre Brick culvert	Site cleared
38	335.956	1 Metre Brick culvert	Site cleared
39	335.505	4 Brick Arches of 8 Mts.	Nd
40	332.372	1½ Metre Brick Culvert	Site cleared
41	332.125	3 Metre Brick culvert	Nd
42	331.943	2 Metre Brick culvert	Nd
43	331.682	3 Metre Brick culvert	Site cleared
44	331.309	1 Metre Brick culvert	Site cleared
45	330.982	3 Metre Brick culvert	Nd
46	330.978	1 Metre Brick culvert	Site cleared
47	330.513	1 Metre Brick culvert	Site cleared
48	330.419	1 Metre Brick culvert	Site cleared
49	330.158	5 Brick Arches of 8 Metres	Nd
50	329.297	3 Metre Brick Culvert	Nd
51	327.005	1 Metre Brick culvert	Nd
52	326.238	1 Metre Brick culvert	Nd
53	326.233	2 Metre Brick culvert	Nd
54	325.820	2 Metre Brick culvert	Nd
55	325.467	1½ Metre Brick culvert	Nd
56	324.858	19 Brick Arches of 12 Mts.	Nd
57	319.075	3 Brick Arches of 8 Mts.	Nd
58	315.719	1 Metre Brick culvert	Nd
59	315.019	1 Metre Brick culvert	Nd
60	314.347	14 Brick Arches of 12 Mts.	Nd
61	314.130	1½ Metre Brick culvert	Nd
62	313.710	1 Metre Brick culvert	Nd
63	313.570	1 Metre Brick culvert	Nd
64			Nd
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66			

FRANK

[illegible]

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100/86E
EJM/10

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

Tel: 343203
Our Reference: AC/Tn/100/86/M3
15 January 1945

TO : Ing Lo Cigno
Director Servizi Lavori
ISR.

SUBJECT : Line N°86 - Ortona-Ancona Reconstruction
Permanent Way Tools.

1. The Ancona division are very short of permanent way tools and require the following for the relaying of the permanent way on the above line

- Shovels (pale) 40.
- Beaters (Picconi d'Assodamento) 40
- Box Spanners (Chilaviet) 20
- Double ended Spanners (Chiavi Esagonali) 10
- Angers (Verrine ad Elica) 20
- Hand hammers (Mazzetti) 10
- Striking hammers (Mazzegrande) 5
- Crowbars (Levi di Ferro) 10
- Level boards (Laveletti) 4
- Gant Gauges (Traguardi) 4
- 1 1/2 Metre squares (Squadre) 2
- Permanenet way Trolleys (Carrelli) 3
(not motor driven)

2. Reference conversation yourself and Major Mole please arrange to dispatch same to ancona at the earliest opportunity.

SUBJECT : Line N°86 - Ortona-Ancona Reconstruction
Permanent Way Tools.

1. The Ancona division are very short of permanent way tools and require the following for the relaying of the permanent way on the above line

Shovels (Pale) 40.
Scabers.....(Picconi d'Assodamento) 40
Box Spanners (Chisvial) 20
Double ended Spanners (Chievi Esagonali) 10
Angers (Verrine ad Elica) 20
Hand hammers (Mazzetti) 10
Striking hammers (Mazzegrande) 5
Crowbars (Levi di Terra) 10
Level boards (Leveletti) 4
Gant Gauges (Traguardi) 4
1 1/2 Metro squares (Squadra) 2
Permanenet way Trolleys (Carrelli) 3
(not motor driven)

2. Reference conversation yourself and Major Mole please arrange to dispatch same to Ancona at the earliest opportunity.

Aut

E.J. MOLE, Major
Tn Sub-Commission

7287

100/86 E
BJM/em

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

REF. : AC.Tn/100/86/2.5

December 27th 1944

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

SUBJECT: Line 86 Orten - Ancona Reconstruction.

1. Further to AC.Tn/100/86/M.4 dated 20th Dec. the remaining sections of line have now been let to contract with the following firms :

- 1)- GIDONIO PIETRO
- 2)- S.A. CONDOTTE D'ACQUA

2. The Pescara river bridge will be carried out jointly by E. MONTELLA, contractor for contract N°4, and the steelwork by SACCHI, 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.

Eg Nole Naya

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

7286

100/86 E

17

* 3443

LROF V MEDY V MEQL NR 021037 IMMEDIATE
 FROM MOLE A C TN 021100 CA
 TO TN 4 INC FOR LINDBERG A C TN
 GR124 BT

SNOWED UP IMPOSSIBLE TO ATTEND CONFERENCE ON 3 JAN (.)
 ORTONA - ANCONA PRELIMINARY AND SITE CLEARANCES IN HAND ENTIRE
 LENGTH (.) ARRANGEMENTS MADE RELEASE ORTONA ALL WAGONS LOADED
 CONTRACTORS EQUIPMENT AT ONCE (.) CONTACT NUMBER ONE MONTELLA
 HELD UP LACK PLANT FROM CIVITA CASTELLANA (.) EXPEDITE SUPPLY
 WAGGONS REQUESTED 11 DEC (.) EXPEDITE DELIVERY CEMENT ORTONA (.)
 TO DATE 90 TONS OF 300 TONS REQUEST RECEIVED (.) REQUEST
 ADDITIONAL 600 TONS FOR MID JAN (.) EXPEDITE TIMBER REQUEST CAPT
 LANG SMALL STORE REQUEST ~~MAJ~~ MAJOR WILLIAMS (.) 5,000,000
 BRICKS NOW CATED AND FROZEN (.) ESSENTIAL SUPPLY TRANSPORT CART COAL TO
~~REQUIRE~~ 1000,000 (.) SITE MEETING AND DIMENSIONS PESCARA RIVER BRIDGE
 BURN 3,000,000

*Wired Mole re-
 timber + cement
 2-1-45*

SHOW GIRDERS ~~XXXX~~ AT AREZZO WILL BE USED (.) REQUEST INFORM
 MAJOR CRIPPEN RIETI LO CIGNO IMPOSSIBLE ATTEND MEETING AT RIETI
 4 JAN (.) REPORTING YOU WHEN ROAD CONDITIONS ~~PERMIT~~ PERMIT
 BT
 CCN LAST WORD OF TEXT PERMIT
 SENT 0455 GB B"
 RECD 0455 REB B -

7285

SUPPLY TRANSPORT

100/35
RJM/em

Avon

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

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

December 27th 1944

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

SUBJECT: Line 86 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)- CIGONIO PIRELLI
- 2)- S.A. CONDOTTE D'ACQUA

2. The Pescara river bridge will be carried out jointly by E. MONTALLA, contractor for contract N°4, and the steelwork by SAOPEN, 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.

*E. J. Mole**Capt. Ping.*

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

TGF/em

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

Tel. 843209

December 29th 1944

Our Ref.: AC/100/86/Tn.

TO : Major MOLE,
c/o H.Q. 4 Indian Railway
Construction and Maintenance Group I.E.
C.M.F.

SUBJECT : Reconstruction work -
Ancona running shed.

1. Reference the above subject, the attached letter and drawing from the D.M.R.S. is for your attention and action.

W. G. Fletcher Major.
for O.H. LINDBERG,
Lieut-Colonel,
Tn. Sub-Comm., A.C.

7283

220/211

100/86.

TRANSPORTATION SUB-COMMISSION, A.C.,
(RAILS SECTION)

C/o. Transportation Increment,
C.A.F.

Tel/

December, 10th 1944

Our ref. : 100/86(7m)

TO : RAIL (Movers).

SUBJECT : Line 86 - Orteva - Ancona Reconstruction.
Contract No 1 - ROMANINA MEDAHO, Napoli,
Via Monte di Dio, 74.

1. In connection with the reconstruction of the above line it is necessary to transport certain of the contractor's building plant from Naples to Orteva.

2. It is requested that two wagons be available for this purpose at Naples (Central) Station on 3rd January 1945, ready for loading.

3. Bid form attached.

ced

C.H. LINDBERG,
Lieut-Colonel,
Tr. Sub-Comm., A.C.

Via Ponte di Dio, 74.

1. In connection with the reconstruction of the above line it is necessary to transport certain of the contractor's building plant from Naples to Ortona.

2. It is requested that two wagons be available for this purpose at Naples (Central) Station on 3rd January 1945, ready for loading.

3. Bid form attached.

ced

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

Copy to: Major U.R. Ewers

I.S.R. (Ing. lo Cigno)

Eduardo Montella.

7792

MESSAGE FORM				Register No.
Call	Srl. No.	Priority	Transmission Instructions	
100/86				
ABOVE THIS LINE FOR SIGNALS USE ONLY				
FROM (A)	Originator	Date-Time of Origin	OFFICE DATE STAMP	
IN INC (In. Sub-Comm)		151000		
For Action				
TO	Colonel Wilson, ANCONA for Major MOLF		Message Instructions	
	(W) For information (INFO)		GR	
Originator's No. 02.				
RESTRICTED(.) BAISTER SIGNALS CEMENT RECONSTRUCTION LINE 86				
DESPATCHED ORTONA (.) ADVISE CONSIGNEE(.)				
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
W.G. Fletcher		IMMEDIATE		Time system Up
SIGNED Major		SIGNATURE		Time 7281

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: 12121
Date/Time of Origin: DEC 131230A

Message Centre No: C/3917
Date Time Rec'd: DEC 131520A
Precedence: ROUTINE

FROM: MOVEIT FROM BAISTER

TO: ALCOM FOR ADAMS

100/86

RESTRICTED ACTION

RESTRICTED.

For MOLE. Cement reconstruction line 86 despatched ORTONA. Advise consignee.

DIST

ACTION: Tn S/C 2
INFO: Chief Commissioner
Econ Sec
File



RESTRICTED

7280

HEADQUARTERS
ALLIED COMMISSION
Transportation Sub Commission
APO 394

Meeting held in Col. Ralter's Office on Thursday 2
November 1944. 2nd November 1944

Present : Col. Ralter
Lt. Col. Simpson
Lt. Col. Vining
Major Street
Major Mole
I.S.R. Engineers

Agreed that the Section of the I.S.R. from Ortona to the Pescara bridge (exclusive of the bridge) be handed over to the I.S.R. for restoration under the Supervision of A.C.

The Section of the line Ortona to Ancona to be repaired as quickly as possible and such sections as decided by M.R.S. be handed over to A.C. for restoration - Commencing from the South and working up Northwards and not from Ancona downwards, or in the middle of this Section.

Lt. Col. Simpson will exercise general supervision. It will be necessary for A.C. Engineer (Major Mole) to remain in that vicinity so that he can watch and supervise the progress of restoration of not only this Section of this line but also the Termoli - Campobasso line, the bridge at Reggio and the Avellino - Benevento Section and such engineering works as are handed over in the South by M.R.S. to A.C.

A suitable H.Q. for Major Mole will be determined later.

Major Street will be responsible for all engineering works which are A.C. commitments other than the works referred to above.

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A suitable H.Q. for Major Mole will be determined later.

Major Street will be responsible for all engineering works which are A.C. commitments other than the works referred to above.

L.E. Vinig

L.E. VINING, Lt. Col.,
Tptn. S.C., A.C.,
(Rails).

7/2/59

*Atack - f...
B. D. ...
Major Mole
S. Street
Ancona*

HEADQUARTERS
ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Our reference: AGS Tn/100/06
Date : 2 Nov. 44.

TO : Director,
M.R.S., Rome.

SUBJECT: Line No 85 - Ortona - Ancona.

1. It is understood that repair of this line has been allocated to a firm of contractors working under I.S.R. engineers, on a number 3 priority.
2. A.C. Regional Engineer has drawn attention to the serious danger of flooding, likely to be caused in the near future as a result of destroyed bridges having fallen into rivers, particularly steel structures, and asks for authority to arrange for their removal.
3. Such authority would seem to require contact with the contractors as to their plans in respect of the material, but as flooding is threatened the material would appear to become useless if it is not speedily removed.

D.E. ADAMS,
Director,
Tn. Sub-Commission, A.C.

Copies to: Regional Engineers, A.C.
Abruzzo - Marche Region,
Major Base, Tn. Sub. Comm.

7278

COPY

/nf

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
Engineering Division (North)

October 9th 1944

Ref: ACC.Tn/H/1/6

TO : Director
Transportation Sub-Commission
ACC. Main Headquarters

SUBJECT: Progress Report.

1 Condition of tracks.

- a) Route 50 Rome - Leghorn
open to Leghorn
- b) Route 227 Vada - Pisa
Repairs in hand
- c) Route 219 Pisa - Florence
Repairs in hand
- d) Route 65 Rome - Florence
No progress beyond Arezzo.
- e) Route 87 Rome - Ancona
Open to Ancona.
- ✓ f) Route 86 Ancona - Bologna
Open to Cattolica.

2 Private railways.

A detailed study of the Siena - Buonconvento - Monte Antico railway was carried out and it was decided that the damage was too great considering the purely local interest of the railway, for repairs to be put in hand for the time being.

3 A request for the opening of the route 220 Chiusi -

Ancona received from the Director General Italian

1 Condition of tracks.

- a) Route 50 Rome - Leghorn
open to Leghorn
- b) Route 227 Vada - Pisa
Repairs in hand
- c) Route 219 Pisa - Florence
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- 3 A request for the opening of the route 220 Chiusi - Siena has been received from the Director General Italian State Railways and a survey of the damage and an estimate of cost of repairs is being prepared.

A.H. STREET, Major
ACC. Tptn. S.O.
Civil Engineer,
Northern Division

0139