

ACC 072/PWU

10000/150/38

HIGHWAY REC  
KINGS ITAL  
JAN. - JUN.



10000/150/38

HIGHWAY RECONSTRUCTION & REPORTS,  
KINGS ITALY, (ITALIAN ZONE)  
JAN. - JUN. 1944



13 - Mate: ls supplied on place:  
 a) Hydraulic normal Portland cement  
 b) Calcareous hard sand of torrent or crushing machine  
 c) Calcareous stone for fillings etc.  
 d) Calcareous stone for masonry  
 e) Flint stone or calcareous gravel for cement conglomerate homogenous sizes from mil.7 to mil.30  
 f) Gravel for massiveness or gravelling

|   | for each q.L. | 90.00  |
|---|---------------|--------|
| " | " Sq.M.       | 200.00 |
| " | " "           | 150.00 |
| " | " "           | 170.00 |
| " | " "           | 190.00 |
| " | " "           | 170.00 |

14 - Labor:

|                                      |      |       |
|--------------------------------------|------|-------|
| a) Bricklayer                        | with | 14.70 |
| b) Stonemason, blacksmith, carpenter | "    | 14.70 |
| c) Quarry man                        | "    | 14.70 |
| d) Labourer                          | "    | 9.25  |
| e) Shovel man                        | "    | 9.25  |
| f) Boy from 16 to 18 years           | "    | 6.30  |
| g) Boy under 16 years                | "    | 5.30  |
| h) Mechanic                          | "    | 11.70 |
| i) Watchman for a day of 8 hours     | "    | 56.00 |

15 - Percentages of wages increase for over time as per N.9

|                                            |     |
|--------------------------------------------|-----|
| a) For the 1st hour up to 8 hours per week | 10% |
| b) for hours exceeding above limit         | 15% |
| c) for working during holidays             | 25% |
| d) for night work                          | 20% |

16-17 - Rent  
 Wood for, forms and working scaffolds, including working and iron bolts and also assembling and disassembling at the complish of the work

flat price:  
 L. 375.00

375,000



24.70  
9.25  
9.25  
6.30  
5.30  
11.70  
56.00

"  
"  
"  
"  
"

10%  
15%  
25%  
20%

- d) Labourer
- e) Shovel man
- f) Boy from 16 to 18 years
- g) Boy under 16 years
- h) Mechanic
- i) Watchman for a day of 8 hours

15 - Percentages of wages increase for over time as per N.9

- a) For the 1st hour up to 8 hours per week
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- c) for working during holidays
- d) for night work

16-17 - Rent

Wood for, forms and working scaffolds, including working and iron bolts and also assembling and disassembling at the complish of the work

flat price:  
L. 375.00

2 375,000

4373



Subject:- Roads and Bridges.

072-  
Rev  
I.O. XXXI Corps,  
Army Sub-Commission ACC.  
(M.M.I.A.),  
Ponte grande- CATANZARO.

5 Apr. 44  
Ref:- G.II.

To:- Lt. Brownlee  
A.C.C.  
CATANZARO.

The responsibility for maintenance of the following roads in Calabria has now passed from the 31st. Italian Corps to A.A.S.S.:-

- (1). Road SS.18. NICASTRO, Z OI45- AMANTEA, Y 7962 - SAPRI, I 3965.  
5 trucks are being loaned to A.A.S.S. for hauling road metal etc.
- (2). Road SS.106, I 9819- Road junction U IO2I - NOVA SIRI, U 2473.  
4 trucks are being loaned to A.A.S.S. for hauling road metal etc.
- (3). Roads SS. 18 REGGIO CAL. D 4347 - NICASTRO, Z OI45 and SS.109  
NICASTRO, Z OI45 - SOVERIA, Z O457.  
2 trucks are being loaned to A.A.S.S. for hauling road metal etc.

The 31st. Italian Corps engineers will continue to be responsible for the following unfinished jobs:-

- a)- Bridge over PETRACE, D 658I.
- b)- Bridge over METRAME, D 7590.
- c)- Diversion at ANGITOLA, Y 9222.

Copies to:- C.E., No.2 District.  
H.Q., Army sub Commission ACC.

Gentle Capt. R.E.  
f.Li. Col.,  
I.O. XXXI Corps



**CATANZARO.**

(I). Road SS.18. NICASTRO, Z OI45-AMANTEA, Y 7962 - SAPRI, I. 3903. 5 trucks are being loaned to A.A.S.S. for hauling road metal

(2). Road SS.I06, T 98I9- Road Junction U IO2I - NOVA SRI, U 2473.  
4 trucks are being loaned to A.A.S.S. for hauling road metal etc.

(3). Roads SS. I8 REGGIO CAL. D 4337 -NICASTRO, Z OI45 and SS.I09  
NICASTRO, Z OI45 - SOVERIA, Z O457.  
2 trucks are being loaned to A.A.S.S. for hauling road metal.etc.

The 31st. Italian Corps engineers will continue to be responsible for the following unfinished jobs:-

- a) - Bridge over PETRACE, D 0581.  
b) - Bridge over METRAME, D 7590.  
c) - Diversion at ANGITOLA, Y 9222.

Copies to:-C.E., No.2 District.  
H.Q., Army sub Commission ACC.

Gentle Capt. R.R.  
f.L. Col.,  
L.O. XXXI Corps  
M.K.I.A.

W. V. J.

C O P Y

25/4  
Ch. Col. Ker to reduce  
the off. force being  
the main to the  
start to keep a good  
hand have a good  
then



Subject:- Roads & Bridges.

My Sub Commission AGG.  
(M.M.I.A.),  
1st. Italian Corps  
Catanzaro.  
26 Mar. 44  
Ref.: E.I.

LT. BROWNE  
A.C.C.  
Catanzaro.

1. On 28 Mar. 44 the responsibility for maintenance of the roads SOVERIA MANELLI - CASALEPUONO. SS.12 and SAPRI - LAGONERO (Map Ref. T 5467) SS.104 will pass from 31st.
2. The 31st. Italian Corps engineers will continue working on the following unfinished jobs:-
  - a) Staging Area at SOVERIA MANELLI. Map Ref.
  - b) Bridge over COLABRICI. Map Ref.
  - c) Bridge over COSCILE. Map Ref. T 9428.
  - d) Demolition at Map Ref. T 8043.
  - e) Demolition East of SAPRI. Map Ref.
3. To assist in this work, transport will be loaned to A.A.S.S. by 31st. Corps for as long as possible as follows:-
  - 1 truck for road SAPRI-LAGONERO.
  - 2 trucks for road SOVERIA MANELLI - CASALEPUONO.

P.O.L. will be supplied by 31st. Italian Corps as arranged by Col. GAZZINI with Ing. RILIO.

Copies to:- M.M.I.A.  
C.E., No. 2 District.



LT. BRONKHORST  
A.C.O.  
Catanzaro.

I. On 28 Mar. 44 the responsibility for maintenance of the roads SOVERIA MANELLI - CASALEBUONO. SS.19 and SAPRI - LAGONESTRO (Map Ref. T 5467) SS.104 will pass from 31st.

2. The 31st. Italian Corps engineers will continue working on the following unfinished jobs:-

- a) Staging area at SOVERIA MANELLI, Map Ref.
- b) Bridge over COLABRICI, Map Ref.
- c) Bridge over COSCILE, Map Ref. T 9428.
- d) Demolition at Map Ref. T 8043.
- e) Demolition east of SAPRI, Map Ref.

3. To assist in this work, transport will be loaned to A.A.S.S. by 31st. Corps for as long as possible as follows:-

- 1 truck for road SAPRI-LAGONESTRO.
- 2 trucks for road SOVERIA MANELLI - CASALEBUONO.

P.O.L. will be supplied by 31st. Italian Corps as arranged by Col. GAZZINI with Ing. RILIO.

Copies to:- M.M.I.A.  
C.E., No. 2 District.

Gentile  
Capt., R.A.

W.V.J.

437

G O P Y



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

GER/ceb

21 April 44.

ACC/CTZ/PWD

Subject: Reconstruction of Lauria Bridge, Calabria-Lucania Railway (narrow gauge).

To : Regional Commissioner, Region II, through P.C. and M.C. Section.

Memo.

1. Transportation Sub-Commission inform us that they may be prepared to arrange for the above project to be begun, but they first desire to know the precise reasons, i.e., as from a civil standpoint. They state that the project is of no immediate military importance.
2. Will you, accordingly, be good enough to state a case for the rebuilding of the bridge, if you consider it urgently necessary for working of lignite mines, food transport etc.
3. Please reply urgently, so that we may notify Transportation Sub-Commission by the end of this month.

3/F 28/4 GER.  
G.S. No. 437,  
Lieut.-Colonel, R.E.,  
Deputy-Director.





# Ministero dei Lavori Pubblici

Direzione Generale Opere Varie  
Divisione Affari Generali e Personale

N. di prot. 2569 Div. Salerno, add. 15 MAR. 1944

Allegati N. Al Lt. Col. L. A. Jenny

Risposta al foglio del Director Public Works and  
N. Utilities Sub-Commission, ACC

OCCETTO: (Direttore dei Lavori Pub-  
Salerno - Costituzione blici) Palazzo della Prov.  
Sezione staccata dell'AA. SS. - NAPOLI

Inq. Scalera

Comunico per opportuna conoscenza  
che a decorrere dal 15 c.m. si è costituita in  
Salerno una sezione staccata dell'Azienda Autonoma  
Statale delle Strade per provvedere a tutti i ser-  
vizi relativi ai seguenti tronchi stradali:

Strada Statale n. 18 - Tirreno Inferiore - Tronco  
Salerno - Sapri  
" " n. 19 - della Calabria - Tronco Bat-  
tipaglia-Fosco Pennerone  
" " n. 88 - dei due Principati - Tronco  
Salerno - Avellino  
" " n. 91 - della Valle del Sele - Tron-  
co Vercò Appennino - innesto  
SS. 19 presso Eboli.

What does this  
mean?  
Special AAS section set up  
to handle the military highway system  
in Salerno Province. The present  
Engineers there is a one man  
show - hence cannot prepare plan  
+ estimate at the place requested  
by us.  
20/III/44  
IL MINISTRO  
20/III/44  
notified Major Hyland  
by phone 20/III/44  
4369  
Jenny



(translation

Salerno, 15 March 44

MINISTRY OF PUBLIC WORKS  
 Director General Office for Various Activities  
 Division for General Affairs and Personnel

File N. 2569

To Lt. Col. L.A. Jenny  
 Director P.W. & U. Sub-Commission ACC  
Naples

Subject :

Salerno - Institution of a detached  
 Section of "A.A.S.S."

I notify for opportune information that since the  
 15 of the current month, it has been organized at Salerno, a detached  
 section of the State Autonomous Department of Roads, to provide  
 for all the services relating to the following highway sections :

National Road N. 18 - Lower Tyrranean - Section Salerno -  
 Sapri  
 " " N. 19 - of Calabria - Section Battipaglia-  
 Fosso Pennarone  
 " " N. 88 - of the two Principalities - Section  
 Salerno-Avellino  
 " " N. 91 - of the Sele Valley - Section Pennines  
 Pass - road junction with High-  
 way N. 19, near Eboli

THE MINISTER  
 (signed) Raffaele De Caro

*Copied R. 22/3.  
 Please note these are  
 our master plan &  
 show one.*

50764

*File*  
*To Lt. Col. Robinson*  
*4368*  
*PL*  
*of*



Extracts from diary of Capt. Weeber.Week ending 4 Mar 44.

47(B)

1. The following points seem to be specially important, and it may be advisable to bring them to the notice of Sig. Tizzano:-

- a. Near Laurenzana, 23 miles beyond Potenza, a temporary bridge in timber put up at cost of L.200,000 destroyed by flood (day before.) Probable reason, main channel full of debris which should have been cleared by Italians at same time timber bridge erected.
- b. Stated that 23 bridges repaired by Sig. Andreoli in Potenza Province. 40 bridges that province destroyed by Germans, most of them now passable. Capt. Weeber understood that 4,000 contractors' men still engaged on bridge repair jobs but ~~was~~ further discussion later in the week left doubt in Capt. Weeber's mind as to whether the figure is not only about 100.
- c. Conference with Capo Ing. Crocetta (Strade Statali, Matera Province) indicated no plans or profiles of state highways available, nor ever prepared. Did not even know how many bridges and culverts exist between Salerno and Potenza. Proper survey maps for record purposes do not exist except that there are profiles in handbook of "Touring Club Italiano". State roads in Salerno Province are 251 miles, Potenza Province 462 miles, and Matera Province 174 miles; total 887 miles. Crocetta's technical staff much too small in view of the amount of work ahead. Urgent need of better maintenance road Potenza to Salerno, particularly very bad 3 mile stretch E. of Auletta. (A.A.S.S. never had any plant at all, even minor repairs being done through contractors).
- d. Conference on 2 Mar. 44 with Ing. Grauso, Major Hyland being present, outlined urgent priorities as follows:-

In Capt. Weeber's area,

Salerno to Battipaglia.

Road 9. from Battipaglia.

Bridge repair over River Sele. *Route?*

Reconstruct two bridges E. of Eboli.

New bridge design wanted for Auletta to replace Bailey bridge.

Get other Baileys out as soon as possible. 4367

Heavy repair works between Gravino and Tolve.

Spezzano to Taranto, surfacing and ditches.

Resurface bomb craters and strengthen maintenance gangs on other main highways.



- 2 -

Capt. Weeber extremely doubtful if Italians able to carry out even above modest programme. Few engineers, no plant and equipment except some with a few contractors, and transport nil.

Capt. Weeber suggests four alternatives, (refer to page 4). Probably combination of four best solution.

- e. Discussion with Sig. Abenante, Head of Potenza Province, disappointing. Had no organisation chart available and hardly knew names of his own engineers directly under him in the three Provinces. Chart drawn up with him and checked. Names of Italian engineers in Salerno Province Capt. Weeber would have to get himself, (refer to blank on chart). Sig. Abenante had not a list of contracts now in hand nor ~~was~~ his control officer for highways, a Sig. Luongo. List of contracts was promised for the following week. Capt. Weeber left wondering what the "Ispettorato Genio Civile" are doing if they do not have even basic records of work under their jurisdiction.

## 2. SUMMARY (from above).

| <u>Damaged Bridges.</u>                                                                          | <u>No.</u> | <u>Remarks.</u>                    |
|--------------------------------------------------------------------------------------------------|------------|------------------------------------|
| 1. <u>Laurenzana</u> new temporary timber bridge washed out; old masonry one destroyed by enemy. | 1          | Debris in stream to be removed.    |
| 2. R/R. bridge close by.                                                                         | 1          | Reps in hand.                      |
| 3. In Potenza Province.<br>(No figures yet available for Matera and Salerno Provinces.)          | 40         | 23 repaired.                       |
| 4. Near Irsina, 90' single-arch bridge;<br>(Bailey bridge now taking traffic).                   | 1          | Repairs may be complete by 31 Mar. |
| 5. E. of Stateline; Bailey Bridge.) Just outside ) Capt.                                         | 1          | By-pass in hand R.E. supervision.  |
| 6. Near Gravino; Bailey Bridge. ) Weeber's ) area.                                               | 1          | Bailey Bdg being removed (R.E.).   |
| 7. S. of Auletta, and S. of Casalbuono                                                           | <u>2</u>   |                                    |
| 8. <u>Immediate programme:-</u>                                                                  | <u>47</u>  |                                    |
| 1 bridge over River Sele. )                                                                      |            | To get other                       |
| 2 bridges E. of Eboli. )                                                                         |            | Bailey Bridges                     |
| 1 bridge Auletta. )                                                                              |            | out.                               |

4368

G.R.

13/3/44



HEADQUARTERS  
ALLIED CONTROL COMMISSION  
Transportation Sub-Comm. on  
APO 394

072  
Ral. 92  
EJM/bn

Our reference : ACC Tn/238/2

Date : 13 June 44.

TO : Vice President,  
Economic Section.

SUBJECT : Railroad Bridge over River Petrace (south of Gioia-Tauro).

1. Reference letter ACC/072/PWJ dated 2 June, forwarded to this Sub-Commission.
2. The reconstruction of this railway bridge is a matter which comes under the supervision of this Sub-Commission.
3. A considerable amount of preparatory work has already been done and arrangements put in hand to obtain the necessary supply of materials such as steel and timber.
4. When site work commences the reconstruction will be carried out under the supervision of the Engineers Section of this Sub-Commission.

*L. E. Vining*

L. E. VINING,  
Lieut-Colonel,  
Director, Transportation Sub-Commission, ACC.

16 June  
19

*noted by file*

*Director (On return)*  
*Our letter 2/6 is in file 072*  
*In that file is also a letter from Maj. 4365 Chaudhri*  
*& a note by Lt. Col. Thompson.*  
*We need not concern ourselves further with this project.*  
*GER*  
*22/6*



## HEADQUARTERS REGION VII

ALLIED CONTROL COMMISSION  
Public Works and Utilities Sub-Commission  
A.P.O. 394

File Ref:

Date: 8, June 1944

SUBJECT: Reconstruction of arches and piers for the  
railroad bridge over the Torrente Petrace.  
TO: Director, Public Works and Utilities Subcommission  
Hq. A.C.C.

1. I am forwarding herewith the plan and estimate for the construction of arches and piers for the railroad bridge over the Torrente Petrace, Province of Reggio, Calabria. This bridge is the one remaining link in the standard gauge line from Reggio to Naples that has not been either permanently or temporarily repaired and its completion will restore through traffic on this railroad line thus opening a vital means of communication for this region. This will eliminate the use of a mountain railroad whose gross tonnage is limited in certain stretches to 100 tons for the transportation of supplies from the ports of Crotone and Reggio to any point north Gioia Tauro on the western side of the coast.

2. You will note that the contract for this work was let on 6, April, 1944 and the contractor is already working on the project.

On my last trip to Reggio I noted that progress was being made on this work,

3. Inasmuch as this bridge is a railroad bridge, designed, estimated, and the contract let by the Chief of the Compartment of the state railroads under the administration of the Minister of Communications, I am not accomplishing the usual PWU/EST forms but am forwarding this project to you to turn over to the appropriate subcommission for approval.

Seen

File

WILLIAM CHAMBERLIN  
Major, F.A. 4364  
Public Works Officer

Brownlee says that they are proceeding with plans to raise steel tresses. M 20/6/44  
Have seen major hole of Rly Transportation and he is looking after this job. 22/6/44



HEADQUARTERS  
ALLIED CONTROL COMMISSION  
Agriculture Sub-Commission  
ARO 394

IFA/vht

4 JUN recd

072

RCS

AGR/40010

3 June 1944

SUBJECT: Bridges and Roads Reported to be in need of repair to aid, primarily, sawmills.

TO : Public Works & Utilities, ATT: Lt. Col. Lapper.

1. Potenza Province.

*A* Lauria - narrow gauge R.R. bridge blown out 500 meters from station, concrete. Until that bridge is repaired, from 4 to 11 additional transport days will be required to move logs from the north to Spezzano mill. The production of this mill is a number one priority job as this is an important sawmill.

2. Salerno Province.

Sanza - Sapri Highway - bridge out.

3. Benevento Province.

- a. Terra murata - Nurazzano - highway bridge.
- b. Apice - three bridges out.
- c. Mazzarello - near Cerreto Teleso - highway bridge.
- d. Piedemonte d'Alife - highway bridge out.

4. Avellino Province.

- a. Montella - priority #1 - highway bridge out.
- b. Serino - Road bed badly damaged.

*much other work required to rehabilitate railroad - [initials]*

*Lt. Col. Thompson*

*Sent to Reg [initials]  
Ref III  
5/6/44 AM.*

*[Signature]*

W. A. HARTMAN  
Lt. Colonel  
Director

*not necessary*

*GAB  
4/6*

*Have Maj Knight check with R.R. engineers of narrow gauge line (Terra murata) at Benevento. He was to forward advice [initials].*

*✓ GEF.  
4/6*  
*Lt Col Rhoades to write Thompson*

*4363*  
*To see [initials] the damage to repair these bridges. They have discussed this problem with me and we will have to do something to help them. [initials] 4/6*



HEADQUARTERS  
ALLIED CONTROL COMMISSION  
Public Works and Utilities Commission  
APO 394.

LAJ/gf

89

ACC/OTR/PWU

2 June 1944.

SUBJECT: Railroad Bridge over River Petrace (south of Gioia-Tauro)  
TO : Vice-President, Economic Section.

1. Recently the Director of the Italian State Railroads at Reggio Calabria asked our engineer in charge of highway and bridge reconstruction in that Region whether we could do something to help him get the railroad bridge over the Petrace River reconstructed. He stated that if that bridge were rebuilt, they would then have a continuous railroad line from Reggio to Naples.

2. Our engineer looked into the project and we are advised that it is a task of considerable proportions and will take several months to rebuild. He also advised the Director of the State Railroads that before anything could be done, the railroad organization would have to prepare a plan and estimate of cost.

3. As this is a railroad problem, the matter should be referred to the Transportation Sub-Commission to ascertain whether or not this bridge should be rebuilt within the near future. Will you, therefore, refer this matter to the Transportation Sub-Commission for investigation and advice.

4. If desired, the work of reconstruction of this bridge could be handled by this Sub-Commission in connection with our military highway and bridge reconstruction program in Calabria.

L. A. JENNY,  
Lt. Col., C.E.,  
Director.

4362



Allied Force  
MILITARY RAILWAY SERVICE  
Office of Director General

APO 400  
16 February 1944

SUBJECT: Reconstruction of Railway Bridge near Lauria

TO : Lt. Col. L. A. Jenny, C.E., Director of Public Works &  
Utilities Sub-Commission, APO 394.

1. Attaching hereto one copy of map "Railways of Northern Italy", dated this Headquarters 20 October 1943, one copy of map "Railways of Southern Italy", dated this Headquarters 18 October 1943.

2. On this latter map have indicated:-

(a) In solid red color lines of military value, and which are open to service.

(b) In dashed red color lines of military value which are under repair.

(c) All rail lines in the occupied area not colored, are lines, which for the present, are considered to have no military value. In the case of standard gage railroads, the uncolored lines are not serviceable. In the case of narrow gage lines, the lines not colored may or may not be serviceable.

3. The narrow gage line Logonegro to Spezzano has no military value.

4. If this line is to be repaired, it should be handled by the appropriate Sub-Commission of the A.C.C. If it is operated, it will not be operated under the supervision of this Headquarters.

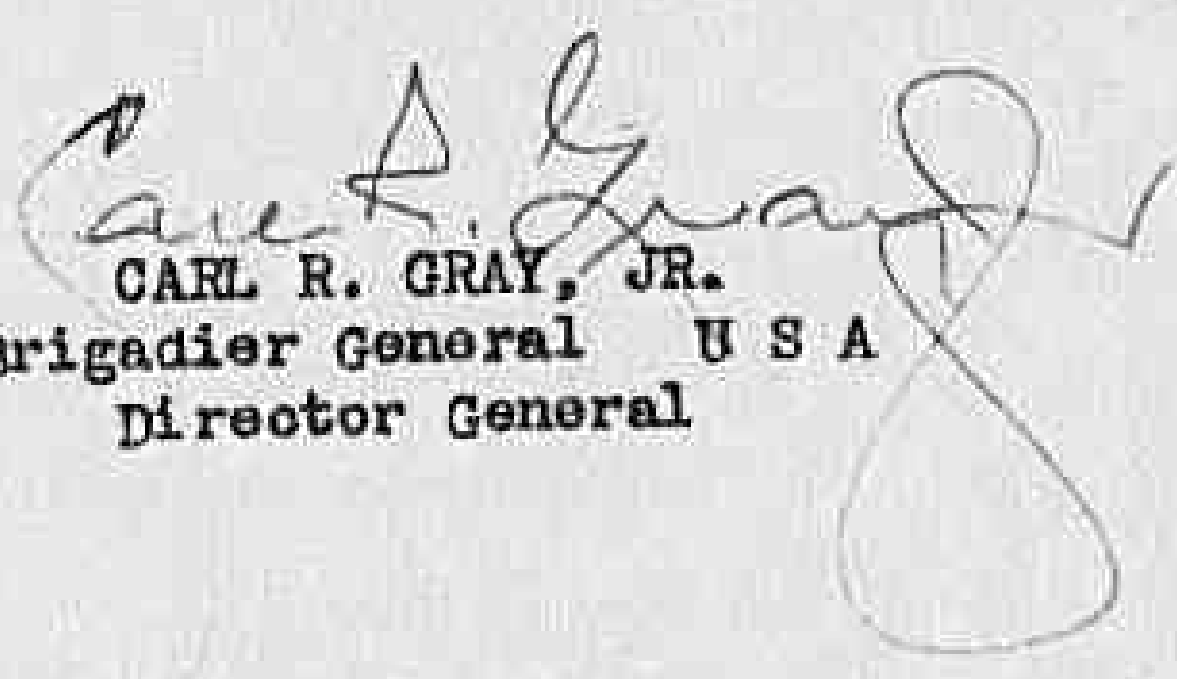
5. This Headquarters is interested in the repairs and operation of the line in question on one basis only, and that is whether the reconstruction and operation of this line will necessitate the use of vital railway materials which are needed for the rehabilitation and operation of lines of military necessity. It will, therefore, be necessary before this work is undertaken thru A.C.C. Agencies, that this Headquarters be advised:-

(a) As to the total amount of repairs necessary to place the line in operation.



(b) Materials required for such work, and where it is expected to obtain such materials.

(c) The type and estimated amount of train service which will be used in connection with operation of the line, for the use of this Headquarters in determining the probable amount of railway supplies needed for the continued operation.

  
CARL R. GRAY, JR.  
Brigadier General U S A  
Director General

4369



TNW:red

HEADQUARTERS  
ALLIED MILITARY GOVERNMENT  
PUBLIC WORKS & MINES SUBCOMMISSION  
Mining Division

In reply  
refer to:  
679.131

11 January 1944

SUBJECT: Repair of Railway Bridge at Lauria.

TO : Director, Public Works & Mines Subcommittee, AMG.

1. In order to relieve the present fuel shortage and to expedite the reopening of the lignite mines at Castellucio, it is requested that steps be taken to obtain the necessary approvals for the reconstruction of a railway bridge at Lauria in the Province of Potenza and that work be initiated on this project as soon as possible.
2. The largest producer of lignite in that portion of Italy now occupied by the Allies is at Castellucio. The production at this mine, called the "Mercure" mine and operated by Lignite Italiana Meridionale S. A. (L.I.M.S.A.), averaged 2,925 tons for the first seven months of 1943. The average for all mines in the occupied area (a total of fifteen) was 5,811 tons. The maximum production of the Mercure mine was 3,914 tons, as compared to the maximum productions of the next two largest mines, which was 1,021 tons at Briatico and 997 tons at Morcone.
3. At present there are 15,000 tons of lignite at Castellucio ready for shipment.
4. The mine is ready to operate, and all equipment and supplies are on hand with the exception of carbide for lamps. The primary obstacle to reopening the mine is transportation. Most of the market and present requirements for lignite are to the north of Castellucio. Lignite was formerly loaded into railway cars of nine-ton capacity on a narrow gage rail line which connected with standard gage track at Spezzano to the south and Lagonegro to the north. There are hopper facilities at the mine for loading about eight cars.
5. The rail line is now operating from Spezzano to Lauria, where the bridge has been destroyed, making transportation to Lagonegro and points north by rail impossible. Lauria is sixteen kilometers from Castellucio, and is the same distance from Lagonegro. There are two arches of the bridge destroyed over a span of about sixty feet. The height of the arches is approximately eighty feet.
6. The following figures on the rolling stock of the narrow gage line were obtained from the station master at Castellucio. It is possible that they may not be accurate.



|                                                     |      |
|-----------------------------------------------------|------|
| Number of gondolas between Castellucio and Spezzano | - 20 |
| Number of gondolas between Lauria and Lagonegro     | - 10 |
| Locomotives south of break                          | - 2  |
| Locomotives north of break                          | - 1  |

7. Until the bridge is repaired it will be necessary to haul the lignite from Castellucio to Lagonegro by truck. This practice is not economical. The reconstruction of the bridge will also open another north-south rail route, as trains are now running to Lagonegro from the north and from Spezzano to the south and east, making connections with all the principal operating lines.

8. It is therefore requested that every possible effort be made to initiate work on the reconstruction of the railway bridge at Lauria.

For the Chief, Mining Division:

  
CARROLL S. CARTER,  
Lieutenant Colonel, C. E.,  
Executive Officer, Mining Division.

4358



ECA/56/25 1st Ind.  
HQ AMG REGION II, AFO 394 7 JAN 43

To: Chief, AMG, MILGOV, Provincia Bldg., Naples.

1. In accordance with General Order No.8, AMG, 23 Nov 43, appendix "B" para 14, approval is respectfully requested for the proposed public work described in the basic communication.

G. H. McCaffrey  
G. H. McCAFFEY  
Lt. Col. Inf.,  
RCAO

*Given me personally by Major Holladay  
of Region II 11 Jan. 1944*  
*Hafem*

*Major Holladay will submit a plan to scale  
and a detail estimate of quantities and cost  
for our approval  
mines Div. will give a statement  
on the lignite deposit.*  
*Haf. 11/1/44*

4357



HEADQUARTERS  
ALLIED MILITARY GOVERNMENT  
REGION II

7 Jan 44

Ref: ECA/56/25

Subject: Reconstruction R.R. Bridge at Lauria.

To : HCAO, Region II

1. I have discussed with the engineers of the Ferrovie Calabro Lucane their two plans for repairing the RR bridge at Lauria, and I have been to Lauria and inspected the damaged bridge.

2. Damage to this bridge was caused by the Germans blowing up the center pier (about 80 ft high) causing the collapse of the two arches resting thereon (each arch 60 ft diam)

3. The bridge may be repaired to its original condition or as an alternate plan the tracks may be relocated from a point within the tunnel which adjoins the bridge. This relocation would carry the tracks on a shelf cut in the side of the canyon to a point where a new bridge shorter and lower than the existing one would span this canyon and connect with the present grade.

4. In the opinion of the R.R. Engineers this alternate plan would cost fifteen percent less and might be completed in three months instead of four. It has the following disadvantages however,

(a) Will require two curves each of 250 ft radius (minimum radius for satisfactory operation is 325 ft)

(b) Canyon wall is of shale and subject to frequent slides which would intercept service and be a continuing item of expense.

5. The break in this bridge prevents operation of the only railroad facilities serving the interior part of Italy between Sicignano and Spezzano. The road is needed to ship grain south from the Potenza area and to ship lignite north from Castelluccio to Potenza and Naples.

6. I recommend that this bridge be repaired to its original condition at an approximate cost of 1,000,000 lire. Work to be done by contract let to the low bidder. Attached exhibit gives pertinent information.

*Collis H. Holladay*  
COLLIS H. HOLLADAY  
Major, Spec Res.,  
Regional T.O. (Rail)

4356



RECONSTRUCTION LAURIA RAILROAD BRIDGE: PERTINENT INFORMATION

- A. Bridge is on a principal Railroad.
- B. Railroad is badly needed to haul important materials both in and out of Area.
- C. Bridge will be reconstructed of stone quarried nearby.
- D. Other Materials needed:   Cement 1400 quintals  
                                  Lumber 100 Cu Meters  
                                  Reinforcing steel 7 quintals  
                                  Petrol 15 quintals.
- E. Materials other than stone can be brought to the site by railroad.
- F. Contractor will supply motor transport.
- G. It will take 120 to 150 working days to complete job.
- H. I have viewed the project and concur with the engineers of the Ferrovie Calabro Lucane that the bridge should be reconstructed instead of the alternate plan for relocating the track as explained in my letter.

*Lignite deposits N. of Castelluccio*



HEADQUARTERS  
ALLIED CONTROL COMMISSION  
LABOR SUB-COMMISSION  
APO 394

091.461

9 February, 1944

Ref your: ECA/56/32

SUBJECT: Reconstruction Lauria Bridge

TO : Public Works and Mines Sub-Commission (Att: Lt. Col. G. E. Rhodes)

1. The scales of wages for Region II apply only to civilians employed by the Armed Forces, either directly or through contractors, and not to civil contracts. Hence, the official scale of wages for Region II cannot be binding in the case of the bids in question.

2. Since these bids apply to a civil contract, the following policy and procedure governs:

a. Contractors for civil public works cannot pay a wage which exceeds the basic wage set in collective contracts, and frozen as of September, 1943, and as revised by Regional Order No. 6, 7 December, 1943, which permits a maximum upward revision of wages of 70% of the basic wage.

b. Since basic wages were set originally by collective contracts, and since these collective contracts vary from locality to locality, it will be necessary for your local representative to make final determination in the locality, in cooperation with our representative, who is Capt. Robert Frazer, Labor Officer, Matera.

3. This office has discussed this matter with Capt. Frazer, who had previously worked on the problem. He indicated that all the bids appeared too high in the light of 2 (a) above, and that a satisfactory wage structure had been worked out in the field office. He is ready, however, to confer further with your representative concerning the matter.

4. The copies of the bids from the three construction firms for rebuilding the Lauria Bridge are attached.

JCB/tbw



J. T. R. BAIN,  
Colonel,  
Director, Labor Sub-Commission.

4354



HEADQUARTERS  
ALLIED MILITARY GOVERNMENT  
REGION II

29 Jan 44

Ref: WOA/56/32

Subject: Re Construction Lauria Bridge

To : HQ AMG Public Works & Utilities Sub-Comm. Naples

1. I am attaching copies of bids from three construction firms for rebuilding the Lauria Bridge. These bids were requested and received by the Ferrovie Calabro Lucane and are the basis for the Railroads revised estimate of L 1,300,000 for completing the job.

2. I would like to call your attention to the fact that under paragraph 20 the scale of wages proposed by all three contractors is much higher than the official scale of wages for Region II. I am attaching a schedule comparing the Mar 25 1940 scale with the present official scale and those proposed by the three contractors.

3. I have instructed the railroad that no bids are to be accepted without our permission.

Colles H. Holladay  
COLLES H. HOLLADAY  
Major, Sepe Res  
T.O. (Rail)

Note:

Mining Division asks for this bridge so as to move  
lights to the north.

Region II asks for it to move grain south.

Chapman 10/2/44

435



(Translation-)

Ba~~zi~~, Jan 27, 44

Ferrovie Calabre - Lucane  
Operating Section  
N. 0509

To Major Halladay  
Transportation Officer Region 2  
Matera

Following our yesterday, Jan 26, understandings I am sending you, in copy, the bids submitted by the three contractors requested to submit bids for the reconstruction of the Lauria bridge.

I remain am waiting to receive your instructions concerning the beginning of the reconstruction work, that depends ~~from~~ the possibility of obtaining the necessary materials.

The Engineer, chief of the Section  
(signed)

3 inclosures

4352



*Ferrovie Calabro Lucane*

*Direzione dell'Esercizio Roma*

*C. P. C. Roma N. 81424*

Mod. D. 12 - C. 1.

III Gruppo Esercizio

Bari 11 Gennaio 1944 194

NLD/

Oggetto

SIG. MAJOR HALLADAY

Transportation Officer Region 2

M A T E R A

In ordine agli accordi presi ieri 26 gennaio Le rimetto, in copia, le offerte delle tre ditte invitate per l'appalto dei lavori di ricostruzione del ponte di Lauria.

Resto in attesa di conoscere notizie per l'inizio dei lavori, che sono subordinati alla possibilità di ottenere l'assegnazione del cemento necessario.

L'INGEGNERE CAPO GRUPPO 4351

allu. 3  
Il Gruppo di esercizio, Ufficio, ecc.

Copia a Bari 11 - 1111 - 111111

*R. Halladay*



S. I. C. E. L. P.  
 Società Italiana Costruzioni e Lavori Pubblici  
 dei Fratelli Scalera  
 Società in nome collettivo  
 Sede in Roma - Via Pernove, 2 Telef. 361076 - 361839

Costruzioni edilizie, Ferrovie, Idrauliche  
 Costruzione e manutenzione delle strade  
 Costruzioni in cemento armato  
 Lavori Portuari

Bari, 5/1/1944

FERROVIE CALABRO-LUZZANE GRUPPO ESERCIZIO  
 di

Telegrammi : SICELP  
 C.P.E. Roma n. 2667

B A R I

SUBJECT : LAURIA BRIDGE

We confirm to be ready to execute the reconstruction  
 of this bridge at the following prices:

- |                                                                                                                    |             |                  |
|--------------------------------------------------------------------------------------------------------------------|-------------|------------------|
| 1 - Demolition of stone masonry                                                                                    | for each m3 | L.155.00         |
| 2 - Concrete for foundation Kg.150 of cement (type 500) for each m3 0.800 of crushed stone and Sq.M. 0.500 of sand | "           | " Sq.M. " 675.00 |
| 3 - Concrete with Kg.200 of cement as above                                                                        | "           | " " " 725.00     |
| 4 - Concrete for artificial stone                                                                                  | "           | " " " 950.00     |
| 5 - Concrete for arches Kg.250 of cement (type 500) for Sq.M.0.800 of crushed stone and Sq.M.0.500 of sand         | "           | " " " 800.00     |
| 6 - Special extra price as for N.5 for concrete to be placed to form the arches as per specifica                   |             |                  |



Telegrammi : SICELP  
C.P.E.Roma n. 2667

FERROVIE CALABRO-LUIGIANE GRUPPO ESERCIZIO

di

R A R I

SUBJECT : LAURIA BRIDGE

We confirm to be ready to execute the reconstruction of this bridge at the following prices:

- |                                                                                                                                                                                                        |             |          |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|----------|
| 1 - Demolition of stone masonry                                                                                                                                                                        | for each m3 | L.155.00 |
| 2 - Concrete for foundation Kg.150 of cement (type 500) for each m3 0.800 of crushed stone and Sq.M. 0.500 of sand                                                                                     | " " Sq.M."  | 675.00   |
| 3 - Concrete with Kg.200 of cement as above                                                                                                                                                            | " " " "     | 725.00   |
| 4 - Concrete for artificial stone                                                                                                                                                                      | " " " "     | 950.00   |
| 5 - Concrete for arches Kg.250 of cement (type 500) for Sq.M.0.800 of crushed stone and Sq.M.0.500 of sand                                                                                             | " " " "     | 800.00   |
| 6 - Special extra price as for N.5 for concrete to be placed to form the arches as per specifications of supervisors, including the timber to make the forms                                           | " " " "     | 200.00   |
| 7 - Common stone masonry with Kg.300 for each cubic meter conglomerate                                                                                                                                 | " " " "     | 750.00   |
| 8 - Special extra price of N.2 if better quality of pillars (piles) are used if extra quality                                                                                                          | " " Sq.M."  | 350.00   |
| 10 - Fillings the shoulders of the arches with dry crushed stones including a thickness of at least 20 cm. with sand                                                                                   | " " Cu.M.   | 175.00   |
| 11 - Plaster on the shoulder of the arches of the thickness of at least 10 cm. formed with cement conglomerate contained Kg.550 of cement and with a top successive strata containing Kg.800 of cement | " Sq.M.     | 125.00   |
| 12 - Lumber of various types                                                                                                                                                                           | " " "       | 2500.00  |
| a) in beams of various type and lenght                                                                                                                                                                 | " " "       | 2750.00  |
| b) in lanks and shidings                                                                                                                                                                               |             |          |



CAV. GIUSEPPE CAMELE  
Impresa Costruzioni

Lagonegro, 14 gennaio 1944

CANTIERE di Lagonegro

RACCOMANDATA A MANO

SPETT.LI FERROVIE CALABRO-IUCANE  
Gruppo Esercizio di

B A R I

In esito alla stim/ V/ del 7 c.m. n.LM/00084/703 mi pregio rimettere offerta per i lavori di ricostruzione dei 2 archi di m.18 e della pila centrale del viadotto alla pr.16.273,02 della linea Lagonegro Spezzano Alb.- Distinti saluti.

CAMELE GIUSEPPE

- 1° - Demolizione di muratura di pietrame in malta e di calcestruzzo sia per demolizione di muri che per formazione di ammassature delle nuove murature compreso la pulizia e l'accatastamento del materiale riutilizzabile ed il trasporto a rifiuto di quello inutilizzabile su aree da provvedersi a cura e spese della sottoscritta Impresa al mc.L. 75,00
- 2° - Calcestruzzo in fondazione a Kg.150 di cemento tipo 500 per mc. 0.800 di pietrisco e mc.0.500 di sabbia : al mc.L. 850,00
- 3° - Calcestruzzo a Kg.200 di cemento tipo 500 c.s. al mc.L. 950,00
- 4° - Calcestruzzo per pietra artificiale per coronamento, cuscinetti, ecc. composto di Kg.300 di cemento tipo 500, mc.0.850 di ghiaietto avente assortimento fino a m/m.30, mc.0.500 di sabbia al mc.L. 1570,00
- 5° - Calcestruzzo per volto a Kg.250 di cemento tipo 500, mc.0.850 di pietrisco e mc.0.500 di sabbia : al mc.L. 1400,00
- 6° - Sovrapprezzo al n.5 per conglomerato da gettarsi in opera per formazione di volti e conci da sfalsarsi secondo le prescrizioni della dirigenza dei lavori comprese le paratie in legno occorrenti : al mc.L. 180,00
- 7° - Muratura di pietrame con malta a Kg.300 di cemento tipo 500 per mc. di sabbia : al mc.L. 805,00
- 8° - Compenso per la lavorazione della faccia vista con paramento a corsi regolari delle murature di pietrame in malta, lavorato analogamente a quelli esistenti, in bolognini di pietra calcarea compresa la stilatatura dei giunti : al mq.L. 135,00



= 2 =

- 9° - Compenso sovraprezzo per la lavorazione a spigolo vivo tirato allo scalpello dei cantonali che saranno lavorati similmente a quelli esistenti : detto sovrapprezzo va contabilizzato in aggiunta ai prezzi nn.7 e 8: al ml.L. 110,00
- 10° - Riempimento sull'estradosso dei volti con pietrame a secco, compreso uno strato non inferiore a cm.20 da formarsi con sabbia sulla cappa dei volti : al mc.L. 220,00
- 11° - Intonaco per cappa sull'estradosso dei volti dello spessore di cm.10 da formarsi con conglomerato cementizio a Kg.550 di cemento con successivo strato d'intonaco lisciato di spessore non inferiore a cm.1 formato con malta a Kg.800 di cemento : al mq.L. 245,00
- 12° - Continatura di volti di qualsiasi struttura di luce m.18 costituita da centine e manto continuo compresa la chiodatura, bulloni, staffe ed impalcature per il montaggio misurata sullo sviluppo : al mc.L. 1100,00
- 13° - Compenso a corpo per la costruzione di passerelle e ponti di servizio occorrenti per l'esecuzione dell'opera e successiva rimozione ad opera finita : - a corpo ..... L. 52.000#
- 14° - Carro a cassa, ad un cavallo o mulo della capacità non inferiore a mc.0.600 ed esclusa la prestazione del conducente da compensarsi a parte col prezzo n.20/3 e con l'obbligo di lavorare al carico e scarico : giornata di 8 ore ..... L. 150,00
- 15° - Carro a cassa a due cavalli, della capacità non inferiore a mc.1.00 il resto come al n.14 - giornata di 8 ore ..... L. 200,00
- 16° - Noleggio di legname di qualsiasi essenza, sia in travi che in tavole di qualsiasi sezione e lunghezza, nuove o usate, purchè accette alla dirigenza dei lavori per tutta la durata dell'impiego : al mc.L. 950,00
- 17° - Noleggio di ferramenta di qualsiasi specie per tutta la durata dell'impiego : al Kg.L. 8,00
- 18° - Materiale fornito a piè d'opera :
- a) Cemento idraulico normale Portland : al qla L. 160,00
  - b) Sabbia calcarea dura di torrente o frantoio al mc.L. 155,00
  - c) Pietrame calcareo per riempimento, vespai, dimas-  
sature : al mc.L. 125,00
  - d) Pietrame calcareo scelto per murature : al mc.L. 190,00
  - e) Pietrisco o ghiaia calcarea dura per conglomerato  
cementizio con assortimento omogeneo di ghiaia da  
m/m.7 a m/m. 30 : al mc.L. 210,00
  - f) Pietrisco per massicciata e per inghiaimento al mc.L. 130,00



= 3 =

- 19° - Legname di qualsiasi essenza :
- |                                                |          |         |
|------------------------------------------------|----------|---------|
| a) in travi di qualsiasi essenza e lunghezza : | al mc.L. | 3580,00 |
| b) in tavole e murali ecc. c.s.                | al mc.L. | 4600,00 |
- 20° - Prestazioni di mano d'opera :
- |                                        |                            |    |       |
|----------------------------------------|----------------------------|----|-------|
| a) Muratore :                          | ad ora effettiva di lavoro | L. | 18,00 |
| b) Scalpellino, carpentiere, ferra-    |                            |    |       |
| fuolo, attorizzatore                   | c.s.                       | L. | 18,00 |
| c) Cavamonte                           | "                          | L. | 12,00 |
| d) Manovale                            | "                          | L. | 11,00 |
| e) Terrazziere                         | "                          | L. | 11,00 |
| f) Terrazzo Garzone dai 16 ai 18 anni: | "                          | L. | 7,00  |
| g) Ragazzo fino ai 16 anni :           | "                          | L. | 6,00  |
| h) Meccanico :                         | "                          | L. | 18,00 |
| i) Guardiano :                         | "                          | L. | 9,00  |
- 21° - Aumento percentuale dei prezzi della mano d'opera delle voci di cui al numero precedente per lavoro straordinario :
- |                                                            |     |
|------------------------------------------------------------|-----|
| a) per la prima ora fino al limite settimanale di otto ore | 15% |
| b) per le ore eccedenti il limite suddetto                 | 25% |
| c) per lavoro festivo :                                    | 25% |
| d) per lavoro notturno :                                   | 50% |

I lavori saranno ultimati in n°120 giornate lavorative.

N.B. Qualora il prezzo del cemento idraulico normale Portland cui n.18 subisce delle variazioni di prezzo, in aumento o diminuzione, i prezzi<sup>a</sup> inerenti gli articoli 2°) - 3° - 4° - 5° - 7° - 8° - 11° saranno variati in aumento o in diminuzione.

4347



CAV. GIUSEPPE CAMELE  
Impresa Costruzioni

Lagonegro, 14 gennaio 1944

CANTIERE di Lagonegro

RACCOMANDATA A MANO

SPETT. LI FERROVIE CALABRO-LUCANE  
Gruppo Esercizio di

B A R I

I wish to send you our bid for the reconstruction of 2  
arches of m.18 each and the central pier of bridge in Lagonegro-  
Spezzano Alb.=

CAMELE GIUSEPPE

1. Demolition of stone masonry and conglomerate concrete  
to demolish walling to form pinch of the new walling  
including the deposit and the removal of seams and the  
materials which cannot be salvageable, all such opera-  
tions at our expenses.

Cu.M.L. 75.00

2. Concrete in foundation with Kg.150 of cement (type 500)  
for each Cu.M. 0.800 of crushed stone and Cu.M.0.500 of  
sand.

" " " 850.00

3. Concrete with Kg.200 of cement (type 500) as above

" " " 950.00

4. Concrete for artificial stone for shoulders and finishing  
works on the bridge, composed with Kg.300 of cement (type  
500), Cu.M.0.850 of small gravel having size up to mil./mil.



I wish to send you our bid for the reconstruction of 2 arches of m.18 each and the central pier of bridge in Lagonegro-Spezzano Alb.=

CAMPIL GIUSEPPE

1. Demolition of stone masonry and conglomerate concrete to demolish walling to form pinch of the new walling including the deposit and the removal of scums and the materials which cannot be salvageable, all such operations at our expenses. Gu.M.L. 75.00
2. Concrete in foundation with Kg.150 of cement (type 500) for each Cu.M. 0.800 of crushed stone and Cu.M.O.500 of sand. " " " 850.00
3. Concrete with Kg.200 of cement (type 500) as above " " " 950.00
4. Concrete for artificial stone for shoulders and finishing works on the bridge, composed with Kg.300 of cement (type 500), Cu.M.O.850 of small gravel having size up mil./mil. 30, Cu.M.O.500 of sand.  $\frac{1570.00}{4346}$
5. Concrete for arch with Kg.250 of cement (type 500), Cu.M.O.850 of crushed stone and Cu.M.O.500 of sand. " " " 1400.00
6. Special extra price as for N.5 for conglomerate to be placed to form the arches as per specifications of supervisory including the timber to make the form. " " " 180.00
7. Stone masonry with conglomerate with Kg.300 of cement (type 500) per Cu.M. of sand " " " 805.00

8. Compose



- Compensation for working of the arch with regular course of the stone masonry of conglomerate, and the finishing of the structure as it was above. Sq.M.L. 135.00
9. Special extra price compensation for stone work and bridge, stone fences similar to those ready existing such special extra price will be charged in addition to prices as N.7 - 8 mil. 110.00
10. Fillings the shoulders of the arches with dry crushed stone including a thickness of at least 20 cm. with sand. Cu.M.L. 220.00
11. Plaster of the shoulder on the arches of the thickness of at least 10 cm. formed with cement conglomerate contained Kg. 550 of cement and with a top successive strata containing Kg. 800 of cement Sq.M.L. 245.00
12. Preparation of arches of 18m. including neaps bolts and all the necessary equipment for its assembling. " " 1100.00
13. Compensation at fat price for the construction of scaffolds and service bridge necessary for the removal and the construction after the completion. " 5200
14. Horse or mule carts of capacity at least Cu.M.O. 600 not including the wage of the driver to be paid separately as price n.20/d for 8 hours working a day " 150.00



10. Fillings the shoulders of the arches with dry crushed stone including a thickness of at least 20 cm. with sand. Cu.M.L. 220.00
11. Plaster of the shoulder on the arches of the thickness of at least 10 cm. formed with cement conglomerate contained Kg.550 of cement and with a top successive strata containing Kg.800 of cement Sq.M.L. 245.00
12. Preparation of arches of 18m. including neaps bolts and all the necessary equipment for its assembling." " 1100.00
13. Compensation at fat price for the construction of scaffolds and service bridge necessary for the removal and the construction after the completion. " 5200
14. Horse or mule carts of capacity at least Cu.M.O.600 not including the wage of the driver to be paid separately as price n.20/d for 8 hours working a day " 150.00
15. 2 horses carts with capacity at least of Cu.M.L.00 the rest as N.14, 8 hours working a day. 434,200.00
16. Rent of timber of various type, in beams of various type and lenght, new or used, provided acceptable to the direction of works for all the duration of works Cu.M." 950.00
17. Rent all steel equipment for all the duration of works Kg." 8.00
18. Material supplied on place:



|                                                                                                                                                             |                                                                 |               |         |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|---------------|---------|
| a) Hydraulic normal Portland cement                                                                                                                         |                                                                 | for each q.L. | 160.00  |
| b) Calcareous sand of torrent or crushed machine                                                                                                            |                                                                 | Cu.M."        | 155.00  |
| c) Calcareous stone for filling etc                                                                                                                         |                                                                 | " "           | 125.00  |
| d) Calcareous stone for masonry                                                                                                                             |                                                                 | " "           | 190.00  |
| e) Flint stone or calcareous gravel for cement conglomerate homogenous sizes from mil/7 to mil.30                                                           |                                                                 | " "           | 210.00  |
| f) Gravel for massiveness or gravelling                                                                                                                     |                                                                 | " "           | 130.00  |
| 19.                                                                                                                                                         | Wood of various type                                            | " "           | 3580.00 |
|                                                                                                                                                             | a) beams of various type and quality                            | " "           | 4600.00 |
|                                                                                                                                                             | b) tables etc. as above                                         | " "           |         |
| 20.                                                                                                                                                         | Labor                                                           | L.            | 18.00   |
|                                                                                                                                                             | a) Bricklayer                                                   | " "           | 18.00   |
|                                                                                                                                                             | b) Stone worker, blacksmith, carpenter                          | " "           | 12.00   |
|                                                                                                                                                             | c) Quarry man                                                   | " "           | 11.00   |
|                                                                                                                                                             | d) Labourer                                                     | " "           | 11.00   |
|                                                                                                                                                             | e) Shovel man                                                   | " "           | 7.00    |
|                                                                                                                                                             | f) Boy from 16 to 18 years                                      | " "           | 6.00    |
|                                                                                                                                                             | g) Boy under 16 years                                           | " "           | 18.00   |
|                                                                                                                                                             | h) Mechanic                                                     | " "           | 9.00    |
|                                                                                                                                                             | i) Watchman                                                     | " "           |         |
| 21.                                                                                                                                                         | Percentages of wages increase for over time as precedent number | 15%           |         |
|                                                                                                                                                             | a) for the 1st hour up to 8 hours per week                      | 25%           |         |
|                                                                                                                                                             | b) For hours exceeding above limit                              | 25%           |         |
|                                                                                                                                                             | c) For working during holidays                                  | 50%           |         |
|                                                                                                                                                             | d) for night work                                               |               |         |
| Works will be finished in 120 working days                                                                                                                  |                                                                 |               |         |
| In case the price of hydraulic normal Portland cement mentioned on N. 18, should vary all prices of N. 2 - 3 - 4 - 5 - 6 - 7 - 8 - 11 would vary according. |                                                                 |               |         |



b) tables etc. as above

" " " 4600.00

20.

Labor

|                                        |    |       |
|----------------------------------------|----|-------|
| a) Bricklayer                          | L. | 18.00 |
| b) Stone worker, blacksmith, carpenter | "  | 18.00 |
| c) Quarry man                          | "  | 12.00 |
| d) Labourer                            | "  | 11.00 |
| e) Shovel man                          | "  | 11.00 |
| f) Boy from 16 to 18 years             | "  | 7.00  |
| g) Boy under 16 years                  | "  | 6.00  |
| h) Mechanic                            | "  | 18.00 |
| i) watchman                            | "  | 9.00  |

21.

Percentages of wages increase for over time as precedent number

|                                            |     |
|--------------------------------------------|-----|
| a) for the 1st hour up to 8 hours per week | 15% |
| b) For hours exceeding above limit         | 25% |
| c) For working during holidays             | 25% |
| d) for night work                          | 50% |

Works will be finished in 120 working days

In case the price of hydraulic normal Portland cement mentioned on N. 18, should vary all prices of N. 2 - 3 - 4 - 5 - 6 - 7 - 8 - 11 would vary according.

- 3 -

4344



|                                                                                                    |       |               |         |
|----------------------------------------------------------------------------------------------------|-------|---------------|---------|
| a) Hydraulic normal Portland cement                                                                |       | for each q.L. | 160.00  |
| b) Calcareous sand of torrent or crushing machine                                                  |       |               |         |
| c) Calcareous stone for filling etc                                                                | Cu.M. | "             | 155.00  |
| d) Calcareous stone for masonry                                                                    | "     | "             | 125.00  |
| e) Flint stone or calcareous gravel for cement conglomerate homogeneous sizes from mil/7 to mil.30 | "     | "             | 190.00  |
| f) Gravel for massiveness or gravelling                                                            | "     | "             | 210.00  |
|                                                                                                    | "     | "             | 130.00  |
| 19. Wood of various type                                                                           |       |               |         |
| a) beams of various type and quality                                                               | "     | "             | 3580.00 |
| b) tables etc. as above                                                                            | "     | "             | 4600.00 |
| 20. Labor                                                                                          |       |               |         |
| a) Bricklayer                                                                                      | L.    | "             | 18.00   |
| b) Stone worker, blacksmith, carpenter                                                             | "     | "             | 18.00   |
| c) Quarry man                                                                                      | "     | "             | 12.00   |
| d) Labourer                                                                                        | "     | "             | 11.00   |
| e) Shovel man                                                                                      | "     | "             | 11.00   |
| f) Boy from 16 to 18 years                                                                         | "     | "             | 7.00    |
| g) Boy under 16 years                                                                              | "     | "             | 6.00    |
| h) Mechanic                                                                                        | "     | "             | 18.00   |
| i) watchman                                                                                        | "     | "             | 9.00    |
| 21. Percentages of wages increase for over time as precedent number                                |       |               |         |
| a) for the 1st hour up to 8 hours per week                                                         |       | 15%           |         |
| b) For hours exceeding above limit                                                                 |       | 25%           |         |
| c) For working during holidays                                                                     |       | 25%           |         |
| d) for night work                                                                                  |       | 50%           |         |

Works will be finished in 120 working days

In case the price of hydraulic normal Portland cement mentioned on N. 18, should vary all prices of N. 18 - 3 - 4 - 5 - 6 - 7 - 8 - 11 would vary according.



|     |                                        |    |       |
|-----|----------------------------------------|----|-------|
| 20. | Labor                                  |    |       |
|     | a) Bricklayer                          | L. | 18.00 |
|     | b) Stone worker, blacksmith, carpenter | "  | 18.00 |
|     | c) Quarry man                          | "  | 12.00 |
|     | d) Labourer                            | "  | 11.00 |
|     | e) Shovel man                          | "  | 11.00 |
|     | f) Boy from 16 to 18 years             | "  | 7.00  |
|     | g) Boy under 16 years                  | "  | 6.00  |
|     | h) Mechanic                            | "  | 18.00 |
|     | i) Watchman                            | "  | 9.00  |

|     |                                                                 |     |
|-----|-----------------------------------------------------------------|-----|
| 21. | Percentages of wages increase for over time as precedent number | 15% |
|     | a) for the 1st hour up to 8 hours per week                      | 25% |
|     | b) For hours exceeding above limit                              | 25% |
|     | c) For working during holidays                                  | 50% |
|     | d) for night work                                               |     |

Works will be finished in 120 working days

In case the price of hydraulic normal Portland cement mentioned on N. 18, should vary all prices of N. 18 - 3 - 4 - 5 - 6 - 7 - 8 - 11 would vary according.



DOTT. ING. CARLO MAS. LA

Lauria Superiore li 14 gennaio 1944

Potenza

Lauria Sup.

SPETT/11 FI PROVIE CALABRO-LUCANE

Gruppo Esercizio

B A R I

In riscontro alla Vs. gradita richiesta del 7 gennaio 1944 n. 00083/703, relativa alla ricostruzione del viadotto di Lauria, demolito in parte per azioni belliche, mi pregio qui di seguito elencarvi i prezzi unitari ed a corpo, in base ai quali sarei disposto ad eseguire i lavori.

Vi spiego che i prezzi sono stati calcolati tenendo presente un costo di cemento a piè d'opera di L. 150.= : subendo tale costo delle variazioni in più o in meno, resta inteso che i prezzi della categoria di lavori dipendenti da tale materiale dovrebbero subire variazioni proporzionate.

- 
- 1° - Demolizione di muratura di pietrame in malta e di calcestruzzo sia per demolizione di muri che per formazione di ammorsature delle nuove murature compreso la pulizia e l'accatastamento del materiale riutilizzabile ed il trasporto a rifiuto di quello inutilizzabile su aree da provvedersi a cura e spese della sottoscritta Impresa al mc.L. 70,00
  - 2° - Calcestruzzo in fondazione a Kg.150 di cemento tipo 500 per mc. 0.800 di pietrisco e mc.0.500 di sabbia : al mc.L.825,00
  - 3° - Calcestruzzo a Kg.200 di cemento tipo 500 c.s. al mc.L.900,00
  - 4° - Calcestruzzo per pietra artificiale per coronamento, cuscinetti, ecc. composto di Kg.300 di cemento tipo 500, mc.0.850 di ghiaietto avente assortimento fino a m/m.30, mc.0.500 di sabbia al mc.L.1500,00
  - 5° - Calcestruzzo per volto a Kg.250 di cemento tipo 500, mc.0.850 di pietrisco e mc.0.500 di sabbia : al mc.L.1350,00
  - 6° - Sovrapprezzo al n.5 per conglomerato da gettarsi in opera per formazione di volti a conci da sfalsarsi secondo le prescrizioni della dirigenza dei lavori comprese le paratie in legno occorrenti : al mc.L. 200,00
  - 7° - Muratura di pietrame con malta a Kg.300 di cemento tipo 500 per mc. di sabbia : al mc.L. 750,00
  - 8° - Compenso per la lavorazione della faccia vista con paramento a corsi regolari delle murature di pietrame in malta, lavorato analogamente a quelli esistenti, in bolognini di pietra calcarea compresa la stilatura dei giunti : al mc.L. 150,00



= 2 =

- 9° - Compenso sovrapprezzo per la lavorazione a spigolo vivo tirato allo scalpello dei cantonali che saranno lavorati similmente a quelli esistenti : detto sovrapprezzo va contabilizzato in aggiunta ai prezzi nn.7 e 8: al ml.L. 100,00
- 10° - Riempimento sull'estradosso dei volti con pietrame a secco, compreso uno strato non inferiore a cm.20 da formarsi con sabbia sulla cappa dei volti : al mc.L. 225,00
- 11° - Intonaco per cappa sull'estradosso dei volti dello spessore di cm.10 da formarsi con conglomerato cementizio a Kg.550 di cemento con successivo strato d'intonaco liscio di spessore non inferiore a cm.1 formato con malta a Kg.800 di cemento : al mq.L. 235,00
- 12° - Centinatura di volti di qualsiasi struttura di luce m.18 costituita da centine e manto continuo compresa la chioderia, bulloni, staffe ed impalcature per il montaggio misurata sullo sviluppo : al mc.L. 1000,00
- 13° - Compenso a corpo per la costruzione di passerelle e ponti di servizio occorrenti per l'esecuzione dell'opera e successiva rimozione ad opera finita : - a corpo ..... L.50.000,=
- 14° - Carro a cassa, ad un cavallo o mulo della capacità non inferiore a mc.0.600 ed esclusa la prestazione del conducente da compensarsi a parte col prezzo n.20/d e con l'obbligo di lavorare al carico e scarico : giornata di 8 ore ..... L. 35,00
- 15° - Carro a cassa a due cavalli, della capacità non inferiore a mc.1.00 il resto come al n.14 - giornata di 8 ore ....; L. 50,00
- 16° - Noleggio di legname di qualsiasi essenza, sia in travi che in tavole di qualsiasi sezione e lunghezza, nuove o usate, purchè accette alla dirigenza dei lavori per tutta la durata dell'impiego : al mc.L. 1000,00
- 17° - Noleggio di ferramenta di qualsiasi specie per tutta la durata dell'impiego : al Kg.L. 7,50
- 18° - Materiale fornito a piè d'opera :
- a) Cemento idraulico normale Portland : al qle L. 150,00
  - b) Sabbia calcarea dura di torrente o frantoio al mc.L. 150,00
  - c) Pietrame calcareo per riempimento, vespai, dimaz-zature : al mc.L. 80,00
  - d) Pietrame calcareo scelto per murature : al mc.L. 120,00
  - e) Pietrisco o ghiaia calcarea dura per conglomerato cementizio con assortimento omogeneo di ghiaia da m/m.7 a m/m. 30 : al mc.L. 200,00
  - f) Pietrisco per massicciata e per inghiaimento al mc.L. 140,00

./.



= 3 =

19° - Legname di qualsiasi essenza :  
 a) in travi di qualsiasi essenza e lunghezza : al mc.L. 3500,00  
 b) in tavole e murali ecc. c.s. al mc.L. 4500,00

20° - Prestazioni di mano d'opera : L. 16,50  
 a) Muratore : *mason* ad ora effettiva di lavoro  
 b) Scalpellino, carpentiere, ferra *blacksmith* L. 16,50  
*Stone* *Cutter* *fuolo*, attorizzatore c.s. L. 13,50  
 c) Cavamonte *quarry man* " L. 10,00  
 d) Manovale *labour* " L. 10,00  
 e) Terrazziere *shovel man* L. 8,==  
 f) ~~Terrazziere~~ Garzone dai 16 ai 18 anni: " L. 7,==  
 g) Ragazzo fino ai 16 anni : " L. 20,00  
 h) Meccanico : " L. 10,00  
 i) Guardiano :

21° - Aumento percentuale dei prezzi della mano d'opera delle voci di cui al numero precedente per lavoro straordinario :

a) per la prima ora fino al limite settimanale di otto ore 15%  
 b) per le ore eccedenti il limite suddetto 25%  
 c) per lavoro festivo : 25%  
 d) per lavoro notturno : 50%

I lavori saranno ultimati in n°120 giornate lavorative.



DOCT. ING. CAR MASELLA

Potenza

Lauria Sup.

Lauria Superiore, 14 Gennaio 1944

SPETT/11 P. RROVIE CALABRO-LUCANE  
Gruppo Esercizio

B A R I

Replying to your request Jan 7, relating to the reconstruction of LARIA BRIDGE, partly demolished as result ofnwar actions, I send you the prices per unity and in bulk at which I am ready to excute.

I wish to explain, such prices are based on the cement cost of L. 150 (per kuintal?) on the place work. Should these prices varies on way or the other prices of works to use cement will vary according.

- 
1. Demolition of stone mansory and conglomerate concrete, to demolish walling to form pinch of the new walling including the deposit and the removal of scums and the materials which cannot be salvageable. All such opera tions at our expen ses. Cu.M.L. 70.00
  2. Concrete in foundation with Kg.150 of cement (type 500) for each Cu.M. 0.800 of crushfd stone and Cu.M.0.500 of sand. " " 825.00
  3. Concrete with Kg.200 of cement (type 500) as above. " " 900.00
  4. Concrete for artificial stone for shoulders and fini shing works on the bridge, composed with Kg.300 of ce ment (type 500), Cu.M.0.850 of small gravel having size up mil/mil.30, Cu.M.0.500 of sand. " " 1500.00



I wish to explain, such prices are based on the cement cost of L. 150 (per quintal?) on the place work. Should these prices varies on way or the other prices of works to use cement will vary according.

- |                                                                                                                                                                                                                                                   |         |         |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|---------|
| 1. Demolition of stone masonry and conglomerate concrete, to demolish walling to form pinch of the new walling including the deposit and the removal of scums and the materials which cannot be salvageable. All such operations at our expenses. | Cu.M.L. | 70.00   |
| 2. Concrete in foundation with Kg.150 of cement (type 500) for each Cu.M. 0.800 of crushed stone and Cu.M.0.500 of sand.                                                                                                                          | " "     | 825.00  |
| 3. Concrete with Kg.200 of cement (type 500) as above.                                                                                                                                                                                            | " "     | 900.00  |
| 4. Concrete for artificial stone for shoulders and finishing works on the bridge, composed with Kg.300 of cement (type 500), Cu.M.0.850 of small gravel having size up to 10mm, Cu.M.0.500 of sand.                                               | " "     | 1500.00 |
| 5. Concrete for arch with Kg.250 of cement (type 500), Cu.M.0.850 of crushed stone and Cu.M.0.500 of sand.                                                                                                                                        | " "     | 1350.00 |
| 6. Special extra price as for N.5 for conglomerate to be placed to form the arches as per specifications of supervisor including the timber to make the form.                                                                                     | " "     | 200.00  |
| 7. Stone masonry with conglomerate with Kg.300 of cement (type 500) per Cu.M. of sand                                                                                                                                                             | " "     | 750.00  |

4339



8. Compensation for working of the arch with regular course of the stone masonry of conglomerate, and the finishing of the structure as it was before. Sq.M.L. 150.00
9. Special extra price compensation for stone work and bridge such stone fences similar to those ready existing such special extra price will be charged in addition to prices as N.7 - 8 mil." 100.00
10. Fillings the shoulders of the arches with dry grushed stones including a thickness of at least 20 cm. with sand. Cu.M. " 225.00
11. Plaster on the shoulder of the arches of the thickness of at least 10 cm. formed with cement conglomerate contained Kg.550 of cement and with a top successive strata containing kg.800 of cement. Sq.M. " 235.00
12. Preparation of arches of 18m. including neals bolts and all the necessary equipment for its assembling. Cu.M. " 1000.00
13. Compensation at fat price for the construction of scaffolds and service bridge necessary for the construction and the removal after the completion. " " 500.00
14. Horse or mule carts of capacity at least Cu.M.0.600 not including (the wage) the wage of the driver to be paid separately as price N.20/a for 8 hours working a day. " " " 35.00



10. Fillings the shoulders of the arches with dry crushed stones including a thickness of at least 20 cm. with sand. Cu.M. " 225.00
11. Plaster on the shoulder of the arches of the thickness of at least 10 cm. formed with cement conglomerate contained kg.550 of cement and with a top successive strata containing kg.800 of cement. Sq.M. " 235.00
12. Preparation of arches of 18m. including neals bolts and all the necessary equipment for its assembling. Cu.M. " 1000.00
13. Compensation at fat price for the construction of scaffolds and service bridge necessary for the construction and the removal after the completion. " " 500.00
14. Horse or mule carts of capacity at least Cu.M.0.600 not including (the wage) the wage of the driver to be paid separately as price N.20/d for 8 hours working a day. " " 35.00
15. 2 horse carts with capacity at least of Cu.M.1.00 the rest as N.14, 8 hours working a day " " 50.00
16. Rent of timber of various type, in beams or tables of various type and lenght, new or used, provided acceptable to the direction of works for all the duration of works. Cu.M1000.00
17. Rent all steel equipment for all the duration of work. 4338 Kg. \$50
18. Material supplied on place

a) Hydraulic normal concrete  
xxx



|                                                                                                   |               |        |
|---------------------------------------------------------------------------------------------------|---------------|--------|
| a) Hydraulic normal; Portland cement                                                              | for each q.L. | 150.00 |
| b) Calcareous hard sand of torrent or crushing machine                                            | Cu.M."        | 150.00 |
| c) Calcareous stone for filling etc.                                                              | " "           | 80.00  |
| d) Calcareous stone for masonry                                                                   | " "           | 120.00 |
| e) Flint stone or calcareous gravel for cement conglomerate homogenous sizes from mil.7 to mil.30 | " "           | 200.00 |
| f) Gravel for massiveness or gravelling                                                           | " "           | 140.00 |

## 19. Wood of various type :

|                                      |     |         |
|--------------------------------------|-----|---------|
| a) beams of various type and quality | " " | 3500.00 |
| b) tables etc. as above              | " " | 4500.00 |

## 20. Labor

|                                        |      |       |
|----------------------------------------|------|-------|
| a) Bricklayer                          | with | 16.50 |
| b) Stone worker, blacksmith, carpenter | "    | 16.50 |
| c) Quarry man                          | "    | 13.50 |
| d) Labourer                            | "    | 10.00 |
| e) Shovel man                          | "    | 10.00 |
| f) Boy from 16 to 18 years             | "    | 8.00  |
| g) Boy under 16 years                  | "    | 7.00  |
| h) Mechanic                            | "    | 20.00 |
| i) Watchman <del>xxxxxxxxxxxx</del>    | "    | 10.00 |

## 21. Percentages of wages increase for over time as

|                                            |     |
|--------------------------------------------|-----|
| precedent number                           |     |
| a) for the 1st hour up to 8 hours per week | 15% |
| b) for hours exceeding above limit         | 25% |
| c) for working during holidays             | 25% |



## 19. Wood of various types :

- a) beams of various type and quality  
 b) tables etc. as above

" " " 3500.00  
 " " " 4500.00

## 20. Labor

- a) Bricklayer  
 b) Stone worker, blacksmith, carpenter  
 c) Quarry man  
 d) Labourer  
 e) Shovel man  
 f) Boy from 16 to 18 years  
 g) Boy under 16 years  
 h) Mechanic  
 i) Watchman

with 16.50  
 " 16.50  
 " 13.50  
 " 10.00  
 " 10.00  
 " 8.00  
 " 7.00  
 " 20.00  
 " 10.00

## 21. Percentages of wages increase for over time as

precedent number

- a) for the 1st hour up to 8 hours per week  
 b) for hours exceeding above limit  
 c) for working during holidays  
 d) for night work

15%  
 25%  
 25%  
 50%

Works will be finished in 120 working days.



**ALOID MILITARY GOVERNMENT**  
INTER OFFICE MEMO

From: \_\_\_\_\_

SUBJECT:

TO:

FILE No. \_\_\_\_\_

194

*Director*

*Laura Bridge*

- (1) Please all  
    (1) my letter No. 78 - & pencil note on it.  
    (2) letter 84 (repetition)  
    (3) " 85 - (=) 433  
(2) We need to no more



*Ferrovie Calabro Lucane*

Sezione dell'Esercito Roma  
C. P. C. Roma N. 31403

Gruppo Esercizio

LM/

Oggetto

Ponte di Lauria

LAURIA BRIDGE

/703

Al Sig. L.A. JENNY

Lt. Col. C.E. - Director

Bari, 11

Aprile

4

072

200

A Vs. del 4 marzo u.s. ACC/078/PWU.

Vi comunichiamo che non siamo in grado di inviarVi le offerte per la ricostruzione del ponte di Lauria da Voi richiesteci, perchè non ancora tutte le ditte appaltatrici hanno evaso la ns. richiesta.

Non appena saremo in possesso di tali offerte ve le faremo tenere.

Con distinti saluti.

TRANSLATION :

L'ING. CAPO GRUPPO

In reply to yours 4 March, ACC/078/PWU. We

wish to inform that we are not in the position to submit to you the bids for the reconstruction of the Lauria

A. C. C.

HEADQUARTERS

8 MAR 1944

100

4335



HEADQUARTERS  
ALLIED CONTROL COMMISSION  
REGION 2

Ref: ECA/2070/15

8 - MAY 1944

5 May 1944

SUBJECT: - Reconstruction of Lauria Bridge  
Calabria - Lucania Railway (narrow gauge)

TO : - Vice President  
R.C. & M.G. Section  
(Attention Public Works and Utilities Sub-Commission)

Reference ACC/072/PWU dated 24 April 1944 you will now  
no doubt have received memo N° ECA/2070/2 of 27 April 1944 advocating  
the reconstruction of this bridge. A copy is attached.

For the Regional Commissioner.

*F.H. McCleary Lt. Col.*  
F.H. McCLEARY, Lt. Col.  
Executive Officer  
Region 2

Copy: HQ. Region VII for information.



*Alread dealt with -  
(my letter 78).  
File 433? 56R.  
9/5*



HEADQUARTERS  
ALLIED CONTROL COMMISSION  
REGION 2

COPY

27 Apr. 44

Ref : - ECA/2070/2

SUBJECT: - Railways - Lauria Bridge reconstruction.

TO : - HQ. A.C.C., APO 394  
Public Works & Utilities Sub-Commission

1. Your ACC/072/PWU of 21 Apr. 44 refers.
2. The speedy repair of the Lauria Bridge is regarded as being of great importance from the civil standpoint for the following reasons:-
  - (a) It will open up the line from Spezzano Albanese to the North.
  - (b) At CASTELLUCIO INFERIORE is situated the most important lignite mine in Southern Italy. This mine is at present not working, as it has an accumulation of 15,000 tons of soft coal already mined which cannot be distributed.
  - (c) The normal consumption areas for this coal are Potenza, Salerno and Naples. These cannot be supplied by rail except by sending the coal south to Spezzano Albanese, where it has to be transferred to the I.S.R., and routed via Sibari and Metaponto, which makes a long and costly haul. Naples is in serious need both of coal and also of charcoal, which is produced in the Sila and normally hauled by this line.
  - (d) The coal is urgently needed to meet civil requirements for household fuel, for cement works, bakeries, brick and tile works, and numerous other industries which play a vital part in the rehabilitation of civil life in Southern Italy.
  - (e) The reopening of the mine will afford work for some 1,000 operatives, which in itself will be of great value to Potenza Province, where they are having to receive relief.
  - (f) The reopening of the railway will assist materially in the speedy and economical distribution of foodstuffs railed from Naples. At present supplies can only go by rail to Lagonegro, from which point they have to be distributed by the much more costly method of road transport. Moreover both vehicles and spares of all kinds are almost non-existent.

D.A.W. Ruck Lt.Col.  
Regional Supply Officer  
R.C.

for

DAWR/GAS



HEADQUARTERS  
ALLIED CONTROL COMMISSION  
REGION 2

Ref: ECA 12070/15

5 May 1944

SUBJECT: - Reconstruction of Lauria Bridge  
Calabria - Lucania Railway (narrow gauge)

TO : - Vice President  
R.C. & M.G. Section  
(Attention Public Works and Utilities Sub-Commission)

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no doubt have received memo N° ECA/2070/2 of 27 April 1944 advocating  
the reconstruction of this bridge. A copy is attached.

For the Regional Commissioner.

*F.H. McCleary Lt. Colonel*  
F.H. McCLEARY, Lt. Col.  
Executive Officer  
Region 2

Copy: HQ. Region VII for information.

4330





HEADQUARTERS  
ALLIED CONTROL COMMISSION  
REGION 2

27 Apr. 1944

COPY

Ref : - ECA/2070/2

SUBJECT: - Railways - Lauria Bridge reconstruction.

TO : - HQ. A.C.C. , APO 394  
Public Works & Utilities Sub-Commission

1. Your ACC/072/PWU of 21 Apr. 44 refers.
2. The speedy repair of the Lauria Bridge is regarded as being of great importance from the civil standpoint for the following reasons:-
  - (a) It will open up the line from Spezzano Albanese to the North.
  - (b) At CASTELLUCIO INFERIORE is situated the most important lignite mine in Southern Italy. This mine is at present not working, as it has an accumulation of 15.000 tons of soft coal already mined which cannot be distributed.
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  - (f) The reopening of the railway will assist materially in the speedy and economical distribution of foodstuffs railed from Naples. At present supplies can only

.../...



go by rail to Lagonegro , from which point they have to be distributed by the much more costly method of road transport. Moreover both vehicles and spares of all kinds are almost non-existent.

for D.A.W. Ruck Lt.Col.  
Regional Supply Officer  
Regional Commissioner

DAWR/GAS



APL? 80/

MEMORANDUM Re- Trip to Bari for Conference  
with Brig. Dixon.

The conference with Brig. Dixon resulted in no change in our situation with respect to the Military Highway Program except to impose upon us the task of developing what and how much equipment we will need from N°2 District by months by jobs.

We pointed out that transport was badly needed and that we could proceed with speed on the contemplated program if we received the 25 trucks (3 ton) Maj. Knight had requested of Brig. Dixon a week or more before.

We presented a typed copy of each of 2 pages showing the Time Schedule and Materials and Equipment required for the entire program for N°2 District.

Brig. Dixon assured us we would receive our full allotment of bitumen starting with May requirements. 7500 tons of bitumen are coming in monthly from the USA, of which 2000 tons will be allocated to us by N°2 District. This would give us sufficient bitumen to complete the program before October.

Assurance was given that stone would be no problem except for price. Only one good hard stone quarry is available in the area between Brindisi and Foggia and that one is located at Brindisi. The soft stone quarries are numerous but not suitable. All stone for our program in this area must come from Brindisi. To conserve Army transport, it is necessary to utilize rail trucks as much as possible and then to make short hauls from the rail trucks to the jobs with Army transport.

The price of stone for the ACC job has been boosted considerably above the normal price paid by the Districts for the same stone and Brig. Dixon is intending to have a study made of this problem with a view to reducing the level to that of the Army prices. This division is of the opinion that stone prices are something which an accounting Sub-Commission or more properly the Italian Govt. who ultimately foot the bill should look into and that this question is not one for a supervising engineering subcommission to devote its already limited time to.

Brig. Dixon complained of the lack of cooperation on the part of the Italian Govt. Engineer Officials and proposed that a wholesale sacking should take place to correct this condition. Finally, he suggested that this sub-commission should study the matter of salaries and wages of both Engineers and Cantonieri with a view to

file



79  
proposing an increase which would be more in keeping with the times and thus to bring about a more active and satisfactory cooperation and performance.

Maj. Hyland is to prepare the list of materials and equipment requested.

John F. Laboon  
Lt-Col.

4329



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

GER/gf

ACG/072/PWU

30 April 1944.

SUBJECT: Reconstruction of Railway Bridge, at Lauria, Potenza Province.

TO : Transportation Sub-Commission, A.C.C.  
(Att: Major Mole).

1. Reference Major Mole's telephonic request to this Sub-Commission on 21 April, concerning the above bridge, narrow gauge railway, the matter has now been further gone into with the Regional Commissioner, Region II. Major Mole stated that if reasons could be advanced for the reconstruction of the bridge, as from a civil supply standpoint, the sanctioning of the project might be reconsidered.

2. I attach herewith a copy of Regional Commissioner's letter, Region II, No. ECA/2070/2, dated 27 April, from which you will observe that six specific reasons are advanced in support of the scheme. If there is any additional assistance that this Sub-Commission can afford, kindly let us know.

G. E. R.  
G. E. RHODES,  
Lt. Col., R. E.,  
Deputy-Director.

*Handwritten notes:*  
Major Mole called - Little prospect.  
750 M.L. before they can  
Many other things needed  
bridge - supply, nothing stack, 2-3 other  
bridges - He will write in officially  
B/R 11/5 G E R 575  
4328 wants from the line besides Bari



Copy

HEADQUARTERS  
ALLIED CONTROL COMMISSION  
REGION II.

Ref : ECA/2070/2

27 April 44

Subject : Railways - Lauria Bridge reconstruction.

To : HQ. ACC., APO 394  
Public Works & Utilities Sub-Commission.

1. Your ACC/072/PWU of 21 Apr 44 refers.
2. The speedy repair of the Lauria Bridge is regarded as being of great importance from the civil standpoint for the following reasons:-
  - (a) It will open up the line from Spezzano Albanese to the North.
  - (b) At CASTELLUCIO INFERIORE is situated the most important lignite mine in Southern Italy. This mine is at present not working, as it has an accumulation of 15,000 tons of soft coal already mined which cannot be distributed.
  - (c) The normal consumption areas for this coal are Potenza, Salerno and Naples. These cannot be supplied by rail except by sending the coal south to Spezzano Albanese, where it has to be transferred to the I.S.R., and routed via Sibari and Metaponto, which makes a long and costly haul. Naples is in serious need both of coal and also of charcoal, which is produced in the Sila and normally hauled by this line.
  - (d) The coal is urgently needed to meet civil requirements for household fuel, for cement works, bakeries, brick and tile works, and numerous other industries which play a vital part in the rehabilitation of civil life in Southern Italy.
  - (e) The reopening of the mine will afford work for some 1,000 operatives, which in itself will be of great value to Potenza Province, where they are having to receive relief.
  - (f) The reopening of the railway will assist materially in the speedy and economical distribution of foodstuffs railed from Naples. At present supplies can only go by rail to Lagonegro, from which point they have to be distributed by the much more costly method of road transport. Moreover both vehicles and spares of all kinds are almost non-existent.

(sgd) D. A. <sup>W.</sup>ENCK, Lt. Col.  
Regional Supply Officer  
for Regional Commissioner.

DAW/GAS



HEADQUARTERS  
ALLIED CONTROL COMMISSION  
Public Works and Utilities Sub-Commission

76  
GER/ac

ACC/072/PWU

24 April 1944.

Subject : Reconstruction of Lauria Bridge,  
Calabria - Lucania Railway (narrow gauge)

To : Regional Commissioner, Region II.  
through R.C. and M.C. Section.

1. Your letter reference C/4/13 dated 17 April 44, has been received, on the above subject. There is some mistake or omission, since the enclosures do not give any answers or additional information. You send only :-

- (a) Letter 13 April from Provincial Commissioner, Bari.
- (b) Letter 16 February from Director General, Military Railways (Brig. Gray.)
- (c) A series of questions; unanswered.

2. Please refer to this office letter ACC/072/PWU of 21 April 44. What is necessary now, is that the Regional Commissioner should make out a case, if he so desires, for the reconstruction of the bridge from the civil supplies aspect - and that only.

BF 2/5  
(not filed)  
L.A. JEDY  
Lt. Col. C.E.  
Director.

432



HEADQUARTERS  
ALLIED CONTROL COMMISSION  
REGION II

*PWRU - Com Sec 8359  
072/ hlv.  
29/4/44*

Ref : ECA/2070/2

27 Apr 44

Subject : Railways - Lauria Bridge reconstruction.

To : HQ. ACC., APO 394  
Public Works & Utilities Sub-Commission.

1. Your AGO/072/PWU of 24 Apr 44 refers.
2. The speedy repair of the Lauria Bridge is regarded as being of great importance from the civil standpoint for the following reasons:-
  - (a) It will open up the line from Spezzano Albanese to the North.
  - (b) At CASTELLUGIO INFERIORE is situated the most important lignite mine in Southern Italy. This mine is at present not working, as it has an accumulation of 15,000 tons of soft coal already mined which cannot be distributed.
  - (c) The normal consumption areas for this coal are Potenza, Salerno and Naples. These cannot be supplied by rail except by sending the coal south to Spezzano Albanese, where it has to be transferred to the I.S.R., and routed via Sibari and Metaponto, which makes a long and costly haul. Naples is in serious need both of coal and also of charcoal, which is produced in the Sila and normally hauled by this line.
  - (d) The coal is urgently needed to meet civil requirements for household fuel, for cement works, bakeries, brick and tile works, and numerous other industries which play a vital part in the rehabilitation of civil life in Southern Italy.
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  - (f) The reopening of the railway will assist materially in the speedy and economical distribution of foodstuffs railed from Naples. At present supplies can only go by rail to Lagonegro, from which point they have to be distributed by the much more costly method of road transport. Moreover both vehicles and spares of all kinds are almost non-existent.

*19 Apr 44  
55*

DAW/CAS

*Dawson Lt. Col.*  
D.A.W. Mack, Lt. Col.,  
Regional Supply Officer,  
Regional Commissioner.



12  
 072  
 125  
 14  
 P.W.U.  
 (4)  
 Subject:- Transport for Reconstruction and Maintenance in No. 2 District.

F.D.E.  
 58R  
 25/4  
 14 C.W. WORKS,  
 NO: 2 DISTRICT.

Tele: Extn: 13623.

Ref: CE/710/7.

Date: 9<sup>th</sup> Mar. 44.

The Director of Public Works and Utilities Sub Commission,  
 Headquarters,  
 A.C.C.

1. A programme of Road construction and repairs and Bridge reconstruction in No. 2 District has been prepared and requirements have been passed to the Chief Public Works Director with a request that a list of Equipment, Stores etc. necessary to carry out the programme, be forwarded in order that provision can be arranged.
2. This had been done and arrangements are being made whereby, it is hoped, necessary Equipment and Stores can be made available from Army Engineer sources, but in addition to the Equipment and Stores asked for, the Director of Public Works has put in a demand for 70 - 5 ton lorries for the next six months.
3. I have asked Headquarters, No. 2 District for this transport, and have been informed that it is not a District responsibility to find transport for a Civil organization, though it has, in fact, been represented by Headquarters No. 2 District to Headquarters A.C.M.F. that transport would have to be found for the Road organization recently formed for the Construction and Maintenance of Roads in this District.
4. It is considered, therefore, that A.C.C. should apply for the necessary transport to A.C.M.F. Headquarters, and in the meantime, I will endeavour to meet urgent requirements from Transport allotted to me for normal Works Services. The amount I can find, however, will be far short of requirements for the complete Road programme to be put into effect.

HEAD/TJK.

Copy to 'Q' No. 2 District.

4324  
 BRIGADIER  
 CHIEF ENGINEER.



HEADQUARTERS  
 ALLIED CONTROL COMMISSION  
 Public Works and Utilities Sub-Commission  
 Public Works Division  
 Salerno Area - Field Office

RPW/lp

FILE

072

25 April 1944

Subject: Hiring of AASS Roadworkers. Transport and Material difficulties

To : Comm. Giovanni Grauso, Chief Engineer  
 Ministry of Public Works, Salerno.  
 Through: AOC Public Works and Utilities Subc. Public Works Div.  
 Attention: Lt-Col. J.F. Laboon.

1. This is to confirm our conference of yesterday, which was initiated at the request of Ing. Scalera, since I had questioned the present AASS method of hiring road maintenance workers through contracts and not directly by the AASS.

2. I had been previously given to understand that all your temporary Road maintenance workers are on the AASS payroll. While this is technically correct since they are carried on the cantoniere payroll, actually these men are hired and paid by the various contractors who then later are reimbursed by the AASS. When on the job site these road workers then fall directly under AASS supervision. Apparently it is the common practice for the AASS throughout "Kings Italy" not to hire road workers directly, but always thru a contractor acting as the middleman.

3. You expressed your desire of handling all the hiring etc. of your Road workers directly, but that this would not be possible at present, since practically no transportation is available for your engineers to do such hiring of labor nor, what it is even more important, give proper supervision to these contractors and the jobs in general.

4. It was agreed that for the PBS Area Road (Highway No 18, Battipaglia Southly) the job of patching and eventual sealcoating should from now on proceed rather smoothly, since sufficient trucks and bitumen are available for this work: my car to take your engineer to this job site as often as practical.

432;

5. Regarding the suggested hiring of additional maintenance workers (5 men per each Km.) the objection was raised that it was futile to do such hiring at present, until the matter of transportation for the AASS was clarified, since only 2 trucks and very



little bitumen have been assigned to the AASS for the Rd. Section Avellino-Salerno-Auletta-Fossale Marone (Lagonegro). The same difficulty would be for letting Road contracts since you had no assurance that definite quantities of trucks and Bitumen would be available.

6. You strongly stressed the point that the AASS wants to take full responsibility for the supervision and execution of the purposed highway construction program, however that under present condition with practically no transportation and no bitumen such an execution of the program is impossible.

7. This office fully realizes the difficulties of the AASS Section, and it is hoped that arrangements can now be made through the various interested agencies resulting in procuring the necessary transportation for the AASS.

Richard P. Weeber  
Captain, Corp of Engineer.

c.c. Major Hyland.

File ✓

4322



HEADQUARTERS  
ALLIED CONTROL COMMISSION  
REGION II

Don Lee (P. 8684)

69-4948

072  
Law

Ref. C/4/13

17 April 44

Subj. Reconstruction of Railway Bridge near Lauria, Potenza Prov.

To: Executive Commissioner, R.C. and M.G. Section,  
ACC Headquarters, Naples.  
(Att: Director, Public Works and Mines Sub-Commission)

1. In accordance with the letter from Brigadier Gray, Director General of the Military Railway Service, dated 16 Feb, we are returning to you herewith the answer of the Ferrovie Calabro-Lucane to the questions raised in this letter.

2. May I again reiterate the desirability of reopening the line to Lauria in order to permit the shipment of lignite from the mines which this line serves.

3. The long delay is regretted, but as you will note, the reply was dated April 7th, and we deemed it desirable to translate it before forwarding.



G. H. McCaffrey  
G. H. McCaffrey  
Lt. Col., Inf.  
R.C.

GHM/pjh

22 Apr  
60

4323



1253

ALLIED CONTROL COMMISSION

COMMISSIONE ALLEATA DI CONTROLLO

PROVINCIAL COMMISSIONER'S OFFICE

UFFICIO DEL COMMISSARIO PROVINCIALE

B A R I

B A R I

PROVINCIAL COMMISSIONERS OFFICE

ALLIED CONTROL COMMISSION

BARI

13/4/44  
PC/SA.8

From the

Provincial Commissioner

Bari

To the

Regional Commissioner

1. In returning herewith letter A P O 400 dated 16 Feb 1944 which Col. McGaffrey handed to me I enclose a report in Italian and English received from the Reprovis Galesbro Lucane Railway. Authorities giving details of what is required in order to put the Railway in a fit state for operation.

2. I am of course not in a position to say from what sources material required will be met or whether any vital railway materials are needed from the Italian State Railways..

*L. E. Vining*

L. E. VINING,  
Lt. Col. M. B. E.,  
Provincial Commissioner,  
Allied Control Commission,  
Palazzo del Governo Bari.



From the

Provincial Commissioner

To

to the

Regional Commissioner

In returning herewith letter A P O 400 dated 16 Feb 1944 which Col. McCaffrey handed to me I enclose a report in Italian and English received from the Ferrovie Calabro Lucane Railways Authorities giving details of what is required in order to put the Railway in a fit state for operation.

I am of course not in a position to say from what sources material required will be met or whether any vital railway materials are needed from the Italian State Railways.

*L. E. Vining*

L. E. VINING,  
Lt. Col. M. B. E.,  
Provincial Commissioner,  
Attached General Commission,  
Palazzo del Governo Bari.

4320



C O P Y

2 65  
Allied Force  
MILITARY RAILWAY SERVICE  
Office of Director General

A. P. O. 400  
16 February 1944

Subject: Reconstruction of Railway Bridge near Lauria

To: Lt. Col. L. A. Jenny, C.E., Director of Public Works &  
Utilities Sub-Commission, APO 394.

1. Attaching hereto one copy of map "Railways of Northern Italy", dated this Headquarters 20 October 1943, one copy of map "Railways of Southern Italy", dated this Headquarters 18 October 1943.

2. On this latter map have indicated:-

(a) In solid red color lines of military value, and which are open to service.

(b) In dashed red color lines of military value which are under repair.

(c) All rail lines in the occupied area not colored, are lines, which for the present, are considered to have no military value. In the case of standard gauge railroads, the uncolored lines are not serviceable. In the case of narrow gauge lines, the lines not colored may or may not be serviceable.

3. The narrow gauge line Logonegro to Spezzano has no military value.

4. If this line is to be repaired, it should be handled by the appropriate Sub-Commission of the A.C.C. If it is operated, it will not be operated under the supervision of this Headquarters.

5. This Headquarters is interested in the repairs and operation of the line in question on one basis only, and that is whether the reconstruction and operation of this line will necessitate the use of vital railway materials which are needed for the rehabilitation and operation of lines of military necessity. It will, therefore, be necessary before this work is undertaken thru A.C.C. Agencies, that this Headquarters be advised:-

(a) As to the total amount of repairs necessary to place the line in operations



(b) Materials required for such work, and where it is expected to obtain such materials.

(c) The type and estimated amount of train service which will be used in connection with operation of the line, for the use of this Headquarters in determining the probable amount of railway supplies needed for the continued operation.

CARL R. GRAY, JR.  
Brigadier General, USA  
Director General



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

61  
 RPW/lp

072

18 April 1944

Subject: Bridge Construction

To : Chief Engineer, NTH District,  
 Hq. A.U.U., Naples.

1. Reference Minutes of Road Conference 6 April 1944, Ref. 4001/6, paragraph 1.(6), stating "Campestrino bridge (RR 240 101) - Design awaited".

2. The contract for this bridge was let through the Salerno Province AGO Public Works Officer, Major L. Denning, on 7 January 1944, Contractor: CAVALIERE Carmine, Via Indipendenza, Salerno, lump sum contract, contract price £3,050,000. On turning over recently the contract documents etc. to this Division, Major Denning stated that the design had been approved. The work on this job has been in progress for about 6 weeks and the cement requirements for the months of March and April (a total of 60 tons) had been previously obtained by the Provincial Public Works Officer through the CHM.

3. Reference is also made to List N92, Priority for Bridges Construction (letter of transmittal dated 27 March 1944), which lists the material requirements for this bridge as 140 tons of cement and 60,000 bricks.

C.C. Major Hyland

Office File ✓

*[Signature]*  
 R. F. Weeber  
 Capt., C.E.

4319



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

JFL/lp

15 April 1944

Subject: Salerno-Battipaglia Road Situation

To : Lt-Col. Jenny, C.E., Director.

1. It is understood that Brig. Foley made an inspection of work on above section of Route 18 on Tuesday, April 11th, and complained that volcanic ash, etc. was being used instead of bitumen which had been requested urgently by us for this work.
2. Our records show, and our field engineers report, that we have repeatedly requested bitumen by letter and thru our liaison officer, Lt. Gentry and the first supply of it from the CRE was 40 bbls which was delivered on Friday, April 14, with promises of more to be delivered in the near future.
3. With reference to improper use of volcanic ash for patching work, this was resorted to as an emergency measure to do something constructive in the absence of bitumen or other more suitable material.
4. With reference to Colonel Burns report that no work was being done on <sup>the road</sup> ~~this~~ road when he inspected it on Easter Sunday and/or Monday, it was impossible to have Italian workmen do anything on these holidays.
5. As a matter of record, the fact that much of loose material was scattered off this road by tank maneuvers Thursday and Friday April 13 and 14 - which travelled on some stretches as fast as 45 mi/hr - is one reason why this road is not in better condition than it now is. If the holes had been filled with emulsified bitumen asphalt (which was not available) instead of having had to be filled in wet weather with loose material, such as volcanic ash, (the best material available at time) its condition might be much better at present time.

*John F. Laboon*  
John F. Laboon,  
Lt-Col. C.M.P.  
Chief PW & Hyg. Div.

*File*  
*So Italy Highway file*  
*Ref*



55/

gfr 7/4 ✓

Headquarters No 2 District  
Public Works & Utilities Sub-Comm.  
Office, A.C.C.  
Ref./PW&U/10/48  
2 April 1944

---

Subject :- Road Maintenance

To :- Comm. Dott. Ing. S.Di Cesare

---

The C.E. 2 District reports that the Provincial road Andria - Barletta is breaking up badly, and he requests me to ask you to put men on the road to maintain it. If plant bitumen or emulsion are not at present available, patching with clean stones should be done as a temporary measure.

*W. Knight*  
Major W. Knight  
Public Works & Utilities Sub-Comm.  
Officer at No 2 District

Copy to :- Lt.Col. Jaboon

Hq. A.C.C.

" " :- Major Hyland

*Rec'd 5/4/44  
Hq. Col. Jaboon  
replied 8/4  
To Lt Col Jaboon*

4317



AGENDA FOR CONFERENCE ON ROADS TO BE HELD AT C.B.'s OFFICE HQ 3 DISTRICT  
on 6 APRIL, 1944. @ 1030 hrs.

- Webster*
1. To review contracts already placed or being placed by A.C.C. for road repairs and construction of permanent bridges.
  2. To discuss what further work can be undertaken by Italian Road Organisation in the near future.
  3. To discuss arrangements for supervision of contract work, to ensure maximum efficiency and the minimum of interference with military traffic.
  4. To discuss measures to be taken to safeguard civilian contractors plant (Lt-Col Laboon's letter ADC/078/PWU dated 14 Mar 1944).
  5. To decide the procedure for the release and delivery of stores from W.D. sources to Italian authorities and contractors working under control of A.C.C.
  - Ect* 6. To decide arrangements for the production and distribution of stone, allocation *our* of quarries and plant, to meet the needs of the W.D. and of A.C.C. *Requirements.*
  - ? 7. To receive a report from A.C.C. on the question of payment of all civil labour employed on roads being undertaken by the Italian authorities.
  8. Any other business.

*W.P.*

Distribution: - A.C.C. (3)  
10 CRE Wks (1)  
11 " " (1)  
20 " " (1)  
73 " " (1)  
104 " " (1)  
364 RE Wks Sec (1)

*Alfred*  
Brigadier,  
Chief Engineer.

*Col Laboon* 4316



HEADQUARTERS  
ALLIED CONTROL COMMISSION  
Public Works and Utilities Sub-Commission

46  
JFL/lp

8 April 1944

Re : Bitumen needs

To : Lt. W. R. Gentry

1. We are informed to day by Capt. Weeber that bitumen is urgently needed on Rte 19, Salerno to Eboli and on Rte 88 Salerno to Avellino. The necessary labor is available and chips and crashed rock as well.

2. Unless bitumen is made available for these highways according to submitted schedules, the time schedule will be completely upset and the disintegration of the road surfaces will be accelerated beyond possibility of overtaking with the limited facilities and equipment now at our disposal.

*John F. Laboon*  
John F. Laboon  
Lt-Col. C.M.P.  
Chief, Public Works Div.

Copy for Lt-Col. Lapper  
" " Maj. Hyland

4315



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

45  
LAJ/mc

ACC/072/PWU

8 April 1944

Subject: Creation of a Section of A.A.S.S. at Foggia.

To : Minister of Public Works.

In reply to your communication of 4 April 1944, your No. 3790, I wish to ask you to please advise me of the name of the official to be the head of the A.A.S.S. at Foggia and, if we do not already have the detail of his record, please send that to me so he may be investigated.

*fil*  
L.A. JENNY,  
Lt.Col., C.E., 4314  
Director.





# *Ministero dei Lavori Pubblici*

*Direzione Generale* Opere Varie  
Divisione Affari Generali e Personale

N. di prot. *3790* Dto.

Salerno, addì *4 APR. 1924*

Allegati N.

Al Lt. Col. L. A. Jenny

Risposta al foglio del

Director Public Works and

N.

Utilities Sub-Commission ACC.

OGGETTO:

(Direttore dei Lavori Pubblici

Foggia - Costituzione  
Sezione Staccata del  
l'AA. SS. -

Palazzo della Provincia

N A P O L I

Comunico, per opportuna conoscenza, che a decorrere dal 15 marzo c.a. si è costituita in Foggia una Sezione Staccata dell'Azienda Autonoma Statale della Strada per provvedere a tutti i servizi relativi alle strade ricadenti nella provincia di Foggia.

IL MINISTRO  
(R. De Caro)

*Tramutate*  
TRANSLATION :

I inform, for your handy information, that since March 15 it has been organized at Foggia, a Detached Section

./.



of the Azienda Autonoma della Strada (AASS) to provide to all services pertinent to highways inside Province of Foggia.

(signed) THE MINISTER  
R. De Caro

SECRET

I hereby certify that the information contained herein is true and correct as far as it goes.



31 March 1944

MINISTRY (C) PUBLIC  
WORKS  
File No. 1180

To Colonel L.A. Jenny  
Director Allied Control Sub-Commission  
P.W. & Services, Naples

subject :  
Railways of Calabria & Lucania  
Reconstruction works of the  
Lauria Bridge

I have asked the Chief of the Construction Office of  
Ferrovie Calabro-Lucane Company to speed up the shipment of the  
project pertinent to the above works for which they had forwarded  
prices offer without pertinent details, <sup>(Your Very Illustrious Honor)</sup> as per your communication  
of March 4, ACC 078, P.W.U.

Among the works to be executed there is a rather high  
column(pillar) of said bridge, the reconstruction of which will  
require some time. Owing to the great interest and utmost urgency  
of the reconstruction of the entire structure and consequent reope-  
ning of the traffic interesting the transportation of lignite of  
the Mines of Mercure at Castelluccio Inferiore, I beg that Your  
Very Illustrious Honor may grant, with kind promptness, the allocation  
of 300 quintals of cement in order that work of said pillar be  
initiated as soon as possible while the project is being presented  
and approved.

I present my strong anticipated thanks.

THE DIRECTOR GENERAL OF THE MINISTRY  
OF PUBLIC WORKS  
(signed) Tizzano

*Col. Jenny  
must receive from  
P.W.U. See me for  
justification work.  
Resubmit by Res. U.  
for transportation of food and  
civilians and also  
the area*

*Col. Jenny*

This is an important task. Known to us  
as the Lauria Bridge, on the narrow gauge  
railroad. Will you see what <sup>4319</sup> be done  
to allocate this cement, so that when we  
can approve data submitted in sufficient  
detail we can proceed without delay

*W.A. 1/4/44*





MINISTERO  
DEI  
LAVORI PUBBLICI

Prot. N. 1180 Alligati

OGGETTO:  
Ferrovie Calabro-Lucane  
Lavori di ricostruzione  
del Ponte Lauria

Al SIG.CO.L.I.A. JENNY  
Direttore Sotto-Commissione di Controllo  
Allegata per i lavori e Servizi Pubblici

PA P O L I

Risposta al foglio del  
Dir. Sez. N.

Ho interessato il Sig.Capo dell'Ufficio Costruzioni Ferrovie Calabro Lucane di sollecitare la spedizione del progetto dei lavori in oggetto, pel quale aveva trasmesso solo le offerte di prezzi senza l'estimativo e di cui alla nota della S.V. Ill.me del 4 marzo u/s A.O.C./C78/P.W.U.

Fra i lavori da eseguire vi è una pila di rilevante altezza di detto ponte che richiederà qualche tempo per la ricostruzione. Dato il grande interesse e la somma urgenza della ricostruzione di tutta l'opera e conseguente ripristino del transito intimamente collegato al trasporto della lignite dalla miniera del Mercure a Castelluccio Inferiore, prego la S.V.Ill.me volere consentire, con cortese sollecitudine, l'assegnazione di Q.li 300 di cemento perchè sieno al più presto iniziati i lavori della detta pila nelle more della presentazione ed approvazione del progetto.

Torگو i più vivi anticipati ringraziamenti.

IL DIRETTORE GENERALE DEL MINISTERO  
DEI LAVORI PUBBLICI

*Deiana*

4317

51 MAR 1944 194



*Copy to*

Liaison Officer  
A.C.C. Public Works Sub-Commission  
HQ No 2 District

*344*  
*Law*

8 March '44

Subject :- Cantonieri  
To :- Lt.Col. Laboon ✓  
HQ A.C.C.  
Public Works & Utilities Sub-Comm.

I have to day seen Ing. Di Cesare and obtained the following information. The number of Cantonieri employed on the roads in his Department : 365 Employed on a Permanent Basis ie 1 to every 4 Km of road. 1000/1500 extra men employed on day to day basis, depending on amount of repair work required . At present has about 1300 employed on extra work.

Di Cesare states that he is keeping all roads under constant maintenance , filling up holes with stone until a permanent repair can be effected.

He has promised to let me have a copy of their form for contract which they make with contractors.

*W. Knight*  
Major W. Knight  
A.C.C. Public Works Div  
Liaison Officer  
No 2 District

*Lt Col Laboon*  
*RAF*

4319



HEADQUARTERS NO 2 DISTRICT  
Public Works & Utilities Sub-Comm.  
Office, A.C.C.  
Ref/PW & U/10/18  
16 March '944

072  
RCUO

Subject :- Gravina - Spinazzola Road  
To :- Lt. Col. Laboon

Herewith report on my recce of the road from  
Gravina - Junction of Canosa - Andria road.

I have shown this to Major Newby who considers  
that it should be resurfaced where I have stated, with water  
bound macadam and double sealed afterwards.

He stated the priority is still III and will  
remain so unless a request is made for it to be raised by the  
American Army.

Copy to :- Major Hyland

*H. Knight*  
Major W. Knight  
Public Works & Utilities Sub-Co  
Officer at No 2 District

4309



## GRAVINA - SPINAZZOLA

| Mileage    | Junct. of Canosa - Andria Road |          |          |           |             | Remarks                                                                           |
|------------|--------------------------------|----------|----------|-----------|-------------|-----------------------------------------------------------------------------------|
|            | Seal 1/8                       | Seal 1/4 | Coat 1/2 | Seal Full | Coat Double | Re-surfacing                                                                      |
| 744<br>745 |                                |          |          |           |             | Commencement Black top pavement repatching required-broken shoulders-surface good |
| 747        |                                |          |          | 3.        |             | End of Black top-repatching required-broken shoulders surface good                |
| 747        |                                |          |          |           |             | Start of Macadam                                                                  |
| 747.5      |                                |          |          |           | .5          | Culvert No. 100- parapet broken                                                   |
| 750        |                                |          |          |           | 2.5         | Milestone 58                                                                      |
| 750.5      |                                |          |          |           | 4.5         | centre fair- sides rutted                                                         |
| 753        |                                |          |          |           | 1.5         |                                                                                   |
| 754        | Bridge 93                      |          |          |           | 4.0         | Road bad-pot holes-no treatment given                                             |
| 756.5      | Bridge 85                      |          |          |           | 2.5         | Centre fair-sides rutted                                                          |
| 757        | Milestone 46                   |          |          |           | .5          | Load rough surface-Macadam good                                                   |
| 759        | Spinazzola Airfield            |          |          |           | 2.0         | Side of road cut by lorries Macadam good                                          |
| 759.8      | Milestone 43                   |          |          |           | .8          | Finish good macadam                                                               |
| 759.8      |                                |          |          |           |             | Start of broken surface application of stone                                      |
| 763.       | Milestone 46                   |          |          |           | 3.2         | Finish of broken surface application of stone                                     |
| 768        | Milestone 29                   |          |          |           | 5.0         | Spinazzola-patching                                                               |
| 769        | Milestone 23                   |          |          |           |             | End of Spinazzola                                                                 |
| 773        |                                |          |          |           | 4.0         | Road been resurfaced-patching                                                     |
| 773.2      |                                |          |          |           |             | Loose stone for 250 yards required chipping and rolling                           |
| 773.6      | Milestone 24                   |          |          |           | .2          | Resurfaced loose stone - required rolling                                         |
| 775        | Milestone 19                   |          |          |           | .4          | Resurfacing loose stone- required rolling                                         |
| 778.7      | Minervino                      |          |          |           | 1.4         |                                                                                   |
| 778.7      |                                |          |          |           | 3.7         | Bad road-pot holes-patching in progress - version 3/4 mile                        |
| 782.8      | Milestone 8                    |          |          |           | 4.1         | Bad road-pot holes                                                                |
| 784        | Milestone 6                    |          |          |           | 1.2         | Patching                                                                          |
| 786        | Milestone 3                    |          |          |           | 2.0         | Bad broken surface-pot holes                                                      |
| 788        | Junct. Canosa - Andria RD      |          |          |           | 2.0         | Resurfaced loose stone required rolling                                           |
|            | M.R.O. 7889                    |          |          |           |             |                                                                                   |



Week ending 4 Mar. 44.

DIARY.

Sunday, 27 Feb. 44. A.M. General office work.

P.M. With A.A.S.S. Engrs. Crocetta and Matone to bridge job at Laurenzana, 23 miles S. of Potenza on Hy. 92. The temporary bridge there, reported to have been washed out yesterday by flood water.

Fair to good black top Hy. for 4 miles from Potenza, then well maintained macadam road (waterbound). Directly S. of Potenza at Hy. over River Basento have timber repaired Arch bridge. Old masonry arch destroyed by German last fall. Repair job done by private contractor through A.A.S.S. Good design and construction job, however timber somewhat light. Road up and downhill through oak timber, passed several smaller rock and sand quarries. All crushed rock for road maintenance is apparently cut by hand (broken by hammer) by the road patrol man (cantoniери) for his particular 4 mile stretch. A.A.S.S. has no rock-crushers (frontoio), but according to engr. 4 or 5 rockcrushers are at Potenza owned by private contractors. Occasional ruts and potholes on this road, otherwise excellent. Rockcrushers and trucks for stockpiling the crushed rock would speed up and insure better maintenance. (This especially true on road to Auletto, Hy. 94, where at places the cantonieri has no rock available to fill in the ruts; however A.A.S.S. has no trucks). Another good timber bridge repair job done by the Italians under A.A.S.S. supervision at destroyed 3 span masonry arch bridge over Torrente "Camastra", about 3 miles N. of Laurenzana. Repair was necessary only on one arch, 45 ft span, 60 ft high, all hand hewn lumber, 12" x 14"; post cemented into the old retaining walls. (Must check design load). The job will last for years, no need at present for a permanent repair job there.

On reaching Laurenzana, about 1 mile west, over large creek (torrente) found old bridge, a single span, 12 metres, brick masonry arch, about 50 ft deep, completely destroyed (by Germans) and the temporary by-pass trestle (200 ft N. of old site) also gone, as result of flood yesterday. The by-pass embankment and timber trestle had been constructed by a contractor (Santo Massimo) under A.A.S.S. supervision at a cost of 200,000 lire (\$ 2,000). Failure of temporary structure due to erosion on west embankment of bridge.

If main channel which is full of debris (stones and silt) would have been cleaned out by the Italians, so as to provide a straight get-away for the water and a rock revetment put on the upstream W. of E7 embankment, the failure of this bridge very likely could have been avoided. The open gap at the "new" bridge site is now about 16 metres hence repair



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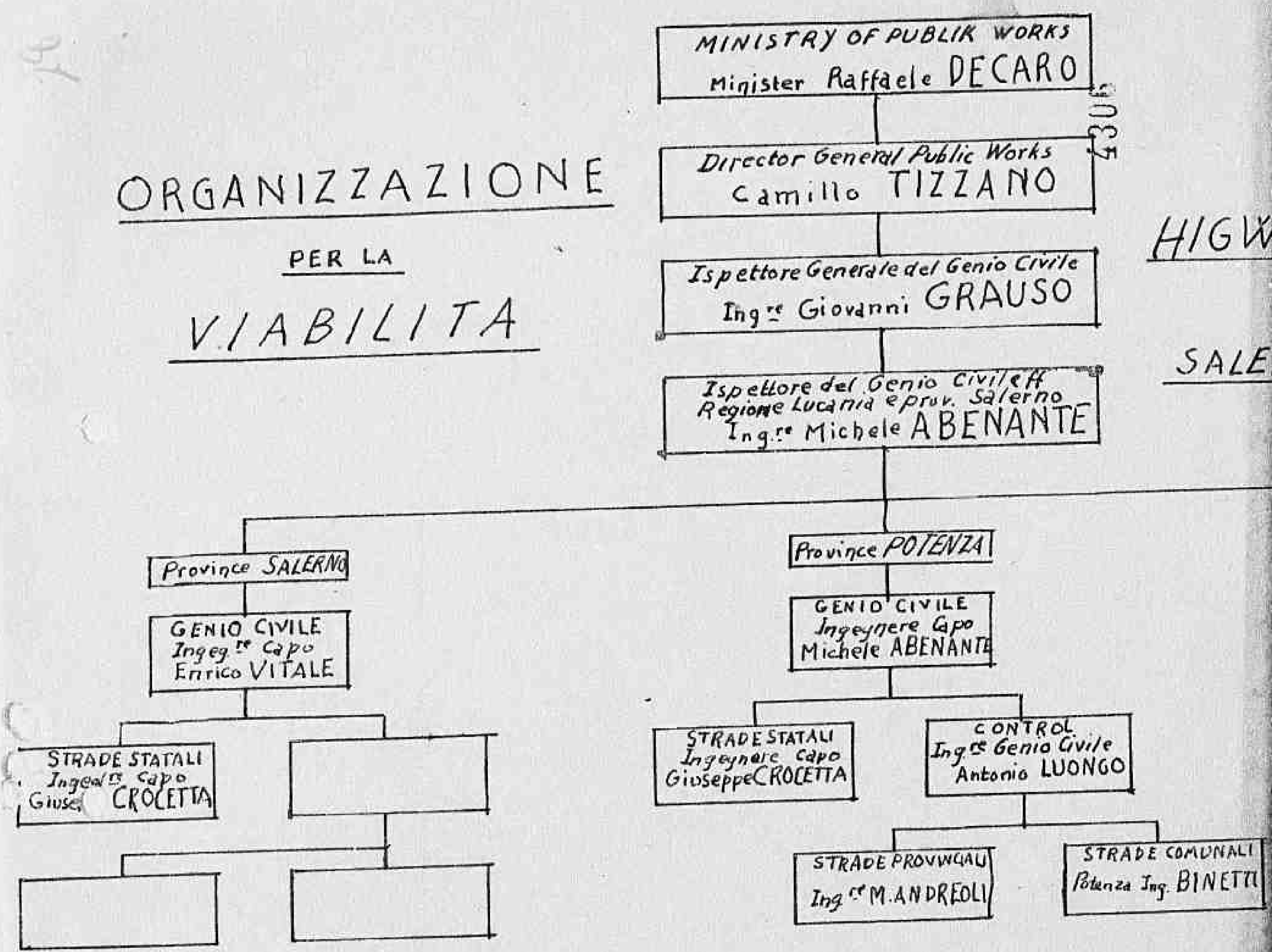
A nearby R/R/ bridge had also been destroyed by the Germans. Repair work now in progress by local contractor (uses also "concrete" arch with masonry side walls and loose rock backfill); bridge open for R/R. traffic by about 20 Mar. 44.

Monday 28 Feb. 44. A.M. Conference with Provincial Chief Engineer Andreoli. Again same story as to "no" money available and no machinery, plant equipment nor transportation.

818 kms of provincial Hy's. (State Hy's in Potenza = 743 kms). All



ORGANIZZAZIONE  
PER LA  
VIABILITA



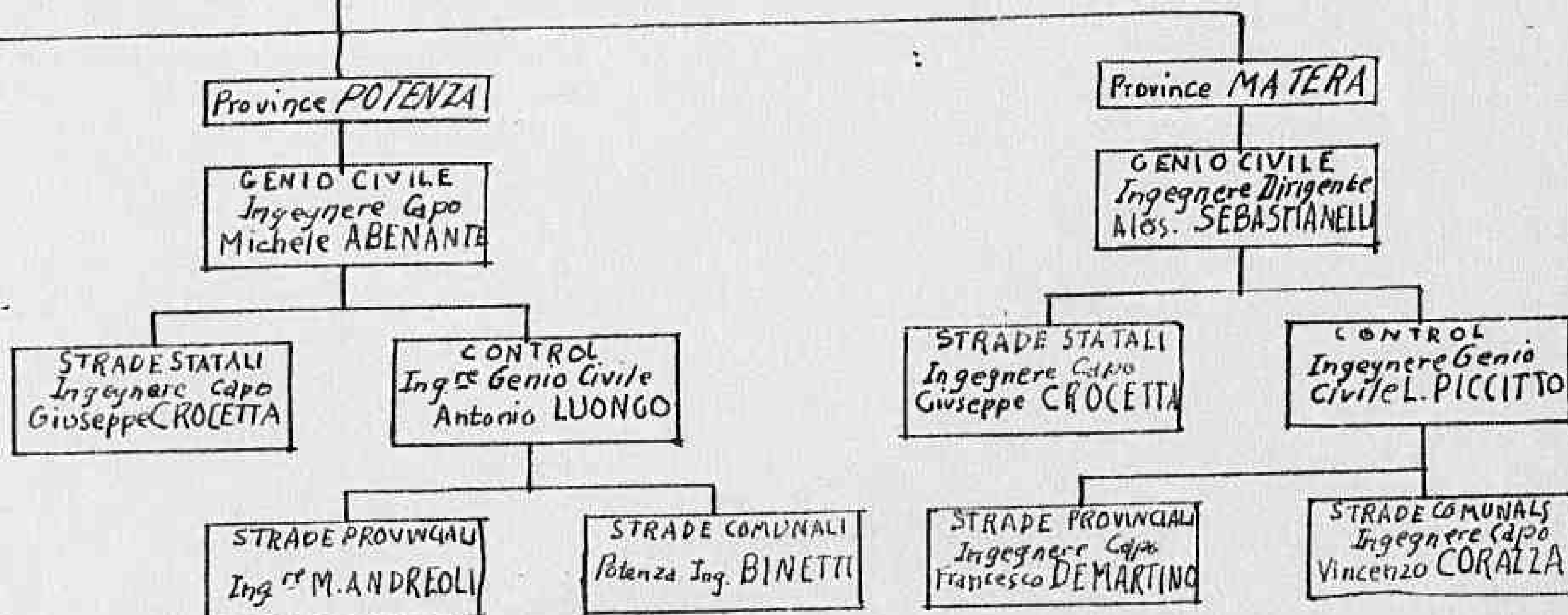




# ITALIAN HIGHWAY ORGANIZATION

FOR PROVINCES

SALERNO MATERA & POTENZA





- 2 -

major provincial road work is done through private contractor. Will get a list from Andreoli of all the main road and building contractors in the Province of Potenza, (I made a similar request to Mr Grauso for Lucania and Salerno and check then what equipment and material they have. Apparently a big item in Andreoli's budget is for "frane" (land slide repair). Has about 4,000 men (contractors' employees) over the State on bridge repair jobs, 23 bridges have been repaired per Andreoli. A total of about 40 bridges have been destroyed in Potenza Province by the Germans, most of them are passable now, (no figures available as yet on bridges and roads in Matera and Salerno Provinces).

Then had a call (visit) by a Capt McCall, R.E., from Bari and Capt. Lemesurier, R.E., the latter is taking Capt. Brown's place as local garrison engineer. McCall made a survey of road from Taranto to Matera and thence to Potenza. Reported a new bridge out (temporary structure) on Hy. 7, over Fiume Bradano, about 6 miles S. of Matera. McCall is going to the bridge job at Lagonegro, apparently a double Bailey bridge ~~will~~ is being put up there. McCall stated that the road S. of Matera where bridge failure occurred, was not "posted".

P.M. Time off.

Tuesday, 29 Feb. 44.

Road inspection Potenza to Gravina and return. (cold, windy, occasional heavy rains). This Hy. (Strade Statale), No. 96, has black top throughout; in fair to good condition from Potenza to Toiva (occasional short stretches where Hy. was damaged by mines and where complete resurfacing is necessary). Three bridges between Potenza and Toiva (19.4 miles), all undamaged and O.K., (1 concrete - 130 ft, 1 masonry - 50 ft., and 1 masonry bridge - 75 ft span.) From Toiva to Irsino: black top generally fair; resurfacing advisable. One section of 0.3 miles with black top completely gone. Single span concrete bridge, 60 ft., over Torrente Castagna O.K., no damage; same on 40 ft. masonry bridge over Torrente Alvo and on 3 - Arch masonry bridge, 120 ft., over Fiume Bradano. Also 40 ft. steel bridge over Tor. Percopo, 5 Miles west of Irsino is undamaged and in good condition.

Small culvert 3.7 miles W. of Irsina was blown up by the Germans. Very poor by-pass there, single track, a distinct bottleneck <sup>430</sup> 430 ft. now being repaired by contractor Th. Salvagio, supervision under Genio Civile Capa Ing. A. Sebastianelli at Matera. A.M.G.O.T. at Matera through Genio Civile at Matera let this contract. 10 men on job,

754 completed, contemplated completion date 11 Mar. 44.



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Small culvert 3.7 miles W. of Irsina was blown up by the Germans. Very poor by-pass there, single track, a distinct bottleneck <sup>438</sup> culvert now being repaired by contractor Th. Salvagio, supervision under Genio Civile Capa Ing. A. Sebastianelli at Matera. A.M.G.O.T. at Matera through Genio Civile at Matera let this contract. 10 men on job, 75% completed, contemplated completion date 11 Mar. 44.

0.1 mile E. similar small 15' culvert is undamaged and O.K.

0.2 miles E. of Irsina, 90' single arch brick masonry bridge completely destroyed, (over deep gully). 90' Bailey bridge over by-pass in place. Old bridge now being repaired by contractor Tony Farrina of Taranto; contract let through same channels as on culvert above. Pouring of 30" concrete arch completed, no reinforcing, rich mix, not much coarse aggregate. One side wall section is up, also concrete job, 40" thick wall. 15 labourers on job, no concrete mixer, all hand labour; estimated completion date 31 Mar. 44.

From Irsina to Easterly boundary line, Province of Matera, (8 miles) black top good to fair, occasional bare spots (mines). The two 170' masonry bridges over Torrente Basentello undamaged and in excellent condition.

From boundary line to Gravino, 8 miles, Black top fair; one Bailey bridge in place 4 miles E. of Stateline, by-pass now being constructed by Italian labour, under R.E. supervision, one steam roller on job.



- 3 -

0.6 miles by-pass (detour) just before reaching Gravino. Bailey bridge over main road. Section now being removed by R.E. Did not enquire into details of the last two bridges jobs, since they are located outside my territory.

Wednesday, 1 March 44.

General office work.

Conference with Strade Statàle Capo Ingre. Crocetta re availability of plans and profiles of main roads now under consideration by us for repair. No plans and profiles of the state highways are available, nor have they ever been prepared by his office (A.A.S.S.) for these roads. He could not even answer the question how many bridges and culverts there are between Salerno and Potenza (Hy's. No. 19 and 94). Road survey maps of each main Hy. as we expect them to have ready available in our own Hy. Dept. offices, are not made by the Italians, main reason: because these main roads here have been in existence for centuries. Only available profile of these Hy's. is found in published handbook of the "Touring Club Italiano", entitled Guida della Strade di Grande Comunicazione, of which I have a copy in the office, (scale 1km = 1cm, 1:200,000). Crocetta appears to be an efficient and well trained engineer, who wants to do a good job and wants to know what is going on in his territory. (State Roads in Provs. Salerno, Potenza and Matera). However due to inefficient means of communication and extreme lack of transportation, he simply cannot properly function and keep in touch with his territory, obtained from him the following figures:

|                                  |   |            |   |                             |
|----------------------------------|---|------------|---|-----------------------------|
| State roads, Province of Salerno | = | 404,281 km | = | 251.2 miles.                |
| " "                              | " | Potenza    | = | 743.132 " = 461.7 "         |
| " "                              | " | Matera     | = | 280.524 " = 174.3 "         |
| Total                            |   |            |   | 1,427.937 km = 887.2 miles. |

All engineering supervision and design work on A.A.S.S. Hy's. is done by Crocetta and his assistants, both in road and bridge construction and maintenance work. Has four more engineers (geometre) working under him. For the large road maintenance and reconstruction programme contemplated by us and to be executed by the Italians, it appears that his present office force is considerably understaffed. Discussed with him also the immediate need for better maintenance on sections of the road from Potenza to Salerno, a very poor and rutted stretch extends for about three miles, east of Auletta. Difficulty is that the A.A.S.S. never had their own plants and equipment for carrying out any major or even minor road programme, every thing before had been done through contractors.



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The general purpose bituminous repair mixture used previously by them has been about as follows:

|                        |             |           |
|------------------------|-------------|-----------|
| Crushed rock 4cm - 2cm | = 40 - 75 ) |           |
| Crushed rock 2cm - 1cm | = 25 - 60 ) | % of mix. |
| Bituminous binder      | = 4 - 5.5 ) |           |

For increased stability of this mixture they substitute not in excess of 35% powdered asphalt for an equal weight of oil, however a mix with relatively large % of powdered asphalt is unsuitable for stock piling for long periods.

"Ragusa" bitum. surface construction:  
Ragusa method needs careful application, cannot be used at low temperatures  
They prefer liquid bituminous materials.

Thursday, 2 March, 44.

Most of day was spent in conference with Major Hyland and Ing. Grauso - outlining the general scope of the road programme and giving to Mr. Grauso the various Hy. priority job as being of most urgent need for repair for the efficient operation of the Allied war effort. Out-line of work to Mr. Grauso covered the entire A.C.C. area. In my district

4304



- 4 -

(Regione Lucania and Province Salerno) immediate reconstruction work to begin on: (i) Hy. Salerno to Battipaglia and (ii) Hy from Battipaglia S'ly (No. 18); (iii) Repair of bridge over River Sele (Pte alla Scafa, N. of Paestum; (iv) Reconstruction of the two bridges East of Eboli (Hy No. 19); (v) Design for new bridge at Auletta (Bailey bridge there now). (vi) Get other Baileys out as soon as possible; (vii) Major repair work to be done immediately on Hy. 96 between Gravino to Tolve, base failure there; (viii) On Hy. Spezzano - Taranto keep ~~general~~ gravel blacked and ditches cleaned. (ix) Resurface patches caused by bomb craters immediately and (x) Put increased effort on maintenance work on the other main Hy's. The outlined work to Mr. Grauso should normally not be too much of a job and according to our American Hy. construction methods can be considered only as a minor construction programme (at least the sections in my district), however in my opinion it is extremely doubtful if the Italians will be able to carry this programme out. The A.A.S.S. has only a few engineers, practically no plant and equipment except perhaps what little may be in the hands of a few contractors and trucking facilities are nil. Actual assets at present are (1) an unlimited amount of rock in fairly well distributed areas (but no rock crushers), (2) sufficient amount of hand labour (but a shortage of hand tools perhaps); (3) necessary timber for bridge repair can be cut locally; (4) teams and wagons very likely can be requisitioned for Cr. rock hauling, a slow job but an expedient till better hauling facilities are available; (5) a small, but efficient nucleus of Italian engineers.

To get this job going, the following alternatives can be resorted to:

(1) By a strict forced requisition from private sources, the Italian Government secures for their Public Works Section (or contractors) the necessary machinery and equipment to overcome the present shortage of transportation and deficiency in equipment.

(2) Make use of personnel and equipment of the Italian Army to carry out the programme.

(3) We supply most of the material, equipment and transportation to the Italian Hy's. authorities (or their contractors).

(4) We do the job ourselves with American and British Engr. Constr. Bn. personnel and equipment.

From my own experience I know, that 3 American Engineer Constr. Bn's. (preferably Avn. Engrs.) could easily handle the job in my district. Probably a combination of all four methods will have to be used.



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Probably a combination of all four methods will have to be used. <sup>430</sup> Prime requisite is: Furnish these Italian engineers proper transportation, so they know what the road status is in their district.

Friday, 3 March 44. Two hours in office with Major Hyland on general construction matters and office work, then rest of day in conference and discussion with Italian compartmental engineer M. Abenante. Mr. Abenante has two positions: he is "Ispettore" for Genio Civile for Lucania and Province Salerno and "Capo Ingegnere", ~~xxx~~ Genio Civile, for the Province of Salerno. Had some difficulty to get these various titles and functions clear in my mind; he had no organisation chart available for this Hy. Section of the Genio Civile, in fact he had considerable difficulty to obtain the names of his various engr. directly under him in the three provinces. The entire set up is only at present on paper and does not function as yet smoothly (poor mail service and no transportation). Drew up an organisation chart of the Hy. Section of the Genio Civile for the three Provinces, which was checked by Mr. Abenante, (see attached sheet); the names of the Provincial engineers



- 5 -

of Salerno I have to get myself yet. Will take Mr. Abenante along on the next trip to Salerno and Matera, so at least he is able to meet his engineers. The Genio Civile office is under the supervision of the "Ispettorato" Genio Civile, i.e. the Genio Civile is the executive office of the Ispettorato. Spoke to Mr. Abenante re subject matter of letter HQ. A.C.C., 29 Feb. 44, subject: "Memo for field officers". He had not available a list of any contracts now in force, either strade statale or provincial; nor did his control officer for Hy's., a Mr. Luongo, have any data. (Am wondering what the Ispettore and the control officer are doing, if they don't even have the basic records of the work being carried out under their jurisdiction.) They promised me a list of the contracts now in force for next Monday. In the course of our discussion found out that Ingre. Andreoli (see report of Monday, 28 Feb. 44) has not 4,000 men on bridge repair jobs at present, but only about 100 men are working on provincial repair jobs. (Perhaps my Italian was not good enough when I spoke to Andreoli.)

#### Saturday, 4 March 44.

Road inspection Auletta to Lagonegro (45.2 miles).

Bituminous surface coat (black top) over most of this section, generally in fair to good condition, immediate repair advisable only on a few bad spots through the villages, (patching and seal coat); resurfacing on several filled in mine crater holes as well as complete resurfacing needed on 0.8 mile stretch  $1\frac{1}{2}$  miles north of Lagonegro. Bridges: (i) Two spans blown off five 30' brick arch bridge, 75' Bailey in place; 3.3 miles south of Auletta; (ii) Two spans blown off five 40' brick arch bridge, 90' Bailey in place; 2.7 miles south of Casalbuono. (iii) 110' Bailey bridge over stream in place, replacing double brick masonry arch blown.

(Signed) Richard P.  
Weeber,  
Capt. Corps of Eng.

Damaged  
Bridges

1. Laurinzano <sup>new</sup> timber bridge washed  
out; old masonry destroyed by avalanche  
8/10 Mar. close to bridge by avalanche

No. Remarks

John in  
stream left  
4302d  
Rap. in hand



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Summary of Road

(Signed) Richard P. Weeber,  
Capt. Corps of Eng.

No. Remarks

Damaged Bridges

1. Laurianzana <sup>new timber bridge washed out; old masonry one destroyed by fire</sup> 430 ft <sup>Repaired 31 March</sup>

2. R/R bridge <sup>clear</sup> 400 ft <sup>Repaired 31 March</sup>

3. 1. Potenza <sup>greatly damaged by fire</sup> 400 ft <sup>Repaired 31 March</sup>

4. Near Trina <sup>new bridge</sup> 400 ft <sup>Repaired 31 March</sup>

5. E. of Stateline <sup>new bridge</sup> 400 ft <sup>Repaired 31 March</sup>

6. Near Gravino <sup>new bridge</sup> 400 ft <sup>Repaired 31 March</sup>

7. S. of Auletta <sup>new bridge</sup> 400 ft <sup>Repaired 31 March</sup>

8. Immediate foreground <sup>new bridge</sup> 400 ft <sup>Repaired 31 March</sup>



~~Col Rhoads~~  
~~X~~ ~~for~~ ~~do~~

9-8-44

Report on trip to Bari and Matera.

39-6-44 & 39-8-44 Encl.

Left Naples Monday 10<sup>30</sup> A.M. with Maj. Hyland in his car and arrived at Bari 6<sup>45</sup> P.M.

Conferred Tuesday A.M. at Hotel Miramare with Maj. H., Maj. Knight, and Lt. Brownlee, who was requested to be present since he was to go as far as Taranto on his inspection trip.

At 11 A.M. we conferred with Engrs. Domania and De Cesare in Engr. Domania's office re - heavy program. Engr. D. instructed us to take up all matters directly with De Cesare who has his full authority to act. Discussion covered heavy maintenance matters, location of rock quarries, equipment req'd. per unit of heavy, transport, and contractors equipment available. We were assured that contractors in Bari District have all equipment necessary except transport.

Conference with Brig. Dixon at 2<sup>30</sup> P.M. Centered about equipment and materiel which W. S. must provide for heavy program. The Brig. was informed that we would need 50 trucks immediately for Priority I Hwys, and



(2)

20 trucks for Bridge program. The Brig said he would make the request for these of his General promptly. He would also determine how much emulsion he could spare as for immediate maintenance work. He presented us with a copy of his estimate of mats. & equipment requirements for hwy. program for next 6 months (a copy of this is being sent Maj. Hyland). The Brig. was surprised when informed that Italian Engineers assured us we would have no difficulty finding sufficient equipment. We were informed that 16 W.D. trucks had been assigned to our territory for maintenance work. There is some difficulty to be expected with civilian drivers employed by W.D. to operate W.D. trucks as is the case in the Army area (north) where one driver makes one round-trip a day with a W.D. truck. We presented the Brig. with a copy your map of hwy. to be used for progress reports. The Brig. was told that we were stressing particularly at this time the necessity for proper maintenance of road surfaces & that we were asking the Govt. to furnish extra labor for this purpose immediately.

Left Bari @ 5 for Matera to see Lt. Col.



m Caffery but found he was in Naples.  
 Discussed bridge program & what they were doing  
 on bridges with Maj. Frickett (B) and Lt.  
 (B) neither of whom is an engineer. We asked for  
 their cooperation and assured them of our assist-  
 ance & collaboration. They had no contract work  
 in operation at the present time. Requested  
 Maj. Hyland to send Capt. Weber to Matera to  
 go into detail discussion of any bridges or  
 bridge. they wanted to repair in their Region.

Left Matera at 9 wed. & arrived Naples  
 at 5 P.M., stopping at Potenza.

John F. Harbo  
 Lt. Col.



Lt Col. Jenny.

1. I have discussed bridge classifications with Major Jenner RE, of the DDW's Office, AFHQ. The American system has been brought into line with the British, so far as he knows.  
The attached booklet was got out in June 43 and is of some value. The tables that are reliable I have marked with a red tick; those in the first part of the book (formulae etc) have been proved NOT to be very reliable. They may be taken, only, as a very rough guide indeed.
2. Classifications run from suitable for 5 ton tanks up to 70 tons (see Table 3). Also Table 1. The "EUDDL" stands for "Equiv. Uniformly Distributed Dead Load". There is another bridge classification known as "H..... so and so"; this is mentioned in Table 4. I was not able to get from Major Jenner the precise significance of this, save that it refers to portable steel bridges. Probably Lt Col Thompson, with his recent specialised RE bridge experience in England can throw some useful light on the relationship between this, and the 5 to 70 ton "tank" suitability.
3. I raised with him the question of limiting gradients  
minimum curve radii  
foundations and surfacing,  
since all these three factors also enter into the  
general classification of any given length of highway.  
Round some curves e.g. hair-pin bends, it is possible that a Churchill tank on a transporter (the 70 Classification) could not get round. He rang up a Staff Officer at AFHQ but could not get the min. radius; he will let us have it later, and also about gradients, though this latter is probably not very important.  
About surfacing and fdns etc, this is a matter of judgment, and the volume of intensive traffic expected.

G. E. Rhodes

Lt Col. RE.

30.1.44.

4298

Highway file  
Steel. Jones  
Ray



ALLIED MILITARY GOVERNMENT  
SALERNO PROVINCE

AMG/s/r/v

Salerno, 30/1/1944.

SUBJECT :- materials

TO :- Director of Public Works and Mines  
Sub-Commission

From :- S.C.A.O. A.M.G. Salerno

Attention Lieut-Colonel Lapter

The Public Utilities Dept. here has a large number of contracts completely held up owing to lack of materials chiefly cement and bricks. Col. Jenny suggested that I. Get into touch with you on the matter.

Amongst the contracts held up are over 30 bridges of which about half are on Military Roads. If you are likely to be here it would be helpful to make your acquaintance and if we know when you are coming it would be a pleasure to give you lunch.

*L.D. Denning*  
L.D. DENNING  
Major R.A.  
for S.C.A.O. Salerno

*By Col. Lapter*

*Will you please see me  
with this*

*RAF 3/2/44*

4297

Report. No 2

069  
13 NewTo: Chief of P. Works - Col. Jemmy.  
Acting Director.Headquarters.  
Region. 2.

From W. N. Gamble. Capt.

Subject Report. Roads &amp; Bridges Calabria.

Date 14 Feb. 44.

Sir:

I have the honour of reporting that I have now completed inspection of the State Road Priority No 1 Lagenegro to Reggio. & am familiar with the conditions existing throughout the entire length. As stated in Report No. 1. Major Lentzner of British Military Mission is at present handling the construction & maintenance work through the Italian Military Authorities ~~XXI~~ Army Corps. I have consequently in the absence of specific instructions been extremely punctilious & circumspect not to in any way interfere with the present administration or superimpose myself on the administrative organisation, which in my opinion is functioning efficiently.

OK that that is not the point  
we are to encourage ourselves

OK that that is not the point  
we are to encourage ourselves

It now appears that the Italian Authorities do not propose to re-construct several of the bridges, but limit their activities to the improvement & maintenance of good diversionary ~~roads~~ & substitute piled trestle bridges for the original structures at the most convenient point. The approaches in several cases, although being improved leave much to be desired in order to maintain an



12

even flow of traffic. The timber bridges as such, are well constructed & good for a number of years, sufficient regard however is not being paid to the effect of heavy rain & consequent flood water. The possibility of applying a Bitophalte surfacing on the timber decking is one which can be experimented with, if materials are available.

Snow-clearing of Roads. The removal of snow by cattle drawn snow ploughs is being energetically pursued & gangs of soldiers are continually engaged on this work. I passed over the mountains from Cosenza to Nicastro & found this work well in hand.

There is very little more I can do till I receive further instructions & whether it is proposed that the British Military Mission will continue to function in its present capacity.

### Reggio

As a point of interest about 39 Ships of various sizes are sunk in the harbours restricting the use of the port. The C.A.O. gave me this information. A ship equipped for ship-raising is also at the bottom. It is known that several of these ships contain valuable stores & one is known to contain rubber. No more is being made by the Italian Authorities. — As this work is outside my mission I did not pursue enquiries, but gathered the impression <sup>429</sup> that an Officer with drive could get quick results in this work. I crossed over to Messina on a torpedo Boat to contact a certain Italian

3

Naval Officer who has full records of cargoes & ships sunk. but was unsuccessful in finding him. The following facts are however apparent.

- 1 It would take 3 months to raise the Salvage Ship
- 2 Naval assistance British or Italian would be essential
- 3 The ships undoubtedly contain evacuated German stores
- 4 It would not be necessary to raise the ships to obtain the stores.

In pursuing this matter however I have taken the view that the Port of Reggio is at the end of the State Road & should be put into a condition to function efficiently for loading & unloading in close relationship with the carrying capacity of the road itself which extends in two directions viz. the State Road & the East Coast Road.

Bridges The Bridges 7, 8, 9 & 10 are estimated to cost 5,300,000 liras materials required - 6,400 quintals cement. 75 tons steel. These bridges are at Melano, Petrace, Casarilla & Paravicina respectively.

Transport If the command car & Driver is required at 7th station, it would be possible for me to requisition a civilian car?

The command car is too heavy on petrol & too big for my needs.

I am maintaining contact with Cosenza & Catanzaro quarters. & information is required on future administration concerning British Military Mission

(2) The command car is available for recall or replacement by a Jeep.

How is work there being financed?



4

10

Telegraphic communication with your station is not possible at present, & courier service irregular.

4 Whether further action or information is required re. Reggis Port.

5 I have found Italian Officials helpful & willing to collaborate. The financial problem however in the background leads me to suspect a certain reluctance to push things too fast. This state of mind in the higher spheres of influence reacts detrimentally towards rapid progress.

I have the honor to be.

Yrs. respectfully

W. H. Gamble Capt.

Have asked Col. Albright to look into all available courier service, incl. Army and A.F.H.R. and advise us.

4295

9  
3 March 1944

## Memo re Conference

With Brig M. Foley (B), 1430, 1 Mar 44.

Arrived half an hour late due to breakdown of Major Hyland's command car necessitating substitution of jeep. Lt-Col Thompson and Lt. Gentry were already there. Major Hyland was with me. Lt-Col W. Brundon (B) and Capt A. Osborne (B) were present with the Brigadier.

The discussion centred on roads and bridges, the methods of repair and maintenance, materials and equipment, labour and priorities.

In the Kingdom of Italy, the following roads were decided upon as being of first priority:

1. Salerno to Battipaglia.
  2. Salerno to Avellino (North of San Severino).
  3. Route 18, Battipaglia to near Ogliastro.
- noted 4/3*  
*dia*  
*file*

Also the following bridges:

1. Sele River Bridge on Route 19.
2. Sele River Bridge on Route 18 (South of Battipaglia).
3. Auletta Bridge on Route 19.
4. Closest bridge to Salerno on Salerno - Avellino Road.
5. Closest bridge to Avellino on Salerno - Avellino Road.

Major Hyland was directed to arrange for a survey of these roads and bridges with Capt. Osborne immediately.

It was confirmed that the C.E. shall arrange for and furnish all materials which cannot otherwise be furnished and we are to make an estimate immediately of materials requirements for the highway program as well as for highway maintenance and submit same to Lt. Gentry for transmittal.

The C.E. has on order 185,000 gals of emulsion and 1,300 tons of solid bitumen but has no idea when these will be available. He will try to determine the latter and let us know. They have 300 tons of solid bitumen on hand.

The meeting adjourned at 1645 Hrs.

*J. F. Laboon*  
J.F. LABOON,  
Lt.Col. CMP.



21 FEB 1944Report on trip to BariFor conference with Brig. Dixon, 16-17-18- Feb. 1944.1. 16 Feb 44

Left Naples at 9.30 A.M. with Maj. Hyland.  
Arr. Bari at 6.30 P.M., very cold, rain and snow.  
Jeep with Maj. Knight in it burnt out a clutch enroute.

2. 17 Feb 44

Met with Brig. Dixon and Maj. Hyland was present.  
Maj. Knight was delayed by breakdown of his Jeep, and was not able to attend.  
Discussions covered our survey of highways and bridges, methods of repair and maintenance, materials involved in kind and quantity, and priorities. Several roads were added to the programme by Brig. Dixon. It was strongly urged by Brig. Dixon that we should have an officer on duty at our Bari office during the full working day hours. Brig. Dixon will furnish this Sub-Commission with a copy of a memo his office will prepare covering the subject matter of the conference.

3. 18 Feb 44

Met with Maj. Knight at 9 A.M. and gave him a general idea of the matter covered in the conference and requested him to obtain the names of the Engineers of the Provinces and Communes in his Compartment and data on Contractors, their equipment and materials, and other matters such as office space and discussion of road program with Maj. Newby. Left Bari at 10.30 A.M., arrived Naples 6.30 P.M.

*John F. Laboon*  
JOHN. F. LABOON  
Lt.Col. C.M.P.

4291

Recd PWR v. 14 Feb. 44.  
LT

To. Lt. Col. Jemmy.  
Chief of. Public Works & Mines.

Cosenza

From. W. M. Gamble. Capt.  
Subject. Report on. Mission.  
Date. 5 ~~Aug~~ Feb. 44

Sir

I have the honour of reporting that I arrived at Cosenza 3 Feb, departing your station 2 Feb. I endeavored to contact. Lt. Col. Laboon & found he had left, 4 days previously. On 4 Feb. I proceeded to Catanzaro to take up quarters & establish contacts.

During the course of my journey I took observations of the main route & made detailed examination of all blown bridges. Appended hereto is my detailed Report.

On 5 Feb. I contacted Major. Kentagner of the British Military Mission, also Italian Engineers.

On Sunday 6 Feb I proceeded to examine the remaining section of the route & having completed the preliminary object of my Mission. I returned to Cosenza <sup>4298</sup> to make further contacts & also owing to its better position for petrol supplies, & communication by courier. I now



about instructions at Cosenza.

This station is better situated geographically for the preliminary inspection work, as Catanzaro necessitates a double journey of 52 miles on exceptional mountainous road, before reaching the main route.

The entire length of road from Lagonegro. to Reggio is controlled by A.A.S.S. (Organisation for State Roads) and General Crivaro is responsible for programme of work. The Italian 31st. Corps function over the entire length. - Major Lentzner of British Military Mission with Captain Gentle as Liaison Officers have supervised & collaborated with the Italian Military Authorities through Sectional Engineers, stationed at Catanzaro. who is also responsible to his 2 District Chief Engineers at Bari, as well as General Crivaro.

I have obtained a copy of the monthly report for January 44. from the Sectional Engineer at Catanzaro to Commander. 31st. Army Corps. This report gives a complete picture of the position as regards constructional work to Bridges, anticipated and contract dates for completion over the entire length. I have checked up on this report by personal inspection & have found it to be accurate. A translation will be forwarded.

I have the honour to be Sir

Yrs. respectfully W. H. Gambell  
Capt.

# Detailed Report of Road & Bridges from Lagonegro to Reggio.

7. Jan. 44.

The road surface from Lagonegro to Soveria (Sheet 23, Bridge to 42) has asphaltic surface and is being maintained in good condition. Soveria to Nicastro proceeding South in fair condition, patching required & several lengths require resurfacing. Nicastro to Reggio surfacing sufficiently good for traffic requirements. The entire length is being well maintained and may be classified as a 1st class road, with steep gradients & dangerous bends, unavoidable having regard to the mountainous country traversed. Warning signs are in evidence for sharp bends, railway crossings & schools. The haunchings are weak as in most continental roads & flush to asphaltic surfacing irregular at channels. Camber satisfactory on straight lengths, insufficient camber at bends for speeds over 30 M.P.H. Patching with & snow clearing was in course of operation & passage for traffic cleared at high altitudes. Stocks of material for repair work at side of road scanty.

I had a few pit holes in sections opened up to examine foundation, & found it to average 12" to 18" ~~to 28"~~ <sup>to 28"</sup> with no evidence of creeping of surface on any section of this road.



which bears evidence to the solid foundation & suitability of material used for climatic conditions.

### Bridges

Reference to numbers should be made to Lt. Col. Thompson's marked map.

not numbered Lagonegro Bridge. 1 Span blown (10 metres) 2nd Span damaged, but could be filled solid without impeding flood water. no work in progress

Bailey Bridge in operation over both spans.

Approach by ramp to 9 inches above old road surface (5 M.P.H. approach)

#### Sta. Katonda Bridge

Single span (10 metres) stone construction

Diversion road operating (one way traffic)  
no work in progress.

#### Lauria Bridge

3 Spans blown, diversion road operating & being worked on, the widening for two way traffic.  
no work in progress on bridge

#### Castelluccio Bridge

Single span, both bridge operating good approach.

Bridge under permanent construction

Completed

428

no 11

no 12

no 13

3 Spans blown, diversion road operating satisfactory approach

1013  
(cont) Trestle bridge over river. Civilian labor<sup>Italian</sup> working on this bridge very dissatisfied with pay (5 lira per hr) 8 hr. day.

### Piano Bridge

Work in progress by Italian military. Diversion operating moderately good.

### Cosenza. Bridge

Permanent timber piled bridge, approach good, satisfactory for flood water. Concrete Bridge in different position completely destroyed.

15 Blown retaining wall, work completed.

16 One arch blown, work commenced by military

17 Permanent bridge nearly finished, timber bridge diversion being dismantled.

18 Trestle bridge, well constructed. approaches good.

42 Timber bridge. good approaches. no work in progress

66 Stone bridge 3 arches blown (9 meters) reconstruction in progress on permanent timber bridge.

② Masonry bridge 5 spans blown, permanent piled timber bridge alongside in use. Approaches good

3 3 spans blown. Bailey Bridge in operation. work in course of progress on permanent bridge. Completion Date April 15th  
Diversion via timber trestle bridge, approaches good



Bridges. (continued)

- 4 Masonry Bridge 4 Spans blown (10 metres) 5 spans standing. Bailey Bridge over 4 spans. Diversion made by 8th Army via Railway track. Diversion not good, but being improved. Diversion to be made for permanent use. 2 way traffic end of February
- 5} Mined Sections. work in progress by A.A.S.S.  
6}
- 7 Bailey Bridge over River operating. A length of waterbound macadam road in operation as approach, surface bad.
- 8 Demolished masonry bridge, single span 40 metres. Bailey Bridge on abutments. Piled timber bridge in course of construction alongside Bailey Bridge. (completion end of February)
- 9 Permanent bridge under construction 3 Spans. masonry. Diversion bad approaches.  
Completion date 15th April.
- 10 Work in course of construction on. Railway. Tunnel. entrance  
Bailey Bridge over gap in road, caused by. blown Tunnel which gave support to road. Retaining Wall being repaired by A.A.S.S. Completion date April 30th.  
7 Feb 1944. W. H. Gamble Capt.

428



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