

ACC 073/PWU

10000/150/39

HIGHWAY
ARMY ZON
FEB. - JUN

10000/150/39

HIGHWAY RECONSTRUCTION & REPORTS,
ARMY ZONE
FEB. - JUNE 1944



MINISTERO
DEI
LAVORI PUBBLICI

Salerno

Al SIG. ING. CAPO COMPARTIMENTALE

AA.SS. = POTENZA =

e. p. c. :

AL DIRETTORE DELLA SOTTOCOMMISSIONE
ALLEGATA DI CONTROLLO Lt. Col. JENNY -
PALAZZO PROVINCIALE - NAPOLI =

Prot. N. 6481 Alligati

OGGETTO

Mantenimento strade statali di
interesse militare. =

Dir.

Sez.

N.

Facendo seguito alla conversazione verbale avuta con la S.G. sabato 10 giugno u.s., manifestando che l'ufficiale di Campo dell'ACC. Capita no WEBER insiste perchè si proceda all'appalto dei lavori di sistemazione delle strade n° 96, 7, 94 nella maniera dal medesimo suggerita.

La S.V. intanto può provvedere all'appalto dei lavori invitando un certo numero di imprese, ed anche prendendole dalle provincie limitrofe fra quelle edette per i lavori stradali. Esse dovrebbero essere non meno di otto. Nel frattempo la S.V. potrà iniziare i lavori di rappresentazione con operai assunti direttamente dall'ufficio, lungo quei tratti ove è disponibile il legante. Per i tratti in frana della SS 96 la S.V. può provvedere, sempre in economia, a far trasportare sul posto adatto pietrischi per mettere a posto il piano viabile, ed ordinare agli agenti stradali un'assidua e rigorosa sorveglianza perchè i detti tratti siano tenuti sempre efficienti.

I lavori in economia la S.V. li potrà eseguire servendosi delle anticipazioni avute per danni bellici, mentre non trascurerà di farli tenere le relative perizie occorrenti per ottenere il finanziamento da questo Ministero.

Resto in attesa di ricevere assicurazione di adempimento di quanto sopra comunicato. =

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Resto in attesa di ricevere assicurazione di adempimento di quanto sopra comunicato.=

L'ISPETTORE GENERALE
(Ing. GRAUSO Giovanni)

Handwritten notes:
 4417 - Conto di...
 It is what the...
 I will give you...
 4/26

Handwritten signature: *Grauso*

Handwritten notes:
 4417 - Conto di...
 It is what the...
 I will give you...
 4/26

TRANSLATION

Salerno 13/6/44

MINISTRY of Public Works

Nº. 6481

Subject : Maintenance of
Military Highways

TO : Engr. Chief of Compartment
A.A.S.S. POTENZA

For Information : Col. JENNY

Further to conversation of Saturday 10 June, I advise that the Field Officer of A.C.C., Captain WEEBER insists that the contract for the work of arranging highways Nº. 96, 7, 94 be proceeded with in the manner suggested.

In the meantime you can supply to the contract of the work inviting a certain number of local firms, and also taking from the adjacent provinces those suited for highway work. These should be not less than 8 .

Meanwhile you could initiate the work of repairing with workers gathered directly from the office for the portion of the roads where the timber is available. For the hilly portion on SS 96 you will provide, always by reason of economy, the carrying to the place of small stones (ballast) to fix the road, and you will order the road agents to insure a rigid and constant watch in order

./.

- 2 -

52

to keep said portion in efficiency.

You will execute the work using the prevention gotten for war damages, and you will send me the estimate for the needs in order to obtain the financing from this Ministry.

Await the receipt of assurance that all that has been said above has been done .

the INSPECTOR GENERAL
(Engr. GRAUSO Giovanni)

Col Jenny 31

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

RWS/fr

ACC/073/PWU

2 June 1944

Subject: Non payment of account.

To : Regional Economics and
Supply Officer, Region III.

1. This will acknowledge your letter ES/902/1, dated, 29 May 1944, with reference to unpaid Issue Voucher covering food for workers on highway projects.

2. Please be advised that the Issue Voucher in question has been turned over to Vianini and Comastra, Contractors on whose work the food was distributed, with instructions that payment is to be effected immediately.

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

4415

HEADQUARTERS
 REGION 3, ALLIED CONTROL COMMISSION
 APO 394, U.S. ARMY

ES 902/1

Beon Sect 50
073 121/ PW RU
R. 31 MAY Recd
 29th May 1944
File

SUBJECT: Non payment of account.

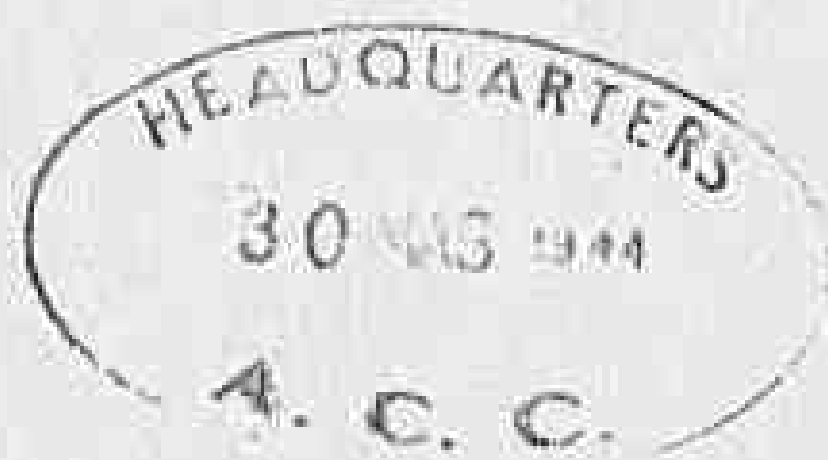
TO : Public Works Sub-Commission, A.C.C.

1. On 27 March we forwarded to you an Issue Voucher in respect of the u/m

March 19	Soup	Kg. 15	a	£. 50.00	=	750.00
" 19	Cheese	Kg. 20	a	£. 60.00	=	1200.00
" 19	Biscuits	" 74	a	£. 3.60	=	266.00
						<u>2216.00</u>
						=====

2. We are unable to trace any record of payment of the above amount and in view of the long period of credit already taken we shall be glad if you will settle this account without further delay.

3. Payment should be made to the credit of AMFA No 1 Account at the Banca d'Italia, Galleria Umberto, Naples.



C. R. Merrill
 C.R. MERRILL
 Lt. Colonel
 Regional Economics &
 Supply Officer

Copy to : Chief Accountant, Finance Sub-Commission, A.C.C.

4414

30 May
 92 J

Copy *Col Jenny* *49*

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission

RWS/fr/

27 May 1944

Subject: Calore Bridge, Benevento MR 648815.

To : Chief Engineer, 3 District.

1. Attached hereto is sketch plan of above bridge
for your approval.

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

[Signature]

4415

To : Director of Public Works & Utility Sub-Comm. A.C.C.
 From : HQ. REGION.5, A.M.G. (Regional Engineer).
 Subject : Highways - Foggia Province.
 Ref : R5/517/11.
 Date : 23rd May 1944.

Beon Lee
PW & U
26 MAY 1944
073
Rev.

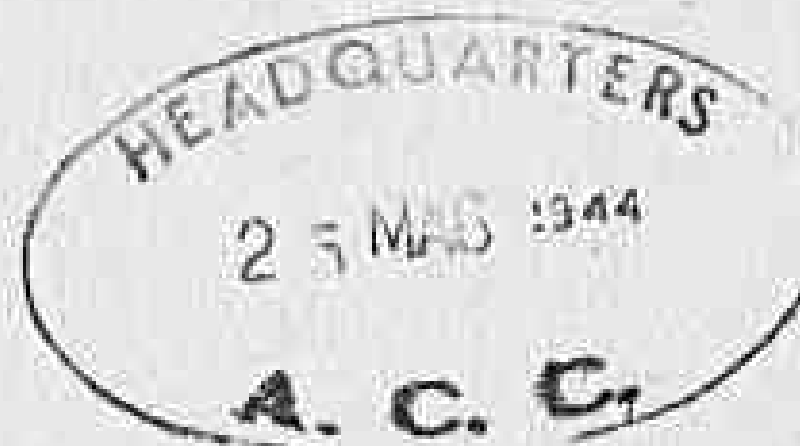
A. In accordance with our conversation and understanding of May 18th, I have issued the following instructions to Lieut. Walsh:-

1st. That he is to continue to supervise and service all Roads in Foggia Province except Roads of Military importance, shown on your Map: Scale 1:1,000,000 dated 21st February 1944, last revised 11th March.

2nd. That he is to have nothing to do with roads shown on this map as under the direct control of the Pub. Wks. Sub-Comm. A.C.C. That he is to cease all activities in connection therewith, including financing and supervision of labor payrolls.

3rd. That the above instructions will be effective as of 1st June 1944.

B. It is suggested inasmuch as the Public Works Sub-Comm. A.C.C. is directly controlling all state roads of Military importance, except those sections from SAN SEVERO to the SACCIONE River and from LUCERA to the PORTORE River (the above named rivers forming the Foggia Campobasso Provincial Boundary at the road crossings) that it would simplify the administration of construction and maintenance, by eliminating the dual contact with Italian State Road officials in this Province if the Public Wks. Sub-Comm. HQ. A.C.C. take over these sections also.



For Regional Commissioner.

C. A. Latimer
 C. A. LATIMER.
 Major.
 Regional Engineer.

CAL/JBS.

Copy to:-

C.E. Hqs. No.2 Dist.
 " P.C. Foggia.
 " Lieut. J. Walsh.
 " File.

*Copy to Major Penley with
 notes to see Latimer & take
 over these roads.*

*26 May
 15*

to Col. Thompson

For review and discuss with me

*26/5
 4412*

Subject: Monthly Report. Foggia and Campobasso Province.

To : Director P.W.&U.

From : Ofcr. i/c Roads Foggia-Campobasso.

1. Work during the past month has been confined chiefly to the following:

- (a) Maintenance.
- (b) Reconstruction 8 Km. Canosa-Cerignola.
- (c) Reconstruction 35½ Km. Bovino-Ortanova.
- (d) Organization. Under (a) Maintenance has been carried out by the Cantonnieri (b) Work so far has been confined to quarrying stone and had breaking on the road. Approximately 4 Km. are ready to lay and will be put down as soon as Rollers and spray equipment are released from the Bovino-Ortanova job. About 5-7 May. (c) Widening has been continued and it is estimated that 40% of this is finished. Stone is crushed and in place for penetration on the 3 Km. Ortanova to Foggia-Bari road. It was hoped to have this stretch completed by 1 May but lack of labor and several days rain have delayed the work and it is now thought it will run to 5 May.

2. Due to the shortage of transport work was transferred to the Bovino end so as to take advantage of the short haul. Stone is crushed and ready to spread for treatment on approximately 6 Km. east from Bovino. This will be put down as soon as rollers are released from the first 4 Km. Cerignola south to Canosa.

3. During the month the entire program has been reorganized. Two crushers, with a combined out-put of 170 - 180 Cu.meters per day have been permanently installed at Bovino Station and another of 75 - 80 cu. meters capacity is in the course of installation, this should be in operation by the 5-7 May. One portable crusher with a capacity of 40 - 50 cu.meters per day is installed at the same point. This machine is equipped with screens and chippings are being screened out. A second portable crusher is also set up at Bovino Station and is making chippings only, at the rate of about 18-20 cu.meters per day. A third portable is following the widening crew and is crushing the

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(a) Left at the side of the road after that necessary and large enough for widening has been selected. Arrangements have been made for the installation of two portable crushers at the river 9.2 Km. West of Bovino, to supply stone for the Bovino-Ariano project.

Both of these machines are ready to run and require only to be taken to the right-chosen. It is estimated that at Bovino in stock site, in addition to the crushed stone on the road there is, 275 cu. meters $3/4$ " to 3" and 325 cu.meters of chippings. Arrangements have been made to take the out put of the existing crusher and that of a second presently being installed in the Consortio Bonifica Quarry at San Ferdinando. This will be diverted to the Canosa-Cerignola project to hasten completion, which it is hoped will be about 15 June.

4411

(2)

The plant will then continue to produce chippings for seal coating. Ofanto River, North to Foggia. A quarry is being opened and crushing equipment (2 Crushers) installed at San Marco to supply chippings for the San Severo-Foggia and Manfredonia-Foggia roads. Efforts are being made to get a permanent crushing plant at San Severo into operation and at this date a contract is prepared waiting signature.

4. A summary of the plant set up is as follows:

Bovino Station 6 Crushers.
 9.2 km. West of Bovino 2 Crushers.
 San Ferdinando 2 Crushers
 San Marco 2 Crushers
 San Severo 1 crusher
 Foggia 1 Crusher
 Bovino-Ortanova project 3 - 18 ton Rollers
 Bovino-Ariano project 1-4 and 1 - 8 ton Rollers
 Bovino Station Quarry, 1 Air Compressor 70 to 75
 cu.ft. 1- 3/4 cu.meters Drill Stone.

5. Projected work for period 1 May - 1 Nov. is completion Bovino-Ortanova Bye-Pass. 5 to 15 Jul. Completion Canosa-Cernigola reconstruction 15 to 25 June. Patching and seal coat Bovino 9.2Km. West to Province Line 1 July. Patching and seal coat on 174 Km. A.C.C. Roads Foggia Province 1 November.

6. On 25 March interviews were held with DDME and DDOS 2 District with a view to obtaining the release of 25 Class 3 and 4 3 ton trucks for use on ACC roads as Military Transport was very difficult to obtain and was never in sufficient quantity. Much time has been expended in obtaining these vehicles however, they have been obtained and are now available for work on ACC projects. A second 25 follows in 2 to 3 weeks, at the same time 35 tires have been found for contractors trucks which were immobilized through lack of tires. The total gives a potentiality of 56 vehicles plus 20 x which are assigned from 5 and 7 and should be sufficient to meet the roads requirements in this area for the coming six months.

7. There is a shortage of light rollers however two without power have been found and it is proposed to...

San Marco 2 Crushers
 San Severo 1 crusher
 Foggia 1 Crusher

Bovino-Ortanova project 3 - 18 ton Rollers
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7. There is a shortage of light rollers however two without power have been found and it is proposed to try and install Jeep motors and transmissions in them. The where abouts of two more crushers are known and will be repaired and installed in one or another of the quarries to speed up the production of chips.

8. Tar Kettles and spray outfits are in as short supply as rollers however; it is understood that the 8th Army have several for which they have no use. If this is the case they will be obtained.

9. In summing up the month's activities it can be said that the Bovino-Orta Nova Road is approximately 20% completed and the Canosa-Cerignola Road 25%. It has taken considerable time to organize a basis to cover the requirements of the coming months however, that phase is now passed and satisfactory progress should be made from now on.

(3)

10. With the transport bogie apparently appeared there should be no difficulty in full filling all commitments.

11. As is to be expected there is some difficulty in obtaining labour which has had to be brought from as far away as Bari. Drastic steps have had to be taken to prevent labour quitting A.C.C. jobs for those of the REs and AAF where the pay is equal or higher and the work less arduous. It is felt the situation is now in hand.

12. The office has had to be subordinated to more pressing demands, this is regretted, however, space has at last been obtained and all arrangements made to occupy it during the first week in May. In this connection an officer is absolutely essential. With the acquisition of so much plant and equipment, truck particularly, office work has risen from practically nil in March to proportions which now definitely demand the entire attention of an officer and an office staff of two or more. These last can be supplied from civilian sources of Office equipment is being obtained. It is proposed to move Capt. Walker from his present position as transport officer to that of Administrator officer a replacement transport officer is immediately necessary. It is respectfully suggested that a young Lt. (British) with some knowledge of motor transport would be the most desirable type of officer to fill the post. No transport will be required for him as 2 fifteen hundred weight trucks were obtained with the 3 tonners one of which has been allotted to the transport section.

13 In conclusion it may be said that apparent stone requirements for the period 1 May 1 Nov. are 20+ 21,000 cu.m. 2 and 3 inch stone and 30,000 cu.m. of chippings, these will be met. It is estimated that in the same period 2500 tons of Bitumen will be required this has been arranged for.

14. The foregoing is for your information and consideration, please.

A.G PERLEY
Maj. O i/c Rds Foggia.

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A.G PERLEY
Maj. O i/c Rds Foggia.

4409

44.

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

PWS/fr

7 May 1944

ACC/073/PWD

Subject: Military Highways - Status Report.

To : Engineer Officer, PBS.

1. In accordance with your request, attached is report of Contractors working on Roads in PBS., Area together with number of employees.

LAJENRY
Lt. Col. C.E.
Director.

4408.

ROAD STATUS AS OF 6 MAY 44 PBS AREA

Route	Description	Contractor	Location on Road	Men
6656				
7	Capua-Caserta	1. Vianini & Co. 2. Napolitano Carmine 3. Bianco Luigi	S. Maria toward Capua Ditching & Drainage Capua toward S. Maria	105 35 44
7B	Naples-Capua	Merlino, Giuseppe	Entire Length	178
87	Naples-Caserta	1. SEppe, Nunzio 2. Illiano, Umberto 3. Foglia, Giulio 4. Giugliano, Giuseppe	1. Naples-Caivano 2. Caivano-Canal 3. Canal-Intersection 8718 4. 8718-Caserta	145 172 57 33
78A	Bridge near Qualiano	Campanella & Caputo		22
713	Bridge near Qualiano	Campanella & Caputo		20
711	Naples-Pozzuoli	1. Bianco, Luigi 2. Savarese, Gennaro 3. Monaco, Guglielmo	1. Naples-West 2. Bagnoli-East 3. Bagnoli-Pozzuoli	10 40 30
8717	Capodichino-Prattamaggiore	Giugliano, Giuseppe	Entire Length	40
713	Caivano-7Bis	Cedronio Soc.	All except Prattamaggiore	40
713	Prattamaggiore-internal	Spina, Raffaele		20
713 & 7Bis	Qualiano	1. Savarese, Vincenzo 2. Merlino, Giuseppe	1. 7Bis-Giugliano 2. Giugliano-Qualiano-Naples.	70 22
714	Qualiano-Naples			

ROAD STATUS AS OF 6 MAY 44 PBS AREA

6666

Contractor	Location on Road	Men	Remarks:
Vianini & Co.	S. Maria toward Capua	105	Progress very slow due to
Napolitano Carmine	Ditching & Drainage	35	inadequate supply of
Bianco Luigi	Capua toward S. Maria	44	materials
Merlino, Giuseppe	Entire Length	178	Under control
SEppe, Nunzio	1 Naples-Calivano	1.- 145	
Illiano, Umberto	2 Calivano-Canal	2.- 172	Satisfactory Progress
Foglia, Giulio	3 Canal-Intersection 8718	3.- 57	
Giugliano, Giuseppe	4 8718-Caserta	4.- 33	
Campanella & Caputo		22	Work held up waiting on Cement.
Campanella & Caputo		20	Excavating foundations. Material demand not yet complete
Bianco, Luigi	1 Naples-West	1.- 16	1. Cleaning Up.
Savarese, Sennaro	2 Bagnoli-East	2.- 40	2. Will complete
Monaco, Guglielmo	3 Bagnoli-Possuoli	3.- 30	3 No materials -Contractor instructed to suspend work until materials delivered
Giugliano, Giuseppe	Entire Length	40	Progress Satisfactory
Cedronio Soc.	All except Prattumagallore	40	Under control
Spina, Raffaele		20	do
Savarese, Vincenzo	2 7 Bis-Giugliano	1.- 70	" " Stone blocks
Merlino, Giuseppe	2 Giugliano-Qualiano-Naples.	2.- 22	" "

42

Route	Description	Contractor	Location on Road	Men
—	Giugliano-Parete	Merlino, Giuseppe	—	10
—	Parete-Aversa	Savarese, Vincenzo	—	19
720	Capua-To Route 714 Near Arnone	—	—	—

Contractor	Location on Road	Men	Remarks:
Merlino, Giuseppe		10	Progress Satisfactory
Savarese, Vincenzo		15	" "
			Contractor assigned, work beginning as soon as finances on previous work are settled.

Col. Jenny
File
RWS/FR

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

17 April 1944

ACC/073/PWU

Subject: Military Highways -- Status Report.

To : Engineer Officer P.B.S.

1. In accordance with your request, attached is report of Contractors working on Roads in P.B.S. Area together with numbers of employees.

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

Jenny

4401

Road Status as of 16 April 44
PBS Area

Route	Description	Contractor	Location or Road
7	Capua Caserta	1 Viannini Soc. 2 Napolitano Carmine	S. Maria Howard Capua Ditching
7 B	Capua-Naples	Merlino Giuseppe	Entire length
87	Naples-Caserta	1 Sepe Nunzio 2 Illiano Umberto 3 Foglio Giulio 4 Giugliano Giuseppe	Naples-Calvano Calvano Canal Canal intersec. 8713 8713 Caserta
711	Naples-Pozzuoli	1 Bianco Luigi 2 Savarese Gennaro 3 Monico Guglielmo	Naples west Bagnoli Naples Bagnoli Pozzuoli
714	Bridge near Gualiano	Campanella & Caputo	_____
8717	Capodichino-Frattana- giore	Giugliano Giuseppe	_____
713	Calvano 7 Bis	Cedronia S.A.	_____
713	Frattanaggiore interno	Spina Raffaele	_____
713	From 7 B To Giuglia- no	Merlino Giuseppe	_____
	Giugliano-Parete	Merlino Giuseppe	_____
	Parete-Trentola	Savarese Vincenzo	_____

6055

Road Status as of 16 April 44
PBS Area

Description	Contractor	Location or Road	Men
Capua Caserta	1 Viannini Soc. 2 Napolitano Carmine	S. Maria Howard Capua Ditching	76 35
Capua-Naples	Merlino Giuseppe	Entire length	135
Naples-Caserta	1 Sape Nunzio 2 Illiano Umberto 3 Foglio Giulio 4 Giugliano Giuseppe	Naples-Caivano Caivano Canal Canal Interoce. 8718 8718 Caserta	148 150 75 65
Naples-Pozzuoli	1 Sierco Luigi 2 Savarese Gennaro 3 Sacco Guglielmo	Naples west Bagnoli Naples Bagnoli Pozzuoli	35 30 30
Bridge near Gualin-	Carranella & Caputo	_____	Starting work Building forms at yard Naples
Apodichino-Trattamag-	Giugliano Giuseppe	_____	75
iore			
Caivano 7 Bis	Cedrosia S.A.		15
Trattamaggiore	Spina Raffaele	_____	15
Interno			
from 7 B To Giuglia-	Merlino Giuseppe	_____	35
no			
Giugliano-Marete	Merlino Giuseppe	_____	30
Marete-Trentola	Savarese Vincenzo	_____	25
			974

BEST COPY POSSIBLE

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

GER/ccb *40*

ACC/146/PWU

14 April 44.

Subject: February Reports:-

(a) Conditions at Foggia, & (b) Positions in Region I,
Region V.

To : Economic Section.

Your Reference - No. ES/43 of 31 Mar. 44.

1. As to (a) above, a report has now been received from the Regional Engineer there, indicating that by the 7th April conditions had greatly improved. Refuse collection contracts were in operation, and also for street repairs and reconstruction over craters. The storm-water sewers had been repaired, and also the foul water sewers with the exception of some house-connections.

2. As to (b), the position in Sicily from the Public Works standpoint was investigated in March by Lt.-Col. Rhodes, R.E., and arising out of the facts disclosed action was at once taken to have the (Italian) Head of the Public Works Dept., Genio Civile, replaced by a more competent official. The question of the powers of the new (Italian) High Commissioner in respect of P.W. sanctions etc., was also taken up with the Minister. These, and other matters, will probably be reviewed by the Director when he visits Sicily within the next few days, and it is possible that the Minister (Sig. De Caro) may accompany him.

3. The other matters referred to in your letter were fully dealt with in our February and March reports.

Copy *GER*
G.E. RHODES,
Lieut-Colonel, R.E.
Deputy Director.

Lt. Col. Thompson

*To see
Office for*

*Return
file
GER*

Noted 14/4/44

14/4

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission

7 April 1944

Maj. A.G. Perley
P.W.&U Sub-Commission ACC.
Lucera.

The following is a quotation from a report submitted
to Col. Adams of A.C.C.

QUOTE.

Region V

Para. 4 Foggia City - Filthy conditions of streets
mainly due to inadequate and defective sewerage system.
Flies have already appeared though typhus and malaria reports
as yet. UNQUOTE NO

I am instructed by the Director of P.W. & U. Sub-Commission
to ask for your comments on the above statement and whether
remedial measures (of engineering character) are possible.

V.S. THOMPSON
Lt. Col. R.C.E.
Chief Highways Div. Army Area.

Perley reports situation under control and should be finished
in 3 weeks about.

14 April 1944

V.S. Thompson

*Col. Perley
for reply.*

4403 *file*

Subject: Road Maintenance and Bridge Reconstruction in the Provinces of
CABOCHAMAN and CHIENT.

Leon Seaf 8.10.7

14. C. E. WINTER,
NO. 2 DISTRICT.

Teletext: 13625.

Ref: 25/104

Date: 8th Mar. 44.

Regional Commissioner,
A.M.G. Region V.

1. Attached is a copy of a letter received from Headquarters A.M.G.,
Nighth Army Main.

2. No. 2 District boundary has recently been extended northwards from the
Northern boundary of A.M.G. up to a line VASFO - C.A.P.C.E.S.A. Road inclusive.
This area was originally Nighth Army area until taken over by 2 District,
and the Road maintenance and Bridge reconstruction in that area was carried
out by Chief Engineer Nighth Army in conjunction with A.M.G. Nighth Army.
An officer of A.M.G. staff was detailed as Roads officer and worked in con-
junction and co-operation with C.E. Nighth Army. The amount of road work
and bridge reconstruction in the area under consideration is very consider-
able. A large number of bridges are in process of reconstruction, all of
which are being carried out by contract let by A.M.G., and the roads are in
such a poor state that constant maintenance with a large amount of labour
is necessary. Total number of labour employed is approximately 3,000.

3. The A.M.G. Road officer attached to Nighth Army reorganized the A.M.G. S.
organization in the area. He collected necessary civilian labour, checked
daily attendance and paid all labour. In addition, he dealt with all contracts
and also supervised the running of the large quarry at PANDA in S.M.G.
The S.M.G. gave instruction to the A.M.G. officer as to what work they required
carried out by the A.M.G. and all other civilian employees, prepared the
necessary contracts for bridge reconstruction and supervised the whole of the
work, providing necessary transport and all stores and materials when not
available from local resources.

4. Owing to the fact that A.M.G. Nighth Army have now ceased to be respon-
sible in this area and have withdrawn their Roads officer, there is no A.M.G.
officer to carry out this work, with the result that the A.M.G. of the area
has been left with the whole of the administration of labour working on roads
and there is nobody to control the A.M.G. organization. In view of the
fact that Road maintenance and Bridge reconstruction is now the responsibility
of A.M.G. under instructions from the Allied Forces, it is requested that
an A.M.G. officer be posted immediately to this area in order that the work of
Administration of Labour employed on the roads and the looking after of the
financial side of contracts may be continued by A.M.G.

4402

1. Attached is a copy of a letter received from Headquarters A.M.S., Eighth Army Main.

2. No. 2 District boundary has recently been extended northwards from the northern boundary of A.M.S. up to a line VASTO - CANTON 33A Road inclusive. This area was originally Eighth Army Area until taken over by 2 District, and the Road maintenance and Bridge reconstruction in that area was carried out by Chief Engineer Eighth Army in conjunction with A.M.S. Eighth Army. An officer of A.M.S. staff was detailed as Roads officer and worked in conjunction and co-operation with C. 2. Eighth Army. The amount of road work and bridge reconstruction in the area under consideration is very considerable. A large number of bridges are in process of reconstruction, all of which are being carried out by contract let by A.M.S., and the roads are in such a poor state that constant maintenance with a large amount of labour is necessary. Total number of labour employed is approximately 2,000.

3. The A.M.S. Road officer attached to Eighth Army reorganized the A.M.S. organization in the area. He collected necessary civilian labour, checked daily attendance and paid all labour. In addition, he dealt with all contracts and also supervised the running of the large quarry at Sabala Hill. The A.M.S. gave instruction to the A.M.S. officer as to what work they required carried out by the A.M.S. and all other civilian employees, prepared the necessary contracts for bridge reconstruction and supervised the whole of the work, providing necessary transport and all stores and materials when not available from local resources.

4. Owing to the fact that A.M.S. Eighth Army have now ceased to be responsible in this area and have withdrawn their Road officer, there is no A.M.S. officer to carry out this work; with the result that the A.M.S. of the area has been left with the whole of the administration of labour working on roads and there is nobody to control the A.M.S. organization. In view of the fact that Road maintenance and Bridge reconstruction is now the responsibility of A.M.S. under instructions from the Allied Forces, it is requested that an A.M.S. officer be posted immediately to this area in order that the work of administration of labour employed on the roads and the looking after of the financial side of contracts may be continued by A.M.S.

440?

5. It is understood that at the present time the A.M.S. Provincial boundaries do not agree with military sub area boundaries, and, in consequence, the area in question, i.e. 60 Sub Area is under the control of two Provincial Commissioners. In view of the fact that there is only one C.R. in 60 Sub Area who deals with all roads, it is strongly recommended that the A.M.S. officer detailed as Roads officer for this area be authorized to administer labour and be responsible for the finance of all roads including Bridge contracts in the whole of the area which forms 60 Sub Area, and that any A.M.S. boundaries are not taken into consideration as regards this officer's duties.

6. In view of the fact that the A.M.S. organization has nobody to supervise and control its work at present and that all civilian labour will be due for pay at the end of the month, it is requested that this matter may receive urgent attention.

REDA/REL.

Copy to:-

Director of Public Works and Utilities Sub Commission, A.C.C.
Commissioner, KUMALA PROVINCE, K.M.A.

Brigadier,
Chief Engineer.

Most SECRET

OFFICER ONLY

Subject: Road Maintenance and Bridge Construction.

Main H. Q., A. M. C.
Eighth Army.

08/19/
C. M. S. 44

C. S.,
No. 2 District.

1. This H. Q. is authorized to provide funds and pay all labour employed on roads and bridges of military importance in the Eighth Army and 5 Corps Areas.
2. The recent re-adjustment of boundaries results in this service being no longer applicable to certain areas which now lie outside these boundaries. Further the enlargement of the new Army area and Corps area prevents the service being extended outside this area, even if authority were given, owing to lack of staff.
3. It is therefore requested that you arrange to take over the administration of the labour, necessary for roads and bridges of military importance behind the Eighth Army and 5 Corps rear boundary, which is at the moment administered by this H. Q., with effect from the 15th March 1944. Approximately 3,000 labourers are involved.

(SGS) ~~XXXXXXXXXX~~

Group Captain,
Officer Commanding,
Hq., A.M.C. Eighth Army Main.

4401

Col. Jones

073
Dec
30

SUBJECT: Work on Priority Roads

TO : Mr. Col. Thompson

1. Mr. Gold directs that the stretch of Priority I
road between Benavente and Toluca be deleted from our recon-
struction program.

2. The CAF feels they are in position to handle
the above stretch of road, at this time.

dt Col Thompson
noted *W.P.* 12/3

W.P. Henry
Lt. Col.

4400

See *588*
9/4

34
Col Jenny

File 073 P.W.U.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission

RWS/PR

8 April 1944.

Subject: Highway Contracts, PBS Area.

To : Engineer Officer PBS.

1. In accordance with your request of 10 March, attached are forms reflecting pertinent information with reference to certain contracts now in effect on roads in PBS Area.

2. As additional projects are placed under contracts similar information will be furnished to you

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

Jenny

4399

1988 Econ. Sec. (for P.W. & U.)
Subject: TRANSPORT.

To: Director of Public Works
and Utilities.

18 March 1944. ⁰⁷³
Rav

From: O. i/c Roads, FOGGIA.

1. At a conference with the C.E. No.2 District, 17 March 44, the question of adequate transport for the A.C.C. road organisation was gone into in great detail, with the following net results.
2. It was estimated that a minimum of forty (40) 3-ton trucks would be required daily, until at least 1 October 1944.
3. Twenty trucks are at present detailed to the Ortinova - Bodina job and will remain with A.C.C. indefinitely (as long as required).
4. The C.E. stated that he would endeavour to increase this figure to the required minimum of forty, but was not too hopeful of doing it.
5. Supervision in the form of a Sergeant and one or two Corporals would be provided immediately.
6. The trucks would be turned over to the O. i/c Roads, to whom the drivers would be entirely responsible for duty.
7. The C.E. requested that a formal application through the regular channels be made to Major-General Robertson, for the allotment of the necessary additional 20 Trucks. May, therefore, such request be made and the matter treated as extremely urgent, please.

Copy to: C.E. No.2 District.
(For information).

A. G. Perley
.....4398
(A. G. PERLEY) Major.
O i/c A.C.C. Roads, FOGGIA.

HEADQUARTERS
ALLIED CONTROL COMMISSION
HIGHWAY DIVISION ARMY AREA

27 March 44.

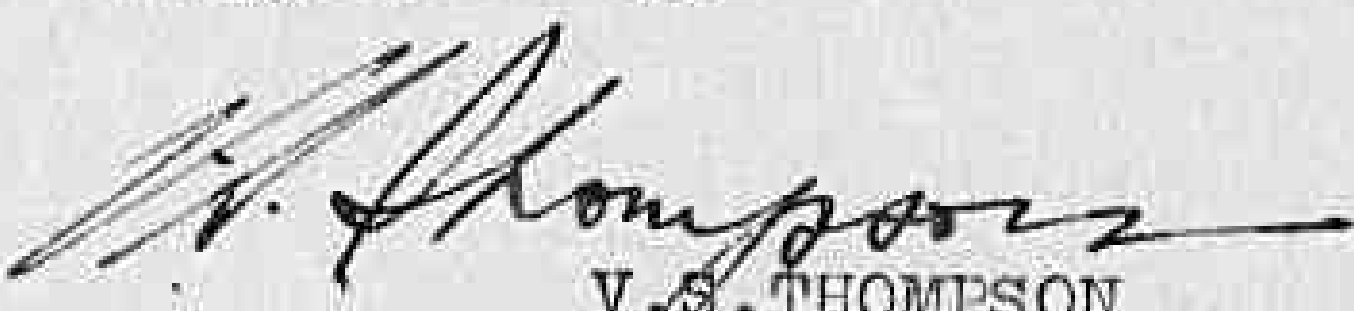
SUBJECT: TE/TO - Military Highways Division.

TO : Director. P.W. & U. Sub-Commission.

1. The attached chart represents the minimum requirements for highway maintenance if this Division of your Sub-Commission is to perform its functions properly.

2. No estimate of requirements for complete reconstruction is included as it is felt that such work can only be undertaken by the large contractors, most of whom have some transport and if such is not the case, a special allotment of Army transport would be required.

3. This estimate included only the five Provinces now under our jurisdiction and must, of necessity, be proportionately increased as additional provinces of the Compartments of Lazio and Abruzzi-Molise are assigned to us.


V.S. THOMPSON
Lt. Col. R.C.E.
Chief Highways Div. A. Are

It is assumed that some arrangements can be made for ^{servicing} ~~serving~~ these vehicles through HQ. ACC. If it has to be done by us, we shall require a transport Officer and work-shop Staff.

Army Zone
File
4397
dy

Report on visit to Compartments of Puglie North.

22 - 25 Mar incl.

1. The situation regarding the roads for which Maj. Perley is responsible is on the whole satisfactory. These roads now are:

- (i) Cerignola - Foggia
- (ii) Foggia - Manfredonia
- (iii) Foggia - San Severo for 18 Km. out of Foggia
- (iv) Foggia - Lucera
- (v) Foggia - Ariano
- (vi) Ortanova - Bovino
- (vii) Cerignola - Canosa

The last two are reconstruction jobs & all the others need only maintenance which is being done by Cantonieri.

Local D.C.R.E. is providing materials for maintenance.

2. XII Air force Engr. Comd is responsible for local roads leading direct to air fields. These are marked on map attached.

3. No. 2 District is responsible for all main roads thru area known as Air force Enclave, i.e.: have numbered (i) to (vii) above.

4. The order of priorities laid down by No. 2 District is as follows:-

- (i) Cerignola - Foggia - San Severo - Vasto - Termoli
- (ii) Foggia - Lucera - Volturara - Campobasso
- (iii) Foggia - Ariano - Avellino

5. The addition of more territory, (see letter of Brig Dixon to Reg V dated 18 Mar 44 in which the Brig asks for another A.M.G. officer to work with C.R.E. 60 Sub-Area) was to have been discussed with Major Latimer.
- Unfortunately Major Latimer could not reach Lucera for the meeting. It is felt however that this is a region problem as Perley is fully employed at present. If A.C.C. wishes to undertake this task, another officer with a car must be provided. In the meantime, arrangements have been made to pay the

(vi) Ortanova - Bovino
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6. Although Lieut. Walsh is an A.M.G. Officer, I feel that the teamwork of Walsh/Perley is much closer than in some other provinces. These two are helping each other. Walsh pays the cantonieri thru his staff and Perley supplies Walsh with crushed rock from the plant he has set up at Bovino. The results are good and I feel that a change at this stage will not further our efforts.

A. Thompson

5296

TO FATIMA REPTD FATIMA REAR FOR QUINSMITH ORD MMIA
FROM MMIA



GR 89 BT

AQ752 FOR PUBLIC WORKS AND UTILITIES COMMISSION. REFERENCE YOUR LETTER 4 MARCH FOR
TUBES AND TYRES FOR SICELP. MINISTRY OF WAR REPORT ONLY SIZE AVAILABLE IS FORTY TWO BY NINE.
OWING CRITICAL SHORTAGE OF TYRES FOR ARMY VEHICLES ANY LARGE ISSUE OF TYRES TO CIVILIAN
VEHICLES WILL CAUSE ARMY VEHICLES TO BE LAID UP WITH RESULTANT DEMAND ON ALLIED ARMY
RE
TRANSPORT. IF YOU CONSIDER ESSENTIAL WILL ARRANGE RELEASE ON/PAYMENT OF FIFTEEN TYRES

SENT NR5 1647

RECD NR5 1647

ACC DIST

ACTION ECON SEC (3)
INFO DEP CC
FILE
FLDAT

4395

16 Mar
9

HEADQUARTERS
ALLIED CONTROL COMMISSION
PUBLIC WORKS AND UTILITIES SUB-COMMISSION
APO 394

March 4 1944

SUBJECT: Tires and Tubes.

TO : Land Forces Sub-Commission, ACC.

1. At the direction of this Sub-Commission a contract has been let for certain priority on road construction.

2. The contractors "SICEIP" have motor trucks which can be used on the work providing tires can be provided.

3. The contractors are agreeable to buying the tires. The following are required:

50	38 and 42X9	Tires
50	38 and 42X9	Tubes
5	65OX17	Tires
5	65OX17	Tubes

4. In as much as this is in accordance with the policy of getting the civilians back to work, it is requested that an order for the release of the tires be obtained from the Italian Government, Dept. of Militia.

5. The order should be made on the 9th Italian Motor Regt., Bari, who holds the tires and they should be issued only on the demand of Maj. A.G. Perley Officer i/c ACC Roads District No 2

6. May this request be considered as extremely urgent and every effort made to expedite the release of the necessary stores please.

AGP/fr

L.A. JENNY, 4394
Lt. Col, C.E.M.
Director.

HEADQUARTERS
ALLIED CONTROL COMMISSION
HIGHWAY DIVISION ARMY AREA

March 15 1944.

SUBJECT: Report on meeting with Lt. Col. Poe 5th Army.

TO : Director, P.W.& U. Sub-Comm.

1. Col. Poe laid on the following priorities of work for us:

- (a) Caserta-St. Maria-Capua Road.
- (b) Routes 6 & 7 of which we are at present engaged.

2. In connection with (a) I had already arranged for the letting of a contract to Vianini and had taken him up to Caserta so that he could make the necessary arrangements and look over the work. I informed Col. Poe that he would not have to worry about this as the contractor has certain equipment and P.B.S. have already promised to dump materials on the site.

3. On my return to Caserta I met Vianini again and together we went to see Maj. Hamilton CAO. Caserta to try and arrange for additional food for his men. An arrangement was made whereby a daily nominal roll, signed by Capt. Feldman after checking, will be sent to Maj. Hamilton who will issue extra ration coupons to the persons concerned. These rations coupons will be good at Caserta, Santa Maria or Capua from which towns all the men are employed. It is hoped that the scheme as outlined will solve our food problem at least on this job.

4. Col. Poe incidentally stated that Brig. Gen. Bowman Chief Engr. 5th Army was prepared if necessary to stop all feeding by his forces. It would be necessary however to get all the other branches of the Army to agree to do likewise and so far this has not been possible.

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439

5. At the present time we have about 130 men working on Routes 6 & 7. Every effort will be made to increase these forces and if the proposed food scheme proves satisfactory we shall try to extend it to them also, although here there are greater difficulties because the towns are further apart.

V.S. Thompson
V.S. THOMPSON

Chief Highways Div. Army Area.

Copy to [unclear]

then

File [unclear] [unclear]

HEADQUARTERS
ALLIED CONTROL COMMISSION
HIGHWAY DIVISION ARMY AREA

SUBJECT: Inspection of Naples-Pozzuoli Road. Route No 7113
TO : Lt. Col. V. S. Thompson.

March 14 1944.

The writer has today made a complete inspection of the above captioned road and found the situation to be as follows:

- (A) Naples-Bagnoli, Section I, Contractor - Bianco
15 men working
1 Tar heater
Adequate hand tools

The roller which had been on job had been removed. Contractor's representative advised that it have been borrowed for a temporary job on sewer repairs and that it would be returned tomorrow. Stone on job adequate for immediate future. Action taken: Contractor's representative instructed to get roller back on job immediately and to increase his labor. Instructions were let for the contractor to report to Lt. Col. Thompson's office immediately, bringing with him a complete list of equipment available to him.

- (B) Naples-Bagnoli - Section II. Contractor - Savarese
8 men working.
10 men being employed today.

Crushed stone adequate for immediate needs. Foreman stated two contractor's trucks working, but were not located by writer. Foreman further stated that two rollers would be moved in. Labor obviously inadequate and general set-up disappointing. Instructions were left for the contractor to report to this office with a complete list of equipment and implements available to him.

- (C) Bagnoli-Pozzuoli Section III - Contractor - Monaco.
36 men at work.
2 trucks approximate (4 ton Cap.,) at work.
Portable rock crusher on job.

*Copy ready: It is for you to
avoid the other copy
of detail report like copy
should not be RWS/FR copy
of the main top file.*

*March 14 1944. 17 Army Zone
Spartan file
on hand 6853
x (2) Sittler*

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- (C) Bagnoli-Pozzuoli Section III - Contractor - Monaco.
36 men at work.
2 trucks approximate (4 ton Cap.,) at work.
Portable rock crusher on job at stone stock pile but not crushing due to broken fuel line. 439?
Adequate hand tools.
1 Tar heater on job.

Entire section of road except on extreme Pozzuoli end very wet, due largely to wave action but in part from the recent rains. Stone supply adequate for immediate needs. Good job of maintenance being done under conditions and project is well organized. Arrangements made for crusher to begin tomorrow 15 March. Sufficient Bitume on job for immediate needs and patching will start immediately. Filling of pot holes with loose stone should be completed on entire section by tomorrow. Contractor instructed to get roller on job immediately. Further instructed to furnish this office with complete list of equipment available to him for use on Military Highway Projects.

Labor should be increased as crushing and bituminous patching proceeds and contractor so instructed

R. W. Shepherd
R.W. SHEPHERD
1st Lt. A.C.C.

HEADQUARTERS
ALLIED CONTROL COMMISSION
HIGHWAY DIVISION ARMY AREA

SUBJECT: Report on meeting at P.B.S. HQ. to
discuss Road Program in P.B.S. Area.

March 6 1944.

1. The following Officers were present:

Lt. Col. Streck. i/c P.B.S. Construction.
Lt. Col. Matheson. Comd., 345 Engineers A.U.S.
Lt. Col. Thompson. P.W. & U. Sub-Comm. ACC.
Capt. Johnson. P.B.S.

2. After preliminary discussion it was agreed that due to changed tactical considerations the original priority of P.B.S. would have to be changed. Attached is a map showing what P.B.S. now wish us to assume. This consists now only of full maintenance and patching of the following roads:

Route 87. Naples-Caserta.
Route 7B. Naples-Aversa-Capua.
Route 7. Capua-S; Maria-Caserta.

3. As we have already let a contract for the repair of Route 711- Pozzuoli-Bagnoli this is to stand and we are also to let another contract for the same from Bagnoli-Naples.

4. The repair of all other roads in P.B.S. Area will be done by them but as they complete reconstruction we are to assume maintenance, either by contract or by cantonieri. The result of this is to considerably reduce our responsibilities but at the same time we shall have to increase our supervision and efforts to get enough men working.

5. Col. Streck thought we should have to make provision for feeding these men in order to hold them. Thus this problem rears its ugly head once more.

Lt. Col. Matheson. Comd., 345 Engineers A.U.S.
 Lt. Col. Thompson. P.W. & U. Sub-Comm. ACC.
 Capt. Johnson. P.B.S.

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5. Col. Streck thought we should have to make provision for feeding these men in order to hold them. Thus this problem rears its ugly head once more.

6. At the present time, Col. Mathewson is functioning in a manner similar to that which is laid down for us, except that he has the Staff, transport and equipment etc., to make it work. He is actually telling Sig. Tizzano to make contracts for labour and then he (Col. M.) provides the transport, ~~vdofsa?~~ and food. This explains why civilian labour on Route 87 is uncertain for whom it is working, but any men whom we have provided have naturally gravitated to Col. Mathewson Control. No blame can be attached to anyone for this and the work has gone on.

7. P.B.S. are anxious for Col. Mathewson to withdraw completely from those Routes allotted to us. The question then arises, who is going to transport the men and feed them.

22/

(2)

8. Col. Streck is trying to get us released transport at present in Army hands. This transport will either come directly under us if it is Army equipment or better, if civilian, be handed over to our contractor on loan.

9. In conclusion, the plan calls for Col. Mathewson distributing all necessary materials along the roads indicated at once and for us to get sufficient men to utilize it before it disappears into local camps.

10. We are also to start maintenance at once on completed roads 713., Cardito-Melito and Route 8717., North to No 713. Future maintenance requirements will be notified.

11. Emergency repairs of great urgency will only be possible for us when we are functioning as smoothly as Col. Mathewson is at present, and if such occur under present conditions he is to rush men out after notification.

VST/fr

V. S. Thompson
V.S. THOMPSON
Lt. Col. R.C.E.

4391

HEADQUARTERS
ALLIED CONTROL COMMISSION
HIGHWAY DIVISION ARMY AREA

VST/fr

March 5 1944.

SUBJECT: Roads.

TO : Director. P.W. & U. Sub-Comm.

FROM : Lt. Col. V.S. Thompson. *(Army Gen. Staff)*

1. After approximately one month of operations we have now arrived at a stage where it is possible to draw certain conclusions and make recommendations for future policy.

2. The following types of road conditions have been encountered:

Category (a) In fair condition but requiring a program of patching or reconstruction in short stretches after which normal maintenance will be sufficient under present traffic.

Category (b) Requiring general reconstruction. These are usually, but not always, Provincial roads which have become high priority for military reasons. This type will require more than normal maintenance.

Category (c) Could have been repaired and maintained with normal traffic but have now reached the critical stage where complete rebuilding is necessary and special routing of traffic essential. All the ~~Provincial~~ roads we have undertaken can be listed in these categories as follows:

Category (a).

PBS Area.

Route No 87 Naples-Caserta.
Route No 7B Naples-Aversa-Capua.
Route No 7 Capua-Caserta-Maddaloni.
No 3 DISTRICT.
Route No 7 Arrenzo-Benevento.
Route No 7Bis. Naples-Avellino.
Autostrada. Naples-Pompei.
Route No 18. Naples-Pompei-Salerno. (except for section

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2. The following types of road conditions have been encountered:

Category (a) In fair condition but requiring a program of patching or reconstruction in short stretches after which normal maintenance will be sufficient under present traffic.

Category (b) Requiring general reconstruction. These are usually, but not always, Provincial roads which have become high priority for military reasons. This type will require more than normal maintenance.

Category (c) Could have been repaired and maintained with normal traffic but have now reached the critical stage where complete rebuilding is necessary and special routing of traffic essential. All the ~~reconstructed~~ roads we have undertaken can be listed in these categories as follows:

Category (a).

PRS Area.

Route No 87 Naples-Caserta.
Route No 7B Naples-Aversa-Capua.
Route No 7 Capua-Caserta-Maddaloni.

No 3 DISTRICT.

Route No 7 Arzenzo-Benevento.
Route No 7Bis. Naples-Ivellino.
Autostada. Naples-Pompei.
Route No 18. Naples-Pompei-Salerno. (except for section East of Pompei which is category (b); 4384

No 2 DISTRICT.

Foggia-Cerignola.
Foggia-Manfredonia.
Foggia-Lucera.
Foggia-San Severo.

Category (b)

PRS Area.

Route No 714-716. Aversa-Arnese.
Route No 8719 thru Marcianise.
Route No 711. Naples-Paeroli-Pozzuoli.

No 3 DISTRICT.

Route No 18 Short stretch of about two miles East of Pompei.

No 2 DISTRICT.

Bovino-Ortanova By-pass.
Provincial Road; Cerignola-Provincial RDY West of Canosa.

Category (c)

5th ARMY Area.

Highway No 6 Spartimento-S. Pietro; 41Km.

Highway No 7 Capua-Garigliano 46 Km.

(2)

3. Taking these categories in order the following policy is recommended:

Category (a) We should let ~~repair~~ contracts for repairs and build up cantonieri system for maintenance. This is already being done but work of this kind requires mobile contractors as the work is thinly spread. This problem has not yet been completely solved but would provide an excellent task for Italian military labour after which cantonieri should be able to hold the road if their forces are doubled or trebled. In some cases the traffic is heavy enough to require permanent gangs in addition to cantonieri.

Category (b) This can be done by civilian contract if suitable contractors are available in sufficient numbers. Army assistance with materials and transport is nearly always necessary but the time may be approaching when this will get less. Example: Pozzuoli-Bagnoli road which at the moment is not asking anything from Army. Ortanova-Bovino bypass uses Army transport but is organising rail traffic as well. In both these cases contractor has quite a bit of equipment and is crushing his own stone.

Category (c) It is reluctantly admitted that this category of road is beyond our capacity under present conditions. Lt. Col. Poe with hundreds of men at his disposal is unable to hold his roads in shape under a combination of abnormal traffic and bad weather. There are very few civilians in this area and they are either employed by the Army or would like to be. The Army feeds them and we don't. This must be settled before we can compete. Transport of labour from the nearest towns is beyond the ability of contractors. Army transport on a day to day basis ~~is~~ requires close co-ordination. These facts must be made clear to all concerned.

4. I feel that large numbers of Italian troops under Army control is the only solution of this problem. If they have transport we could handle such troops provided that an AGC Liaison Officer lived with their own commander. The

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4. I feel that large numbers of Italian troops under Army control is the only solution of this problem. If they have transport we could handle such troops provided that an ACC Liaison Officer lived with their own commander. The labour problem north of Naples is much more serious than in Foggia Province. ~~Regades~~ the question of food, the Army ~~Engineers~~ ^{in 1944} organisations actually compete with each other and we get what is left. No amount of bullying Italian Engineers or contractors will solve this problem and it has to be faced at a high level. In conclusion, the problem boils down to one of trying to reorganise the Italian Civil Machine as against getting the work done by the quickest method. I feel that tho' inevitably inefficient at first, we can get something done by civilian organisations on categories (a) and (b). Where however tactical conditions demand speed the Army must take direct action even to the extent of hiring their own civilians if Italian military labour is not available. We can and should replace by civilian contract any temporary Army bridges, especially Baileys on roads of any type. A good opportunity for this exists on the Caserta-Benevento Road and is at present in hand. /

V.S. THOMPSON, Lt. Col. RCE

HEADQUARTERS
ALLIED CONTROL COMMISSION
HIGHWAY DIVISION ARMY AREA

March 3 1944.

SUBJECT: Observation on road reconstruction
Compartment of Maj. Perley.

It now seems obvious that ACC roads cannot function properly in this District without more Staff, (Military) than one Officer, for the following reasons.

(a) AMG are guaranteeing payment of the extra Cantoni-
nieri workers. This demands transport (which the Italian
Civil Authorities do not have), it is therefore necessary for
AMG representative to distribute in great part any or all of the
pay rolls.

(b) The AASS engineers Di Sanctis who has been
appointed to act in the place of Sig. Simeoni cannot give his
full time to ACC projects without causing great confusion in
AASS as he is charged with general supervision of the maintenance
done by the Cantonieri for State roads.

(c) Sig. Di Sanctis has been paying out of a bank
account (Setup in his behalf by the SCAO) all wage rolls; To
avoid stoppage of maintenance through non payment of these wages.
Sig. Di Sanctis will of necessity have to carry on for the time
being. It appears from the foregoing that the following steps
will have to be taken before any extensive work is done by ACC.

(a) A replacement engineer provided to take over
the duties of Sig. Di Sanctis, or and engineer appointed by
the Italian Government to take charge of ACC work leaving Di
Sanctis in his capacity of State engineer only. This latter
is probably the most desirable course to follow.

If it is proposed that ACC assume responsibility for
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(a) A replacement engineer provided to take over the duties of Sig. Di Sanctis, or and engineer appointed by the Italian Government to take charge of ACC work leaving Di Sanctis in his capacity of State engineer only. This latter is probably the most desirable course to follow.

If it is proposed that ACC assume responsibility for maintenance primarily on State and ultimately on Provincial roads it is desirable that an Officer be appointed to work with the Cantoneria. He would be responsible for seeing the work was done and paid for, and his contact with the Cantoneria would be through the appropriate engineer. He would be responsible to the senior ACC Officer i/c of roads in this Area.

At this time it cannot be seen how contracts x can be let for maintenance without deslocating the Cantoneria's work and Organisation, which it is highly undesirable to do, in fact it would be fatal.

Ultimately, Provincial roads under construction and or maintenance by the Air Force Enclave will be handed over to ACC for operation by their appropriate agencies. In almost 100% these roads are Provincial and not State controlled. This will add more burden to the engineer i/c of Roads.

(2)

At present the following Officers are giving full or part time to road construction and maintenance.

Lt. J. Walsh

AMG.

Capt. Franklin

AFEncl.

DCRE. 1 Officer part time.

Lt. Walsh has two Corporals, who he employed full time on road work and the DCRE also employs a Corporal full time; two Civilian Clerks are employed by S. De Sanctis full time checking pay rolls etc.

It seems necessary to set up a proper organisation at once to:

- (a) Supervise expenditures by the Cantoneria, etc.
- (b) Supervise straight new construction contract expenditures.

In as much as transport and communication facilities are so limited additional transport will have to be provided for either the Civilian engineer or ACC engineer or possibly both.

While the present system is admittedly far from perfect it is operating more or less successfully and was arrived at after much trial and errors.

At the moment the only work which it is felt that ACC can undertake is the new surface Ortanova-to-Bovino, and detto Cerignola 5 miles, South towards Andria.

The DCRE has been maintaining certain first priority roads but has signified his wish to turn them over to AMG or ACC. In as much as the bulk of the work from now on required on those roads will be maintenance it is not seen how ACC can assume responsibility for them at this time as no machinery exists for:

- (a) Supervision.
- (b) Financing.

It is to be noted that the DCRE has been financing work done by civilian labour, through AMG. The whole picture is very

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21 February 1944. S. De Sanctis arrived with contract for road work. Ortanova-Bovino. After some discussion it was agreed to allow the contractor 4000 M additional stone to enable him to widen the road to 6 M where necessary. The original estimate of 22,000 M for surface was based on 15 cm. in depth as has been reduced to 10 cm. 2,000 M. was deducted from the total requirement making it 20,000 for surface.

The time limit was increased from 75 to 100 days and a premium of £10,000 per day guaranteed for earlier completion against a forfeit of £5,000 per day for over running the time of 100 days. It was verbally agreed that failure to provide MT

(3)

would cancel the forfeiture clause. In as much as there were numerous alterations in it was necessary to rewrite the whole which will be done ~~and the formalities~~ of signing etc. finished by 25 Feb.

Pay rolls for the Cantoneria and extra Cantoneria labour are kept by the Capo Cantoneria and passed to De Sanctis for checking and payment. Extra labour is financed by AMG through Lt. Col. Temperleys financial officer.

Distribution is done partly by De Sanctis and partly by Lt. Waksh. The reason for this is that only those two have transport. In as much as Sig. Di Sanctis has other duties and responsibilities affection has to be divided between them and the pay rolls which often causes delay in delivery of pay rolls. *Italian must make their own money*

Opposite is the Civilian set up and the suggested ACC equivalent(see att ached)

Estimates have been prepared, on Simeoni's order by the two provincial engineers, for the construction and maintenance of Provincial roads for 1944. These have been passed to Lt. Walsh for approval. The total ammount involved is approximately £ 4,500,000.

The estimates included roads at present being maintained by the Air Force. These estimates have been divided into two classes:

- (a) Urgent, covering roads now in use by the Army.
- (b) Necessary, before the end of 1944.

REFERENCE.

The report to the CE N° 2 District by DCRE (OC 334 Works Secn. RE). Wherein he suggests that ACC take over certain roads and a crushing plant. The observation on this suggestion is as follows:
If Acc does as suggested and has no financial branch, payment of the several hundred men employed will still have to be made through the SCAO office. Contracts for maintenance

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If Acc does as suggested and has no financial branch, payment of the several hundred men employed will still have to be made through the SCAO office. Contracts for maintenance cannot be let. Further Contractors are not available.

Previously efforts have been made to find Contractors but when one was found it was invariably also found that the Army had taken part or all of his plant redereing him more or less impotent. Practically the only firm with any equipment left is SICHER.

Provincial work has formerly been done largely with animal transport. This has been tried by AMG with the following

Results:

(a) There are times when there is plenty and times when there is none available depending on the amount required on the farms.

(b) Frequently when transport was available materials were not or were at such distance as to prohibit the use of that type of cartage.

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(4)

(c) The daily rate of hire is high in comparison to the amount accomplished.

It is to be remembered that before the war there was

not:

- (a) Such heavy motor traffic.
- (b) Such shortage of materials
- (c) Such shortage of Plant.
- (d) The roads did not require such extensive repairs.

February 28 1944.

On February 24, the DCRE submitted a list of 71 names of labourers who are working on several roads which have been under his supervision and which it is proposed to turn over to ACC.

These gangs are headed by an Italian foreman but an over all supervision is constantly maintained by two British Corporals. Namely, Corporal Gibson RE Manfredonia road, and Cpl. Wickins RE San Severo and Bovino roads.

It was proposed that the ACC Officer i/c Roads, Foggia assume responsibility for these extra Cantonieri as of 1 March.

If this is done as suggested the following situation will exist.

- (a) These will be taken on the AASS pay rolls.
- (b) Additional work will evolve on the AASS engineers staff in connection with (a) above.
- (c) No appropriation has been made to provide pay for these people.
- (d) The two RE NCOs who have been supervising and providing necessary materials ~~will~~ will be with drawn.
- (c) To a great extent the work of 71 men will come to a standstill because of lack of materials and supervision.

February 29 1944.

A quarry was inspected on Feb. 27 with a view to letting a contract for more or less 5000 CM of stone for the Cerignola Canosa Road.

The plant consists of a 10x20 Crusher, 3 section
jack hammers, drill

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A quarry was inspected on Feb. 27 with a view to letting a contract for more or less 5000 CM of stone for the Cerignola Canosa Road.

The plant consists of a 10x20 Crusher, 3 section screen 3 compact meat bin, air compressor, pack hammers, drill steel, and a few tools. It is estimated it will require 3 days to put the plant into operation.

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The following equipment is necessary, before work can commence: 40' of 6" Belting, Coke for drill sharpening, Explosives, Oil and grease, Tools (picks, shovels, etc.)

The plant is electrically operated and is in running order. Sig. Di Sanctis has been instructed to interview the proprietors with a view to negotiating a contract. Work to commence as soon as the equipment can be found. The estimated capacity of the plant is 125 to 150 mc. per day.

February 27 1944

Movements Foggia Sub-Area.

(5)

Have been contacted with a view to hauling stone Bovino-Ortona by rail. It was estimated that 120 mc. per day could be crushed and loaded. Approximately 27-30 RY wagons would be necessary depending on their capacity.

Haulage from the crusher plant to the loading dock could be by 60 mc. gauge RRY of which it appears the contractor has sufficient.

The Officers i/c movements immediately saw the wisdom and economy of the suggestion and while saying it might be difficult to arrange definitely stated that it could be done. He pointed out however that approval and permission would have to be obtained from AFHQ. He stated that he would wire AFHQ for approval and would expect an answer by 1 March.

If this arrangement can be made it will save about 15 trucks a day (which are not available) and would speed up the job, by anything upto 40 days.

It is therefore highly desirable that strong representation be made to AFHQ for approval of the suggestion. In as much as this is a priority 1. project it should not be too difficult to obtain the desired transportation.

26 February

The DORE is pressing for the Sgt. who has been supervising the crusher plant. It is to be noted that the Sgt. was on the road today attending to other work and while away several American trucks came in filled up and drove away. AASS is therefore not getting the stone on the roads. This is being looked into with a view to having an order issued to all American Units to discontinue drawing stone from the Foggia crusher plant.

February 29 1944

After careful consideration the following opinion has been arrived at:

- (a) Another Officer is immediately necessary ~~ag~~ he must have tpt.
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- (a) Another Officer is immediately necessary ~~for~~ ^{he} must have ~~tpt.~~ [?]
- (b) The AASS engineer must have a larger staff and at least one more car. ^X
- (c) A clerk and two NCOs are required at once.
- (d) Additional ~~tpt.~~ [?] will be necessary for the NCOs (Possibly 1 car might do for the time being).
- (e) Credits should be set up immediately so the AASS engineers will not be dependant on AMG for funds for pay rolls.
- (f) The Italians are NOT presently ready to accept any great responsibility individually.
- (g) It will be necessary to carry them along for a considerable time until they forget.
- (a) The German occupation and direction.
- (b) Facism.

Reference Lt. Col. Thompson's Report.

It is not considered likely that there will be much abuse of funds or grafting and the opinion is that that can be

(6)

discounted almost 100% .

February 29 1944

It is obvious that the American Enclave regret having undertaken any construction and maintenance on the roads. It is abundantly apparent that they will bring great pressure to bear to have either AMG or ACC take these roads off their hands at as early a date as possible. Further the SCAO Foggia Province has intimated his desire to turn over his road responsibility to ACC and move Lt. Walsh to another job.

If these two agencies should turn over their responsibility at approximately the same time the road work would virtually come to a stand still through lack of supervision and transport, as one man cannot supervise the roads of this Province (Foggia) in its present condition. It requires the whole time of one Officer to find material and direct it where needed.


A.G. PERLEY
Maj. ACC

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HEADQUARTERS
ALLIED CONTROL COMMISSION
HIGHWAY DIVISION ARMY AREA

March 3 1944.

SUBJECT: Notes on meeting with Brig. Foley . March 1 1944

Showed Brig. Tentative design for Cava Bridge. He will try and get us steel, are to hold up further work until we hear from him.

He is not interested in Autostrada Bridge reconstruction, take it up with PBS.

Brig. recognizes that we cannot undertake any but Priority A. Roads at this stage. Would like us to take at once the following roads.

Pompei - Salerno.
Cancello - Arienzo.
Naples - Avellino especially at Baiano.

Discussed Bridge priorities and made inspection the following day. See attached report. Remarks in report and orders given are in accordance with Brig.'s instructions.

VST/fr


V.S. THOMPSON
Lt. Col. RCE.
PW&U Sub-Com., ACC.

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HEADQUARTERS
ALLIED CONTROL COMMISSION
HIGHWAY DIVISION ARMY AREA

March 3 1944.

SUBJECT: Report on Bridges Montesarchio-Benevento Road.

M.R. 595731

Bailey Bridge on diversion. Italians building inadequate temporary timber bridge on site of destroyed bridge. I stopped this and ordered site cleared for permanent structure, the contract has apparently already been let by Mancini. AASS Gaserta, to Giacomo Mercalao. We shall push this project with him.

M.R. 598740

Temporary diversion built by Army. No work started on site of destroyed bridge. Italians making new diversion on opposite side of destroyed bridge to Army diversion. Their diversion requires timber bridge which they have started and have already built stone piers. As their design will not carry Army traffic I have stopped their work and ordered start of permanent bridge for which contract has already been let to Giacomo Mercalao.

This job should be pushed as present Army diversion may not stand further floods.

M.R. 598747

D.D.E.B. on old site. Italians working on diversion behind farm yard. A lot of stone in place but a bridge and a culvert will be necessary before it can be used.

Contractor is Tucci (not Touny) Has design of bridges been approved by D.C.R.E. ?

M.R. 605765

Just past R.R. Crossing. A straight but rather steep diversion by Army. A permanent bridge should be started here.

M.R. 625786

Italians have already built a light wooden bridge here

insufficient temporary timber bridge on site of destroyed bridge. I stopped this and ordered site cleared for permanent structure, the contract has apparently already been let by Mancini. AASS Caserta, to Giacomo Mercaldo. We shall push this project with him.

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M.R. 605765

Just past R.R. Crossing. A straight but rather steep diversion by Army. A permanent bridge should be started here.

M.R. 625786

Italians have already built a light wooden bridge here on site of old spans, useless for Army traffic. D.S.B.B. on Army diversion.

Existing center pier could probably be built up and semi-permanent structure of two spans (about 30'-0 each) made in place of Italian bridge with steel beams.

Benevento-Avellino Road. M.R. 716659 PRATOLA.

Very steep diversion. Recommend reconstruction of old arch. Too long for beam construction.

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V.S. THOMPSON

Lt; Col. ROE.

FW&U. Sub-Com., AGO.

VST/fr.

HEADQUARTERS
ALLIED CONTROL COMMISSION
HIGHWAY DIVISION ARMY AREA

February 29 1944.

SUBJECT: Report on trip to Foggia Province for the purpose of Field inspection and discussion with Maj. Perley. Feb. 25 - Feb. 27

1. Officers and civilians contacted during trip.
Maj. Perley Field Engr. PW & U. Sub-Commission.
Maj. Hollwood DCRE Lucera 84 RE Works Section.
Lt. Walsh PW & U Officer AMG. Lucera.
Ing. De Sanctis Chief A.A.S.S. Foggia.

2. The writer secured transport at 11 00 hrs. 25 Feb., and left immediately for Lucera. Arrived Lucera 17 00 hrs and arranged for billets and mess for self and driver. Maj. Perley was contacted and the entire situation with reference to roads was discussed.

3. An inspection was made of the Crusher set up at Bovino which will produce stone for the Ortanova-Bovino road. All work on this set up as well as on the road was stopped at time of inspection due to rain, but plant should be complete in three days. Even tho the Contractor is at work; he has not signed the Contract. It was arranged for Maj. Perley, Ing. De Sanctis and the Contractor to meet Monday 28 Feb., at Foggia for purpose of completing Contract. The road is passable but is badly pot-holed and needs attention. It is estimated that sufficient trucks are available. High water will cause some interruption in stone production here, since the boulders are secured from the river bed.

4. Inspected crusher site at Foggia. Stone is being produced for use on the Foggia-Manfredonia road and work is proceeding.

5. Due to heavy rains no other road inspections

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4. Inspected crusher site at Foggia. Stone is being produced for use on the Foggia-Manfredonia road and work is proceeding.
5. Due to heavy rains no other road inspections were made, but after discussion with persons named in par. (1) and from general observation the writer offers the following comments:
 - (a) Current heavy rains together with heavy traffic in this Area have created a serious maintenance problem and one which we should assume with caution. The CRE. has facilities at his command to control this problem and his assistance will be necessary as we gradually take over.
 - (b) It is obvious that Maj. Perley cannot assume responsibility for the operation of an extensive road program in this vicinity without additional Staff unless drastic changes are made in the present system. At present, on all work under the jurisdiction of AMG. PW&U

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(2)

Officer, minute details of the operation are being supervised even to the checking of Genio Civile payrolls in AMG office. Apparently, the local Italian civil representatives will be slow to assume the responsibility and to display the initiative necessary under the A.C.C. system.

(c) The opinion is still prevalent that misuse of funds will occur unless close check was maintained on disbursements.

(d) Considering the dire shortage of equipment, the shortage of labor, and dependence of the Genio Civile at this time upon constant, immediate supervision and direction, our program should be developed slowly and carefully so as not to assume more than can be effectively handled.

R. W. Shepherd
R. W. SHEPHERD
1st Lt. A.C.C.

4378

HEADQUARTERS
PUBLIC WORKS & UTILITIES
HIGHWAY DIVISION ARMY AREA (NAPLES)

February 19, 1944.

SUBJECT: Report on trip to Foggia Province for the purpose
of installing Maj. Perley as Field Engr. Puglie North
Compartment.

1. The following officers and civilians were interviewed in the order shown and advised as to Maj. Perley's functions:

Lt. Col. Temperly. S.C.A.O. Foggia, Province.
Maj. Hallwood. D.C.R.E. Lucera (84 R.E. Wks. Sec.)
Lieut. Walsh. Public Wks. Offr. for Col. Temperly.
Sig. Simeoni. Capo Genio Civile. Foggia Province.
Sig. De Sanctis. Chief A.A.S.S. "
Maj. Newby. Asst. to Brig. Dixon. Bari.
Sig. De Cesare. Chief. A.A.S.S. Puglie.
Maj. Hingston. R.E. Asst. to Col. Wyatt who is
British Engr. Liaison Offr. with
12th Air Force.

Col. Hoefler. Operations Offr. Engr. Comd. (US)

Lt. Col. Courtney. Exec. Offr. to Col. Cassidy
who is Area Engr. 6th Area (Foggia)

2. The writer went to Foggia with the name of Simeoni as the appointee of Sig. Pugliesi to work opposite Maj. Perley. Col. Temperley says this gentleman is too busy with all works for this job. After meeting Simeoni this is agreed. For the time being therefore De Sanctis has been instructed to work with Maj. Perley. As he has been taking instructions from AASS. HQ. in Bari it was necessary to inform his chief (De Cesare) of this decision. Sig. Simeoni was also advised that De Sanctis must have authority over all roads for which we accept responsibility.

3. The first priority in the area is the Ortano ¹⁰⁷²
road (Foggia By-pass). A contract has been let but not
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3. The first priority in the area is the ^{Ortano} Bovino Road (Foggia By-pass). A contract has been let but not signed and work has been started. Major Newby was very pleased that we are prepared to take this off his hands. Considerable pressure will be necessary to speed things up but Army trucks are available and Maj. Newby has arranged for transporters to move contractor's equipment from Bari. As an example of how we can help, the contractor was hauling boulders from the river bed and distributing along the road. He then moves his crusher from pile to pile. We intend to set up the crusher at the source of supply, as it is obviously easier to load and unload crushed stone than large boulders and no time is lost in moving crusher. The U.S. Air Force has an interest in a small stretch of this road running West from Nuovo Station. They have already started and scraped this piece and will continue maintenance, but Perley will co-ordinate and may be able to assist with crushed stone in return for loaned equipment.

4. We have also undertaken to repair a short stretch

(2)

of the Cerignola-Canosa Road from the junction with Highway 16 to the Provincial Boundary.

5. Maj. Hallwood has asked us to assume the maintenance of some roads on his area. As these are main military routes they have a high priority, altho only one, i.e. Foggia-Cerignola is marked on A.F.H.Q. priority map. He is of course prepared to provide materials and equipment as stated in his report to C.E. N°2 District attached.

6. He also suggests that we assume responsibility for the crushing plant at Foggia. This can be worked to better advantage, I believe, it already employs civilian labour, and should not present any difficulty if placed directly under Sig. De Sanctis.

7. From discussion with Maj. Hallwood it does not appear likely that the Army will be able to relinquish their work on the roads of Campobasso Province, for some time. Many of these roads are blocked with snow and no serious repairs can be attempted until finer weather sets in. At that time there will be major repairs to do as surfaces have been badly torn up by bull-dozer used for snow clearance. I therefore feel that most of our assistance will be confined to Foggia Province, and Maj. Perley should soon be able to assume the responsibility for the main roads South of Lucera.

8. Contract was made with the U.S. Air Force Engrs. of whom the senior interviewed was Col. Hoefler. They have got out a directive on road repair to their Unit Comdrs. some of which conflicts with our ideas, chiefly in dealing with Italian Engineers. They now understand what we are trying to do and will assist where possible. They can carry on for the meantime and will probably always be responsible for such roads as lead only to airports.

9. A good suggestion came out of this conference. That a committee of 3 be set up to consist of:

- (a) A representative of Area Comd (Lt. Col. Courtney
- (b) " " " N°2 District (Maj. Hallwood)
- (c) " " " A.C.C. (Maj. Perley)

The names in brackets are only suggestions with the exception of Maj. Perley, but this committee will co-ordinate the requirements

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The names in brackets are only suggestions with the exception of Maj. Perley, but this committee will co-ordinate the requirements of all concerned to suit available material, labour, etc and prevent duplication of orders to civilians.

10. Lt. Walsh, who up to this time has been doing very successfully what Maj. Perley will now do, has been extremely helpful and will continue to until he is withdrawn.

11. Some of the officers contacted felt that unless we paid the civilians ourselves there would be graft and corruption. It was explained that our policy was to make the Italians responsible and if there was some grafting it would eventually be detected, but in any case we cannot continue to do what is their own job to save them from themselves.

V.S. Thompson
V.S. THOMPSON
R.C.E.

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Chas. H. [unclear] 78. [unclear]
FARGO 1423

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23 February 194

PRIORITY

CAMPBELL (ACTION, POKIA (INFO)

----- POKIA PROVINCE PETER FOX DASH
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TO CAMPBELL FOR THE REGION FIVE ONE TO REGION FIVE ONE FOR THE TO
ONE FARGO ONE TWO TWO THREE TO THE MATTER HAS BEEN TAKEN UP WITH
SUBMISSION COMPLETED TO IN THE MEANTIME I APPROVE ACTION IN LINE
BUSINESS

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Form 232052A

N-3947

TWX

Signal Corps, United States Army

Telegram

C-4390

Eron Sec

B-10306

Received at PENINSULAR BASE SECTION
SIGNAL MESSAGE CENTER

23 FEBRUARY 1944 19

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ROUTINE

ACTION COPYTO (ACTION) : CG PENBASE FOR HQ AND REGION 5, ACC ROAD
SECTION FARGO

(INFORMATION) : NONE

FROM : AMG FOGGIA PROVINCE

DATE TIME SIGNED: 231934A

DATE TIME REC'D: 232052A

REFERENCE NR. : PF/1 21

CITE : NONE



LT COL THOMPSON AND MAJOR PERLEY ARRIVED 13TH FEB WITH
VERBAL INSTRUCTIONS TO TAKE OVER ALL ROADS IN THIS PROVINCE ROAD
REPAIRS AND MAINTENANCE NOW FUNCTIONING SMOOTHLY UNDER JOINT
AGREEMENT BY REUSAF ENGINEERS AND AMG. HAND OVER HAS NOT TAKEN
PLACE NOR IS IT LIKELY TO BE APPROVED BY LOCAL RE UNTIL ACC CAN
SUPPLY LARGER QUANTITIES NECESSARY EQUIPMENT NOT AVAILABLE FROM
CIVILIAN RESOURCES. MAY I HAVE INSTRUCTIONS PLEASE. MEANWHILE
LOCAL ENGINEERS HAVE AGREED TAKE OVER SUPERVISION CONTRACT
ORTONOVA-BOVINO ROAD WHICH IS ABOUT ALL HE CAN HANDLE.

Acc Dist

(Action) Eron Sec (4)
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File
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action Hq ACC ✓
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