[redacted] No. 78501/9

ACC 078/2/PWU 10000/150/49 INSPECTIO
FEB. 1944

Declassified E.O. 12356 Section 3.3/NND No. 785019

10000/150/49

INSPECTIONS & REPORTS
FEB. 1944 - DEC. 1945

INSPECTIONS & REPORTS

Declassified E.O. 12356 Section 3.3/NND No. 785019

OPENED: 16 NOV 44
CLOSED: -5 DEC 45-

10000 /150/49.

THIS FOLDER 078/2/PWD
CONTAINS PAPERS
FROM FEB-HH
DEC-HB
LOGUE-

Declassified E.O. 12356 Section 3.3/NND No. 785019

N°	~~Date~~ From	Ref	~~From~~ Date	Subject
38	CAS 15 Army Gp	CAS/246	29-12-44	Report on Route 105-16
39	" " " "	CAS/255	30-12-44	" " " 45
40	" " " "	CAS/257	31-12-44	" " " 45-77
41	" " " "	CAS/259	31-12-44	" " " 62-75-77-65
42	" " " "	CAS/260	1-1-45	" " " 3-2
43	" " " "	CAS/253	2-1-45	" " " 75-74-3-45
44	" " " "	C/6342	3-1-45	" " " 77 - Closed - Snow.
45	" " " "	C167/03	5-1-45	Report on Route 45-7-3-54-45 Closed by snow - 43 passable
46	" " " "	CAS/264	5-1-45	" " " 2 axles to Taste
47	" " " "	CAS/279	4-1-45	" " " 44-43 closed
48	" " " "	CAS/281	8-1-45	" " " 3-46 - Chains essential
49	Economic Section NIR		8-1-45	Causes for Libyan National Reconstruction
50	CAS 15 Army Gp	CAS/288	13-1-45	Report on Route 3. Chains required
51	" " " "	CAS/305	14-1-45	" " " 3&46 clear without chains
52	" " " "	CAS/316	17-1-45	" " " 46 chains required - 77 chains advisable
53		078/2	24.1.45	Comments on Report
54		078/2	25.1.45	Instructions trips.
55	CE 3 District CMF	CE4511	23.1.45	Civil Road Organisation
56	CAS. 15 Army Gp	CAS/342	27.1.45	Report on Route 76 chains required - 77 chains not required.
57	D. Polizzano	176/PWD	21.2.45	Trips Report / Sicily.
58	Consorzio Bonifica	Sicily		Report on the most urgent Works, "Bonifica"
59				Report on Progress of Works Civil Services
60				Report on essentials Roads AAF Explore Zoggig machinery of Roads.
61		078/2	7/6/45	Report on Trips
62		078/2	1.8.45	Completion Reports
63		078/2	13.8.45	Summary.
64	Reg. Eng Ragusa	RIX/PWD		Final Report Emilio Region

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48	" " " "	CAS/221	2-1-45	" " " 3-76 - Chains extended
49	Economic Section NR		2-1-45	Causes for Italian National Reconstruction
50	CAS 15th Army Gp	CAS/288	13-1-45	Report on Route 3. Chains required
51	" " " "	CAS/305	14-1-45	" " " 3 & 6 clear without chains
52	" " " "	CAS/316	17-1-45	" " " 76 chains required - 77 chains advisable
53		078/2	24.1.45	Comments on Report
54		078/2	25.1.45	Inspection trips.
55	CE 3 District CMF	CE4511	23.1.45	Civil Road organisation
56	CAS - 15 Army Gp	CAS/342	27.1.45	Report on Route 76 chains required - 77 chains not required.
57	D. Lalouette	176/PWD	21.2.45	Trip Report / Sicily.
58	Consorzio Bonifica	Sicily		Report on the Mont Ufficiali Works, "Bonifica"
59				Report on Progress of Works Civil Aerodrome Pa
60				Report on essential Roads A & F Evaluation Logging machinery of Forests.
61	1	078/2	7/6/45	Report on Trip
62		078/2	1.8.45	Completion Reports
63		078/2	13.8.45	Summary.
64	Reg. Eng Emilia	R1X/PWD	.	Final Report Emilia Region
65	PF Natale 2nd Lt.	1X/Hong	18/6	Housing Survey & Report (Poly)
66	Transp. S/C	AC/38. 1/0	2x.6	Report of Inland Waterways Survey.
67		078/2	15.8.45	Activities of P.W. Division
68		078/2	20.9.45	Public Works activities
69	Reg Eng Piem	PREng 20.5	16.7.45	Report on Genio Civile of Piemonte
70	AMLO 1 Dist	C.R.E.	27.6.45	Report on tours of AMLO
71	E.J. Riddell	130/PWD	21.9.45	Functions & activities of P.W. S/C
72	OBS (Main)	—	5.12.45	Monthly Report on Highway conditions

Declassified E.O. 12356 Section 3.3/NND No. 785019

Nº	Date	Reference	From	Subject
1	16-11-44	CAS/90	Civil Af.Sect. AA1	Road Foligno to Fabriano via Nocera
2	16-11-44	CAS/85	" " "	Route 71
3	17-11-44	CAS/97	" " "	Road Foligno to Fabriano via Nocera
4	15-11-44	143	HQ/AMG/TO/Reg.	Bridge on Route 1
5	15-11-44	CAS/83	Civ.Af.Sec.AA1-	Road Arezzo-Arsina-Santargangelo
6	20/11-44	CAS/106	" " " "	Route 6927
7	21-11-44	CAS/109	" " " "	CAS/103 dated 19
8	19-11-44	CAS/103	" " " "	Direct bridge W818885 on Route 73
9	22-11-44	CAS/116	" " " "	Riactivation of traffic
10	23-11-44	CAS/117	" " " "	Route 6927
11	24-11-44	CAS/121	" " " "	Route 71
12	27-11-44	S/135	" " " "	Interuption of traffic
13	8-11-44	R/1924	" " " "	Bridges Rimini -S.Marino Road
14	29-11-44	CAS/146	" " " "	Route 69 closed-Route71a open
15	28-11-44	CAS/143	" " " "	Route 16 flooded. Interruption of traffic
16	26-11-44			Road condition report
17	2-12-44	CAS/156	" " " "	Report on Route 71 and 76
18	3-12-44	CAS/158	" " " "	" " " 4
19	3-12-44	CAS/164	" " " "	" " " 71
20	4-12-44	CAS/168	" " " "	" " " 2 - Rome - Siena.
21	5-12-44	CAS/169	" " " "	" " " 76
22	7-12-44	CAS/175	" " " "	" " " 3
23	8-12-44	CAS/182	" " " "	" " " 67 - 68 - 3
24	8-12-44	1/6/15	" " " "	Report on line Gioia Taranto -Battipaglia & Novas Isi to Trusi Policoro
25	7-12-44	130/PWU	Col.Jenny	Reconstruction and maintenance Wk done by P.W. & U.S/C
27	15-12-44	CAS/204	CAS/HQ/AA1	Report on Route 66 & Pistoia -Pisa Autotrada.
26	11-12-44	C/3677	CAS/HQ/AA1	Report on Road Chiaravalle 6521,66,67
				Report on route 76 & diver.Route 77

Declassified E.O. 12356 Section 3.3/NND No. 785019

9	22-11-44	CAS/116	" " " "	Reactivation of traffic
10	23-11-44	CAS/117	" " " "	Route 6927
11	24-11-44	CAS/121	" " " "	Route 71
12	27-11-44	S/135	" " " "	Interuption of traffic
13	8-11-44	R/1924	" " " "	Bridges Rimini -S.Marino Road
14	29-11-44	CAS/146	" " " "	Route 69 closed-Route71a open Route 16 flooded.
15	28-11-44	CAS/143	" " " "	Interruption of traffic
16	26-11-44			Road condition report
17	2-12-44	CAS/156	" " " "	Report on Route 71 and 76
18	3-12-44	CAS/158	" " " "	" " " 4
19	3-12-44	CAS/164	" " " "	" " " 71
20	4-12-44	CAS/168	" " " "	" " " 2 - Rome - Siena.
21	5-12-44	CAS/169	" " " "	" " " 76
22	7-12-44	CAS/175	" " " "	" " " 3
23	8-12-44	CAS/182	" " " "	" " " 67 - 68 - 3
24	8-12-44	1/6/15	" " " "	Report on line Gioia Taranto -Battipaglia & Novas Isi to Trusi Policoro
25	7-12-44	130/PWU	Col.Jenny	Reconstruction and maintenance Wk done by P.W. & U.S/C
27	15-12-44	CAS/204	CAS/HQ/AA1	Report on Route 66 & Pistoia -Pisa Autotrada.
26	11-12-44	C/3677	CAS/HQ/AA1	Report on Road Chiaravalle 6521,66,67
28	18-12-44	CAS/215	CAS/HQ/15AG.	Report on route 76 & diver.Route 77
29	24-11-44	CAS/124	CAS/HQ/AA1	Railread over pass.
30	27-11-44	CAS/127	" " "	Report on route71-brdige Route67,65
31	30-11-44	CAS/150	" " "	Report on route 71,1,67,69
32	8-11-44	R/1924	CAS/HQ/AMG8A	Report on bridges Rimini S.Marino Road
33	8-11-44	CAS/224	CAS/HQ/15A.G.	Report on Route 19 and 81
34	25-12-44	CAS/239	" " " "	" " " 76,77,67,65
35	27-12-44	CAS/242	" " " "	" " " 75,71
36	28-12-44	CAS/244	" " " "	" " " 76,3,77,16
37	29-12-44	CAS/248	" " " "	Report on Route 76

Declassified E.O. 12356 Section 3.3/NND No. 785019

Declassified E.O. 12356 Section 3.3/NND No. 785019

17 DEC 1945

ALLIED MILITARY GOVERNMENT
Room 106 - Eng.Section
AC - PBS Liaison Engineer
PBS HQ. LIVORNO

RECEIVED
P.W.B.D. 020
7 DEC 1945

Dec. 5, 1945.

SUBJECT: Monthly Report on Highway Conditions.

TO : Dr. Ing. G. Giunta, Chief Eng. U.S.V.S., Firenze.

1. An inspection by Penbase Engineers of the road network in Toscana of interest to the Military, discloses the following defects:

a) Route No.1 - Albegna River Bridge, km.151. Progress entirely too slow. Can something be done to speed completion of approaches?
b) Route No.1 - Pisa City Limits Surface very poor and progress unsatisfactory, especially at Railroad Crossing. Kindly issue order to correct situation at RR at once.
c) Route No.1 - Viareggio City Limits. Road surface unsatisfactory and progress poor.
d) Route No.1 - at Km. 347, near RR Crossing. Road surface uneven due to poor foundation.
e) No work in progress on Carrione Bridge, near Carrara.
f) Route 1-1, Autostrada. Progress too slow. Unless large craks are filled with asphalt before winter season, the entire concrete slab may be ruined beyond repair.
g) Route 6627 - City Limits Pistoia. Surface very rough. Needs attention.
h) Route 66 - Pistoia City overpass. Repair Guard rail.
i) Route No.67. Very slipping when wet. Please post appropriate signs.
j) Route No.67 - Misc. Bridges. Paving needs attention, especially at Pontedera, which needs an entirely new surface.

2. Arrangements are being made to secure the release of much needed bitumen, which we hope will be consumated in the near future.

3. Kindly complete the above mentioned repairs at once as some of them have now been reported twice by Penbase Engineers.

Edmund Feldman
Major, AUS
AC - PBS Liaison Engineer.

c.c.to:
A.C., Rome
S.C. 9007-08 Eng.Batt.
File.

5314

	Projects Approved	From 27 March 45 to 12 Dec. 1945 by Col.Ristedt	From the Beginning to 12 Dec. 1945
Region I	Military	= = =	61.654.000
" II	"	= = =	104.465.000
" V	"	= = =	47.916.709
" VII	"	= = =	384.407.310
" III	"	= = =	416.896.261
" IV	"	= = =	188.526.000
" VI	"	= = =	= = =
" VIII	"	= = =	16.877.960
		= = =	
Region I	Miscellaneous	= = =	= = =
" II	"	= = =	10.016.000
" V	"	= = =	76.442.300
" VII	"	= = =	3.562.000
" III	"	= = =	25.836.500
" IV	"	= = =	307.337.536
" VI	"	= = =	= = =
" VIII	"	= = =	10.138.420
		= = =	
Sicilia Region	Military	= = =	23.137.000
Southern "	"	= = =	368.070.905
Marche -Abruzzi	"	= = =	154.077.937
		= = =	
Sicilia	Miscellaneous	= = =	13.525.000
Southern	"	= = =	3.486.108
Marche - Abruzzi	"	= = =	172.843.000
		= = =	
Umbria-Marche	Military	195.500.000	195.500.000
" "	Miscellaneous	120.500.000	120.500.000
Liguria	Military	718.622.900	718.622.900
Lombardia	"	415.330.000	415.330.000
Piemonte	"	430.100.000	430.100.000
Venezie	"	323.369.575	323.369.575
Liguria	Miscellaneous	1.884.823.855	1.884.823.855
Liguria-Piemonte	"	131.000.000	131.000.000
Lombardia	"	1.828.587.318	1.828.587.318
Piemonte	"	2.626.231.702	2.626.231.702
Venezie	"	1.792.955.540	1.792.955.540
Italian Govt.Terr.	Military	1.678.776.300	1.678.776.300
" " "	Miscellaneous	199.740.000	199.740.000
Pisa-Leghorn-Colle Salvatti	Miscellaneous	93.626.000	93.626.000
Toscana	Military	552.112.000	854.086.283
Emilia	"	597.882.000	597.882.000
Toscana	Miscellaneous	671.774.000	684.219.899
	"	1.870.265.000	1.902.309.000

Declassified E.O. 12356 Section 3.3/NND No. 785019

	Projects Approved	From 27 March 45 to 12 Dec. 1945 by Col.Ristedt	From the Beginning to 12 Dec. 1945
Region I	Military	= = =	61.654.000
" II	"	= = =	104.463.800
" V	"	= = =	47.916.709
" VII	"	= = =	384.407.310
" III	"	= = =	418.898.281
" IV	"	= = =	188.526.000
" VI	"	= = =	= = =
" VIII	"	= = =	16.877.960
Region I	Miscellaneous	= = =	= = =
" II	"	= = =	10.016.000
" V	"	= = =	76.442.300
" VII	"	= = =	3.562.000
" III	"	= = =	25.836.500
" IV	"	= = =	307.337.558
" VI	"	= = =	= = =
" VIII	"	= = =	10.138.420
Sicilia Region	Military	= = =	= = =
Southern "	"	= = =	23.137.000
Marche -Abruzzi	"	= = =	368.070.905
		= = =	154.077.937
Sicilia	Miscellaneous	= = =	= = =
Southern	"	= = =	13.525.000
Marche - Abruzzi	"	= = =	3.486.108
		= = =	172.843.000
Umbria-Marche	Military	= = =	= = =
" "	Miscellaneous	195.500.000	195.500.000
Liguria	Military	120.500.000	120.500.000
Lombardia.	"	718.622.900	718.622.900
Piemonte	"	415.330.000	415.330.000
Venezie	"	430.100.000	430.100.000
Liguria	Miscellaneous	323.369.575	323.369.575
Liguria-Piemonte	"	1.884.823.855	1.884.823.855
Lombardia	"	131.000.000	131.000.000
Piemonte	"	1.828.587.318	1.828.587.318
Venezie	"	2.626.231.702	2.626.231.702
Italian Govt.Terr.	Military	1.792.955.540	1.792.955.540
" " "	Miscellaneous	1.678.776.300	1.678.776.300
Pisa-Leghorn-Colle	Selvatti Miscellaneous	199.740.000	199.740.000
Toscana	Military	93.626.000	93.626.000
Emilia	"	552.112.000	854.086.283
Toscana	Miscellaneous	597.882.000	597.882.000
Emilia	"	671.774.000	884.219.899
Lazio-Umbria	Military	1.870.265.000	1.902.309.000
Lazio Umbria-	Miscellaneous	= = =	654.714.497
		= = =	264.178.963

Declassified E.O. 12356 Section 3.3/NND No. 785019

		= = =		10.138.420
Sicilia Region	Military	= = =		23.137.000
Southern "	"	= = =		368.070.905
Marche -Abruzzi	"	= = =		154.077.957
		= = =		
Sicilia	Miscellaneous	= = =		13.525.000
Southern	"	= = =		3.486.100
Marche - Abruzzi	"	= = =		172.843.000
		= = =		
Umbria-Marche	Military	195.500.000		195.500.000
" "	Miscellaneous	120.500.000		120.500.000
Liguria	Military	718.622.900		718.622.900
Lombardia	"	415.330.000		415.330.000
Piemonte	"	430.100.000		430.100.000
Venezie	"	323.369.575		323.369.575
Liguria	Miscellaneous	1.884.823.855		1.884.823.855
Liguria-Piemonte	"	131.000.000		131.000.000
Lombardia	"	1.828.587.318		1.828.587.318
Piemonte	"	2.626.231.702		2.626.231.702
Venezie	"	1.792.955.540		1.792.955.540
Italian Govt.Terr.	Military	1.678.776.300		1.678.776.300
" " "	Miscellaneous	199.740.000		199.740.000
Pisa-Leghorn-Colle	Salviti	Miscellaneous	93.626.000	93.626.000
Toscana		Military	852.112.000	854.086.283
Emilia		"	597.882.000	597.882.000
Toscana		Miscellaneous	671.774.000	884.219.899
Emilia		"	1.870.265.000	1.902.309.000
Lazio-Umbria		Military	= = =	654.714.497
Lazio Umbria-		Miscellaneous	= = =	264.178.963

19.987.770.420

196.190

5315

Declassified E.O. 12356 Section 3.3/NND No. 785019

Declassified E.O. 12356 Section 3.3/NND No. 785019

C

Miscellaneous Projects

Toscana Region	176. 445. 899
Lazio - Umbria	264. 178. 963
Emilia Region	32. 044. 000

Military Projects

Lazio - Umbria	654. 714. 497
Toscana	301. 974. 283

[redacted]

Declassified E.O. 12356 Section 3.3/NND No. 785019

Military Projects

col. Ristoro

ITALIAN GOV. TERRTY	229.057.300
LIGURIA	59.822,900 ✓
Piemonte	99.130.000 ✓
Lombardia	85.669.575
Venezie	

Miscellaneous Projects

LIGURIA	468.623.855
Lombardia	974.987.318
Piemonte	36.531.702
Venezie	188.355,540

Region I	Military	61.654.000
Region III	Military	104.463.800
Region V	Military	47.916.709
Region VII	Military	384.407.310
Region IX	Military	418.898.281
Region IV	Military	188.526.000
		= =
Region VI	Military	16.877.960
Region VIII	Military	

Region I	Miscellaneous	=
" II	"	10.016.000
" V	"	76.442.300
" VII	"	3.562.000
" IX	"	25.836.500
" IV	"	307.337.538
" VI	"	=
" VIII	"	10.138.420

Sicilia	Military	23.137.000
Southern	"	368.070.905
Marche-Abruzzi	"	154.077.937

Sicilia	Miscellaneous	13.525.000
Southern	"	3.486.108
Marche-Abruzzi	"	172.843.200

Declassified E.O. 12356 Section 3.3/NND No. 785019

Declassified E.O. 12356 Section 3.3/NND No. 785019

		from 27.3.45 to 12/1/45	from beginning
~~Umbria-Marche~~	~~Highways~~		
Umbria-Marche	Highways.	195.500.000	195.500.000
" "	Miscellaneous	120.500.000	120.500.000
Liguria	Military	718.622.900	718.622.900
Lombardia	"	415.330.000	415.330.000
Piemonte	"	430.100.000	430.100.000
Venezie	"	323.369.575	323.369.575
Liguria	Miscellaneous	1.884.823.855	1.884.823.855
Liguria-Piemonte	"	131.000.000	131.000.000
Lombardia	"	1.828.587.318	1.828.587.318
Piemonte	"	2.626.231.702	2.626.231.702
Venezie	"	1.792.955.540	1.792.955.540
ITAL. Gov. Territory	Military	1.678.776.300	1.678.776.300
ITALIAN GOV. TER	Miscell.	199.740.000	199.740.000
PISA. LEGHORN. Colle Salretti	Miscell.	93.626.000	93.626.000
TOSCANA.	Milit.	552.112.000	854.086.283
Emilia	Milit.	597.882.000	597.882.000
Toscana	Miscell.	671.774.000	848.219.899
Emilia	Miscell.	1.870.265.000	1.902.309.000
Lazio Umbria	Mil. f.		654.714.497
Lazio-Umbria	Miscell.		264.178.963

Declassified E.O. 12356 Section 3.3/NND No. 785019

Projects Approved by Col. Ristedt from 27 March on
to 28 Oct 45

Umbria - Marche	Highways	195,500,000
" "	Miscellaneous	120, 500, 000
Liguria	Military	658, 800, 000
Lombardia	Military	816, 200, 000
Piemonte	Military	430, 100, 000
Venezie	Military	237, 700, 000
Liguria	Miscellaneous	1,416, 200, 000
Liguria - Piemonte	Miscellaneous	131, 000 000
Lombardia	Miscellaneous	853, 600, 000
Piemonte	Miscellaneous	2, 529, 700, 000
Venezie	Miscellaneous	1, 604, 600, 000
Italian Gov. Territory	Military	1, 449, 719, 000
Italian Gov. Territory	Miscellaneous	199, 740, 000
Pisa - Leghorn - Colle Salvetti	Miscellaneous	93, 626, 000
Toscana	Military	552, 112 000
Emilia	Military	597, 882, 000
Toscana	Miscellaneous	671, 774 000
Emilia	Miscellaneous	1, 870, 265, 000
	Total	13.989, 018, 000

5308

Declassified E.O. 12356 Section 3.3/NND No. 785019

Military Projects

Sicily	23.137.000
Southern	368.070.905
Marche-Abruzzi	154.077.937

Miscellaneous Projects

Sicily =	13.525.000
Southern =	3,486,108
Marche-Abruzzi	172.843.000

Declassified E.O. 12356 Section 3.3/NND No. 785019

Military Projects

Region I	61.654.000
Region II	104.463.800
Region V	47.916.709
Region VII	384.407.310
Region III	418.898.281
Region IV	188.526.000
Region VI	no -
Region VIII	16.877.960

Miscellaneous Projects.

Region I	~~Niente~~ =
Region II	10.016.000
Region V	76.442.300
Region VII	3.562.000
Region III	25.836.500
Region IV	307.337.538
Region VI	- no -
Region VIII	10.138.420

Declassified E.O. 12356 Section 3.3/NND No. 785019

Lt. Col Spann.

070/2

Tel. 320 HEADQUARTERS ALLIED COMMISSION EJR/ao

INTER OFFICE MEMO

130/PWU 21 September 1945

Subject : Functions and Activities of the Public Wks. & U. Sub-Commission

To : VICE PRESIDENT ECONOMIC SECTION, AC

From : Director, P. Wks & U. S/C

1. The operations of the Public Works and Utilities Sub-Commission are grouped into two main divisions :

A. Public Works Division
B. Electrical Division.

A. - PUBLIC WORKS DIVISION

1. - Activities

(a) Headquarters :

1. Maintain liaison with Ministry of Public Works and advise on all Public Works problems as required.
2. Formulate over-all policies and establish general priorities of reconstruction.
3. Select and allocate qualified officer personnel.
4. Direct the activities of Regional Engineers and technical staff.
5. Maintain liaison with Military Units in the operation of the Military Highway programme.
6. Review and approve, technically and financially all projects costing in excess of 1 million Lire.
7. Screen all requests for import of Public Works supplies and equipment.

(b) Regions :

1. Reorganise and direct Compartimental, Provincial and Communal Units of the Ministry of Public Works.

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2. Based on surveys of local conditions formulate plans for rehabilitation of all Public Works including highways, bridges, water works, housing, public buildings, land reclamation inland water ways, ports etc.

3. Maintain liaison with all Military Units in Region.

4. Provide direct supervision of maintenance and reconstruction of military highways.

5. Supervise award of contracts and furnish general supervision of construction activities.

6. Supervisory control of construction equipment and transport made available to Italian Government from Allied Sources.

2. - Accomplishment :

(a) Complete reorganisation of the Italian Government Engineering offices and staff in 17 Compartments including Provincial and Communal Sections.

(b) Conceived and sponsored through the Ministry of Public Works and effective, comprehensive Decree providing for rehabilitation of private housing throughout Italy.

(c) Initiation approval and direction of rehabilitation in Italy as shown on following table. The figures given in the above mentioned table are a total of all projects which were approved in this Headquarters but do not include the very extensive list of non military projects costing less than one million Lire each, for which authority to approve and initiate had been granted the Regional Engineers.

3. - Future Plans

(a) To effect an orderly hand-over of Public Works activities in active Regions to Italian Agencies at such time as directed by higher authority.

(b) Immediately after the closing of active Regions to reduce officer personnel to a minimum number required for essential liaison with Military Units and Italian Agencies.

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(c) Exercise control and general direction of military highway maintenance so long as deemed necessary by military authorities.

(d) To maintain close contact with Ministry of Public Works at both Ministerial and Field level and to advise and assist as necessary on all Public Works problems.

4. - General :

(a) Highways and bridges all routes of civil or military importance are under maintenance and open to traffic. Destroyed bridges on these routes have been reconstructed, are under construction or are replaced with temporary structures. Adequate construction materials are available in Italy with the exception of bitumen which has been stated for import.

(b) Housing :
Total projects (units) initiated 13,268. Total cost 4,500 millions Lire. Projects under construction will rehouse approximately 372,000 persons. Approximately 1 million persons yet to be suitably housed.

PUBLIC WORKS PROJECTS APPROVED

Military Projects

Roads	N°	1466	£.	4,431,100,000
Bridges	"	796	"	2,232,900,000

Miscellaneous Projects

Bridges	N°	1185	£.	3,028,900,000
Roads	"	407	"	1,219,200,000
Water Works	"	311	"	1,023,700,000
Bonifica	"	37	"	147,900,000
Ports	"	47	"	467,600,000
Buildings	"	515	"	2,387,100,000
Miscellaneous	"	197	"	645,200,000

Military Projects	£.	6,664,000,000
Miscellaneous Projects	"	8,919,600,000
GRAND TOTAL	£.	15,583,600,000

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B. - ELECTRICAL DIVISION

1. - The Electrical Division of Public Works and Utilities S/C is charged with the responsibility for the electric power supply through the operation of undamaged electric facilities, and the rehabilitation of generation and transmission facilities destroyed as a result of enemy demolition and combat operations.

2. - Initially the electric power supply was made available to meet military and essential civilian needs and was rationed in accordance with these requirements. The military requirements for electricity are many, and vary from railway and steel mill operation, through the range of repair workshops and hospitals, to offices and billets. Essential civilian requirements cover water pumping, food processing establishments and hospitals.

3. - The work of restoring essential electrical services was done by Allied Military Units, the Allied Commission, Allied Military Government Units, all of which worked with the civilian electrical companies. As the Allied Armies advanced, the earliest emergency rehabilitation work was undertaken by engineer units with the armies. The rehabilitation programme was based on and carried out by utilizing local Italian resources and personnel and with a minimum of import material required in the early stages of the Italian campaign.

4. - In order to coordinate the electric rehabilitation work on a national scale rather than on a regional basis it was decided that the rehabilitation of all major power plants, and transmission lines of 30,000 Volts and above would be carried out by the Electrical Division, P. Wks. & U. S/C and the operation and rehabilitation of all distribution systems below 30,000 Volts would be directly supervised by the Regional Public Works and Utilities Divisions in accordance with policies established by Public Works and Utilities Sub-Commission, Allied Commission.

5. - The Military Units have cooperated completely with Allied Military Government and Allied Commission representatives, and have repeatedly furnished valuable assistance in the form of vehicular transportation and materials, whenever available.

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6. - To facilitate electricity supply the individual electrical companies, with their transmission nets which had formerly operated more or less independently, were grouped to constitute electric transmission grids on an area basis. In order to coordinate the rehabilitation of electric facilities Regional Advisory Committees on Electric Power were formed, corresponding to the transmission grid areas. These committees included as members, technical representatives of the electric companies and hold monthly meetings under the chairmanship of the Chief of the Electrical Division of the Public Works and Utilities Sub-Commission, Allied Commission. The Regional Committees for Italy are : Sicily, Sardinia, Southern Italy, Central Italy and Northern Italy.

7. - A National Advisory Committee on Electric Power for Italy was formed and the first meeting held on 27 July 1945 at the Ministry of Public Works building in Rome with Engineer Visentini, Inspector General Electric Power, Gas and Water, as Chairman. Membership of the National Committee includes selected representatives of the five Regional Committees and other engineers qualified to advise the Italian Government on matters relative to electric power. The Inspector General will be the permanent Chairman of the National Committee. The present schedule for the National Committee meetings will be once each month and after the Regional meetings have been held. Later the National Committees will meet at the direction of the Chairman.

8. - When the Allies landed in Sicily and on the Italian Mainland, they found many electric facilities inoperable, either because of battle damage, or because of intentional demolition by the retreating German armies. In consequence, there was a shortage of electricity both for military and essential civilian needs, and also for the resumption of the country's economic activity. This destruction was found to extend north as far as a line approximately passing through La Spezia - Bologna - Ravenna. Further north, the damage was sporadic, and slight in comparison to the amount of installed equipment. There was no damaged to the Sardinia plants although they suffered from deferred maintenance.

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9. - The approximate percentage of operable systems upon liberation, present day and October 1946 estimate are shown below by regional areas :

Area	Generating equipment - % operable			High tension transmission systems - % operable		
	Liberation	Now	Est. Oct. 1946	Liberation	Now	Est. Oct. 1946
Sicily	70	85	85	60	100	100
Sardinia	100	100	100	100	100	100
Southern Italy	40	60	85	30	45	85
Central Italy	12	36	65	9	50	70
Nathern Italy	90	92	98	75	90	98

While practically all electric rehabilitation work to-date has been accomplished through the use of local resources the above estimated October 1946 schedule is based on Italy receiving a certain amount of imported material such as copper, mica, shellac and other critical items necessary for the repair and production of electric machinery and equipment.

10. - At the time Allied Military Government was established in Italy, Utility Systems (Public & Privately owned) were in serious difficulties, from a financial standpoint as well as operational. De-valutation of the Lire, increased operating expenses, destruction of revenue producing properties, were among the major contributing factors. Application for permission to increase rates to consumers were soon filed by the various systems, and these were referred to the Electrical Division, Public Works and Utilities Sub-Commission, for necessary action. Two basic considerations were involved :

(a) The effect on the general economy of widespread increases in utility rates.

(b) The necessity of maintaining the cash position of the companies sufficient to meet payrolls and other operating expenses of the utility systems.

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11. - The impracticability of a detailed determination of utility rates on established principles, during the existing unstable conditions was soon recognized, and accordingly the following procedure was adopted :

(1) No changes were permitted in basic rates.

(2) Companies were allowed to apply a temporary flat percentage surcharge to the total amount of service bills to customers.

(3) The amount of the percentage surcharge was determined by a simple formula which only required an examination of the companies "Profit and Loss" Statement, for the most recent billing period.

(4) Only actual "out-of-pocket" expenditures were allowed. No allowances were made for depreciation, amortization, interest, dividends, or the cost of repairs of war-damage.

12. - In order to provide necessary working capital for the utility companies, arrangements were made, through the Ministry of Public Works, Ministry of Finance, and the Finance Sub-Commission of Allied Commission to set up necessary procedures and controls, whereby funds would be made available to the companies to carry on the rehabilitation work. Under this plan the funds were advanced by the Italian Government and the loans are to be amortized by the companies over a period of years.

13. - Consistant with the policy for turning over to the Italian Government activities formerly carried out by the Allied Commission, the Electrical Division's future plans are as follows :

(a) Advise the Ministry of Public Works (Italian Government) in appointing permanent chairman of all Advisory Committees on Electric Power and meet with these Committees, when considered appropriate.

(b) Assist the Ministry of Public Works in securing supplies and material necessary for continuing the Public Utility rehabilitation programme, especially in Southern and Central Italy where the electricity supply is still critical, and will remain so for several months.

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(c) Turn over to and advise the Government on matters relating to utility rate changes.

(d) Maintain liaison between the electrical companies and the Allied Military establishments in Italy to insure the military requirements for power are met and maintained.

(e) Assist the electrical companies in recovering material and equipment which was taken by the Germans.

(f) Advise the Ministry of Public Works in setting up an organization suitable to take over and carry on the work of the Electrical Division of Public Works and Utilities Sub-Commissio, and to further the development of electricity supply, and effect a more economical utilization of electrical energy.

2. Regarding future operations of public works projects, this Sub-Commission has encouraged the Genio Civile, an established government corps of engineers, to assume full and efficient responsibility for the continuance of these operations in accord with the policies established by this Sub-Commission.

3. For electrical reconstruction, the National and Regional Advisory Committees for Electric Power together with Government officials are quite capable of restoring full electrical rehabilitation.

4. Consequently, after final turn -over to the Italian Government, it is contemplated that only a very few officers or civilians need be retained in the Commission or on the Embassy staff in a purely advisory capacity.

E.J. RISTEDT
Colonel, C.E.
A/Director

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RECEIVED
P.W. & U. Sub-Commission
31 AUG 1945 078/2

A.C.Liaison Office (Rds)
166 C.E. (Works)
No. 1 District
Ref:LO/GEN/1/22
27 August 45

SUBJECT: Report on tour of A.C.L.O. 13th August - 25 August 1945

TO : Chief Engineer, No. 1 District
84 C.R.E
67 C.R.E
20 C.R.E.
H.Q.A.C. - P.W.& U. Sub-Commission

1. Due to V.J. celebration and the Feast of Cattaneo the schedule of the tour had to be considerably modified. Officers and Italian Officials were not available for meetings or discussions on three days of the week ending August 18th and considerable time was eventually lost/ However much useful work was accomplished although the greater majority will now come under 3 District A.C.L.O. due to the re-allocation of boundaries.

2. MONDAY 13th AUG.
Left Padova for Bologna at 0820 hrs. Arriving in Bologna at 1145hrs. A meeting was arranged immediately on arrival between Capt.Gentry, A.M.G. Roads & Bridges Officer, and Engr. Nervi(Genio Civile) to discuss outstanding problems due to the closure of Emilia Region AMG on the 4th Aug '45. The A.C.L.O. requested the Genio Civile to forward all details of Projects now approved for routes 9,12,16,64, and 67 as far as they concerned Emilia Region (The schedule has now been completed and arrived in this office on the 25th of Aug.)
The main difficulty experienced by the Genio Civile is lack of fuels and lubricants to operate plant and transportation (Refer also Final Report Public Works & Utilities - Ref RIX/PU/19,dated 10 August.Copy attached)
Ing.Nervi stated that he had 15 vehicles - not all serviceable - all of which are now employed on military routes. As far as could be ascertained all Projects on these routes have been approved but in a number of instances financing had not been completed,although the necessary machinery had been set in motion to ensure that funds would be made available. Cement and bitumen have been available

Copy to C.E. only.

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Ing.Nervi stated that he had 15 vehicles - not all serviceable - all of which are now employed on military routes. As far as could be ascertained all Projects on these routes have been approved but in a number of instances financing had not been completed,although the necessary machinery had been set in motion to ensure that funds would be made available. Cement and bitumen have been available in the past and works should not be held up for lack of these materials. Due to shortage of benzine and naphta however the productsof chippings has been severely handicapped .
A.C.L.O. undertook to bring the situation to the notice of HQ.A.C. in Rome so that more fuel would become available and failing that to attempt to obtain the assistance of Military Authorities. Some 15,000 extra litres of benzine are required and 5000 litres of naphta per month. Meeting terminated at 1540 hrs and A.C.L.O. left Bologna for Florence arriving at 1830 hrs.

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3. TUESDAY 14th Aug.
A.C.L.O. left Florence at 0930 hrs for 84 C.R.E. Arezzo after making arrangements to meet Dr Casalini (Ispettorato Lavori Pubblici Toscana) and Ing.Giunta(U.S.V.S.)on returning. Arrived at Arezz o at 1200 hrs where a brief meeting was held with C.R.E. who was making final

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arrangements to leave Arezzo for new headquarters in Florence. In view of this it was felt that it would be in every way more satisfactory to leave the majority of the ottstanding points until returning from Rome H.Q. when the office in Florence was functioning normally. Left Arezzo at 1430 hrs for Perugia arriving at 17,45 hrs.

3. WEDNESDAY 15th AUG.

A.C.L.O. left Perugia for Rome at 0810 hrs arriving at Allied Commission H.Q. at 1240 hrs. Unfortunately V.J.Day celebration commenced at approximately midd-ay and no responsible officers were available for a meeting. Although a number of routine administrative matters were cleared in the afternoon with the Duty Officer Major Rosson . Similarly as this was the Feast of Cattaneo Italian officials were not available. The A.C.L.O. was also informed that Thursday 16th Aug was also to be considered a holiday by A.C. Headquarters Rome in celebration of the cessation of hostilities and the A.C.L.O. considered it better plan to return to Florence and contact 84 C.R.E. (as originally planned) before contacting the Director of the Sub-Commission

4. THURSDAY 16th AUG.

A.C.L.O. left Rome for Florence at 0820 hrs arriving in Florence at 1745 hrs.

5. FRIDAY 17th AUG.

A.C.L.O. held a meeting with Dr.Casalini(Ispettorato Lavori Pubblici) and Ing.Giunta(U.S.V.S.)at 0900 hrs. The following points arose at the discussion;

(a) Outstanding accounts for works carried out under military direction.
(b) Transportation, fuels and lubricant.
(c) Availability of supplies of critical materials e.g. cement,bricks bitumen and timber.
(d) Ponte S.Nicolò,Firenze
(e) Use of W.D. pattern tyres on civilian vehicles.
(f) Removal and responsibility for Flambo and Bailey Bridges

Under (a) Dr Casalini pointed out that a considerable number of demands were reaching his office concerning works carried out under military units for which no projects had been prepared. He pointed out that he had received a budget allowance from the Italian Government-Ministry of Public Works- for the next quarter for continuing Public Works of all kinds in Toscana Region.

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If however he was called upon to settle outstanding accounts of this nature it would be a very serious handicap and might entail-stopping altogether the estimated programme. The A.C.L.O. had already received notification of this(Refer 84 C.R.E. Ref CRE/K/7 dated 4 July 45 and 84 C.R.E Ref C.R.E/134 dated 11 July 45) The A.C.L.O. undertook to raise the whole matter as a question of principle with H.Q.A.C. Rome in view of the large number of accounts to be expected.
With regard to (b) Ing.Giunta pointed out that the transportation situation was extremely grave. The utmost difficulty was being experienced in obtaining even the bearest minimum of transport and fuel and fear were expressed that unless some relief was speedily forthcoming it would not be possible to complete certain bridges(not military priority)before the advent of winter. The A.C.L.O. stated

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that he appreciated the difficulties but in view of the present situation no help could be expected from military sources. He undertook however to see if assistance could be obtained through Mr.F.O.Griffith(American)Highway Equipment Officer HQ.A.C.
Both Dr Casalini and Ing.Giunta expressed concern over the availability of supplies of materials (c) . Only 100 tons of cement a month had been allocated to the Region for the month,which was hopelessly inadequate. Similarly bricks,timber and bitumen were in very short supply. The A.C.L.O. again pointed out that no assistance can be expected from Military sources except on Military routes but that the question would be taken up in Rome.
With regard to (d) Ponte S.Nicolò,bridge,considerable difficulty was being experienced with the foundations and Eng.Giunta expressed his opinion that the works could not be carried out until a far more detailed survey had been made. (Subsequently at H.Q.A.C.Rome the Director of Public Works forwarded to A.C.L.O. a letter from S.Tizzano Director General Ministry of Public Works asking that the Bailey bridges be left until a more suitable design could be pre-pared for the bridge. Apparently the citizens of Florence and the Ministry in Rome are extremly anxious that the artistic amenities of the City be not impaired , and this generally speaking they are disatisfied with the structure as proposed. The view expressed by S.Tizzano is that now the war is over against Japan the Military Authorities may be prepared to leave the baileys until such time as the Project has been more fully considered.)
The A.C.L.O. stated he would bring the matter to the attention of the Chief Engineer 1 District and 84 C.R.E.)
The question of W.D. pattern tyres which had been fitted to civilian vehicles (e) was again raised(Refer also 84 CRE ref CRE/1/46 dated 18 July and 84 CRE ref CRE/1/46 dated 6 Auf 45) The A.C.L.O pointed out that for some time this had been a difficult question but that arrangements had been made to contact transportation Sub-Commission for a definite ruling. All will be informed as soon as the ruling comes to hand. (Subsequently obtained in Rome)
The question of responsibility of maintenance of Flambo bridges and Bailey Bridges still remaining in Italian Government territory (f) was brought forward. The greatest difficulty was supply of necessary maintance materials particularly paint. The A.C.L.O. asked for a complete list to be forwarded as quickly as possible when he would raise the question with the C.R.E's concerned and H.Q.A.C. Rome. The meeting terminated at 1230 hrs.
The A.C.L.O. called at 84 C.R.E to discuss the points previously

Note. C.R.E. 84 agreed to this →

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Ref. C.R.E. 84 agreed ✓ the date 21st

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The A.C.L.O. called at 84 C.R.E to discuss the points previously mentioned in the morning to dr. Casalini and also to receive the new figures for P.O.L. Discussions were held with Capt.Crofts R.E. (G.E. Roads) on this point and also regarding return of equipment to contractors(Refer 84 CRE ref CRE/27/11 dated 11 July 45) Ing.Isola(employed by 84 CRE)was instructed to prepare lists of all contractors quantity of fuel required and other relevant data. The remaining points were left over to the following day to be taken up with Lt.Col Patrullo, the CRE and G.E. roads together.

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6. SATURDAY 18th AUG.
Meeting with 84 C.R.E was renewed at 0900 hrs when all the points previously mentioned were discussed. No new light was thrown on these subjects so the A.C.L.O. suggested that a visit to H.Q.A.C. Rome should be made. Owing to punctures and minor defects on the vehicle departure had to be delayed until repairs had been carried out.

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7. SUNDAY 19th AUG.
A.C.L.O. attended Divine Thanksgiving Service and maintenance on vehicle continued.

8. MONDAY 20th AUG.
Left Florence for Perugia arriving at 1600 hrs . Maintenance on transport, which was still causing trouble.

9. TUESDAY 21st AUG.
Left Perugia at 0630 hrs for Rome arriving at 12.30 hrs. Arrangements were made for a meeting to be held at H.Q.A.C. at 1400 hrs. Lt.Col. Spann(Chief Public Works) Major Hyland ,Capt.Shepherd,F.O.Griffith (Highways Equipment Officer) and A.C.L.O were present. The following were the result of the discussions.
(a) Outstanding accounts(Rfer Ispettorato Lavori Pubblici remarks made on 17 Aug 45.)
The Director Public Works & Utilities stated that as these were not Projects prepared under A.M.G. jurisdiction,A.M.G. cannot accept responsibility for payment. The best solution would be to forward the relative documents to Claims & Hirings who should be able to deal with the matter.
(b)Use of M.D. Tyres on Civilian Vehicles.
The necessary forms were produced which had been prepared by Transportation Sub-Commission. These have to be completed and returned to H/Q. A.C. who in turn arrange through R.A.C.I for necessary permanent permits.
(c)Transportation and Fuel. F.O. Griffith Esq.(Highways Equipment Officer) stated that he was investigating the possibility in Naples of purchasing from Army sources surplus transport of all types. So far however nothing definite had been arranged,but he would keep this office informed of any future development. He added however that tyres were now in stock also a number of 6/8 12/16 volt batteries (Arrangements are being made for these demands to be submitted on appropriate pro-formas)
(d)The Highways Equipment Officer also added that shovels,picks and other small tools were in stock and also a number of rock crushers
(e)Ponte S.Nicolò Firenze. The question of this bridge was raised, (previously dealt with in this report.)
(f) Removal of Bailey and Flambo bridges and storage,maintenance and responsibility.
The Chief Engineer Public Works stated that all Genio Civile should submit through the appropriate C.R.'s details of all Baileys they wish

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The Chief Engineer Public Works stated that all Genio Civile should submit through the appropriate C.R.'s details of all Baileys they wish to retain. Similarly for Flambo bridges. The A.C.L.O. pointed out that as far as he was aware Baileys were removed by Army Authorities in every case , but that there had been some discussion of turning over Flambo's to Italian Government. The thing Chief Public Works stated that for all maintenance materials for these bridges which have become the responsibility of Genio Civile for maintenance bids must be made through channels at HQ.A.C. When more complete details of those Baileys or Flambo's the Genio Civile wish to retain the matter of responsibility could be raised.

(g) Availability of materials. Nothing much can be accomplished at the moment due to lack of supplies and transportation. The best course for all Genio Civile appears to be, continue demanding supplies until perhaps some solution will be found. (Subsequently at meeting with HQ CRE

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A.C.L.O. was informed that the supply of bitumen was adequate and had considerably improved.)

(f) A.C.L.O. had a interview with Col Risdett, Director Public Works & Utilities Sub-Commission and Major Preedey R.A. regarding allocation of staff(P.W.&U.) to Districts which was of some importance to Chief Engineer. Col Risdett stated that he would be glad to receive the views of Chief Engineer 1 District on this point when the coming re allocation of Sub-areas and boundary divisions had taken place. The meeting terminated at approximately 1720 hrs.

10. WEDNESDAY 22nd AUG.

A.C.L.O. left Rome at 0840 hrs and arrived in Florence at 1810 hrs.

11. THURSDAY 23rd AUG.

A meeting was held with Ispettorato Lavori Pubblici to clarify the situation for all Genio Civile in Toscana area. Similarly a visit was made to 84 C.R.E. for the same purpose after lunch when it was learnt that the Chief Engineer 1 District, Chief Engineer 3 District and Major Osborne R.E. S.O.11 Roads and Bridges, 3 District had been or were in Florence dealing with the change over of District boundaries. The A.C.L.O. attempted to contact Major Osburne R.E. during the day and the following morning but unfortunately without success.

12. FRIDAY 24th AUG.

A.C.L.O. again contacted 84 C.R.E. who expressed his opinion that it would be of real value if a meeting could be held at 84 C.R.E. with Major Osburne R.E. A.C.L.O. 3 District and A.C.L.O. 1 District to hand over all relative documents and discuss the general situation. A.C.L.O. 1 District agreed, and it was suggested that the most suitable time would be in about 7 to 10 days to allow a final check up to be made. (Arrangements are now in hand to fix a meeting.)

A.C.L.O. also attended 84 C.R.E's conference held at 14.30 hrs in the afternoon . The C.R.E's report will arrive in due course.

13. SATURDAY 25th AUG.

Left Florence at 0810 hrs and arrived at H.Q. 1 District at 1600 hrs

NOTE 1. As no visit had apparently been made by A.C.L.O. 1 District to 84 C.R.E. since the end of June - as far as can be ascertained - and by far the greater majority of outstanding points concerned this area, the A.C.L.O. concentrated on this tour on 84 C.R.E. problems. Particularly was this felt to be important in view of the change in

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2. On arrival in Padova it was found necessary to lay up ~~x~~ 5293 ort for at least 2 to 3 days to enable proper repairs to be carried out but it is anticipated that by Wednesday 29th Aug. midday repairs will be completed.

L. Hodges.

L.J. HODGES, Capt, R.A.
A.C. Liaison Officer (Rds)

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Spare copy 69
PW DW Korelation

PR/ENG/700.5 1st. Ind.
(16 July 1945)

HQ PIEMONTE REGION AMG, APO 394, U.S. ARMY, 17 JULY 1945
TO : P.W.&.U. Sub-Commission Rome

1. Forwarded for your information and file.

2. The recommendations listed on Page 10 are concurred in and Major Westwood has been requested to see that they are put into effect.

3. It was proposed originally to give copies of this report to the Ministry of Public Works but in view of the general tone it is not believed desirable to do so without rephrasing. The report is considered an excellent piece of work by me and Maj. Westwood has been commended by me.

C R Birchett

C R BIRCHETT
Colonel CE
Regional Engineer
Piemonte

Dated Aug. 23/47

5292

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HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
AFO 394
PW&U DIVISION

HWW/TC
16 Jul 45.

SUBJECT : REPORT ON GENIO CIVILE OF PIEMONTE.

TO : REGIONAL ENGINEER, HQ. PIEMONTE REGION A.M.G.

By way of introduction to this report it is pertinent to observe that many of the problems and difficulties which led to its preparation are already resolving themselves and, moreover, that certain recommendations which would have been made in it have been anticipated and already put into effect by the Minister of Public Works.

For the preparation of the report, I have visited the provincial capitals of Piemonte, except Aosta, and have conversed with the Capi of the Genio Civile and with the principal members of their staffs. I have noted their own views and at the same time have formed my own.

To the allegation that the Genio Civile has in general failed to do what was expected of it, each Capo has responded with the same essential apologia : "How", they ask, "could we have done better without transport, without sufficient capable personnel, and with an organization ill-adapted to the present emergency?" This question undoubtedly contains important points, but it does not, I believe, by any means afford the entire explanation.

The officials of the Genio Civile are typical Civil Servants, and the men with whom A.M.G. has to deal are mostly at an advanced stage in their career. Many of them have lost the energy and adaptability that they may have possessed when they were young, and they have acquired an inhibitive "mental inertia" which, in some cases, no force or persuasion can overcome. Moreover, these men have passed through several years of war : they are tired and they are disillusioned. They have been subjected to one administration after another, and their brains are sick of new instructions and "Doctrines fashioned to the varying hour". They are also very under-paid; and they may well ask whether any man can be expected to do his best work whilst lacking an adequate livelihood for himself and his family.

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Add now to all this the fact that the Genio Civile has been called upon by A.M.G. to assume a direct responsibility for many things with which it was previously concerned only in an advisory capacity ; for now the Genio Civile engineers find themselves charged with the duty of producing and executing projects for the repair of practically all war damage, and they have been told that they must produce them with the utmost rapidity. Projects for provincial and communal roads and bridges, provincial and communal buildings, water supplies, sewerage systems, and the like, which would normally be originated and prepared by the provinces and communes themselves (requiring of the Genio Civile only its eventual benediction in the word "Visto"), have now to be produced by the Genio Civile itself. The Capi were not prepared for it, their departments were not organised for it, and they themselves seemed inclined to resent it, with the result that some of them quickly succumbed to despair ; for I fancy that these weary gentlemen said to themselves : "This is just another phase in our chequered age. These Allies are trying to make us responsible for things that never were our business. And, anyway, what's the reason for all this hurry?"

I have endeavoured to give an impression of the frame of mind which I believe A.M.G. has been up against, and to define at least some of the reasons for it. Now, before proceeding with further observations on personnel, it will be well to interpolate a brief note regarding the production of projects. Generally speaking, the Genio Civile offices have not really embarked on much new technical work. Wherever possible, they have persuaded the provincial or communal technical offices to do the actual work, whilst they have merely operated as post offices for presentation of the projects to A.M.G. Meanwhile, the technicians of the Genio Civile have more or less gone on with their normal routine job. This is, of course, a very generalised observation and cannot be universally applied without some reservations.

Although I have little praise to offer for any of the Capi in this compartimento, I can see no reason to allege that any one of them has been an intentional obstructionist. Some of them, I believe, have sincerely tried to do their best, in the face of real difficulties and despite their own prejudices, and have produced results which, though slow at first, are becoming more and more evident as every day goes by. We must, therefore, consider carefully to what extent it would be

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politic to make changes in the existing organisation and personnel of the Genio Civile in order to meet the particular needs of the moment ; and we must settle this fundamental question in principle before we can proceed to a detailed solution of the problem.

It is natural enough to say : "We want men in office who can and will do the job; men who are young and energetic and are prepared to execute orders conscientiously." Such men can probably be found from the lower grades of the Genio Civile (one such has, in fact, been selected and entrusted with considerable temporary responsibility in the province of Torino), but we are up against the traditions of the Civil Service, with it's inviolable system of rank, and justifiable attendant loyalties of junior to senior. By peremptory order of A.M.G., drastic changes might be enforced : young and active men might be put into the seats of the elderly and weary ; but with what probable consequences? I fear that there would be a lack of co-operation and good will. The juniors, in temporary positions of enforced authority, would hesitate to discipline their nominal superiors ; whilst the seniors, under temporary subjection, would be heartily indisposed to take orders from their nominal inferiors. Very well then, one might say, let the selected juniors be forcibly promoted to appropriate senior grades ; but what, I ask, would be their prospects after the dissolution of A.M.G.? What a hasty restoration of the old permanent order would follow our exodus ! And so, in deciding our policy, we must necessarily consider for what period A.M.G. is likely to remain ; and there rumour hath it that it won't be very long.

Recommendations will fall under two heads : (i) changes to be made in the appointments of Capi, and (ii) changes to be made in the organisation and personnel of their departments. Before proceeding further, the following table will be found enlightening : it shows the present strength of each Genio Civile office (excluding that of the Ispettore Generale Compartimentale) :-

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1 Offices	2 Engineers	3 "Geometri"	4 Others	5 Total
"Ufficio speciale per la viabilita"	6	20	29	55
Alessandria	3	4	13	20
Aosta	3	2	7	12
Asti	1	3	11	15
Cuneo	2	8	13	23
Novara	2	7	6	15
Torino	20	43	92	160
Vercelli	1	3	10	14

N.B. The figures in column 2 include the posts of Capo. The figures in column 4 include unqualified technical assistents, measurers, draughtsmen, accountants, filing clerks, general clerks, typists, porters, caretakers, and any other office personnel not falling under columns 2 and 3.

In regard to the Genio Civile Office of Torino province, the Regional Engineer, by his letter PR/GNG/700.5 of 9 Jun 45, ordered that as a temporary measure Ing. Galatto would be the Genio Civile official directly responsible for all present work carried out under the supervision of the P.W. & D. Division of A.M.G. Accordingly, a temporary department, working independently of the Capo, had to be formed, with Ing. Galatto at its head. It is interesting to note what proportion of the personnel was allotted by the Capo to Ing. Galatto for this purpose. It is shown in the following analysis :-

	Engineers	"Geometri"	Others	Total
Ing. Galatto and his staff	4	9	9	22
Ing. Capo and remainder of staff	16	39	83	5288
Total	20	48	92	160

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Whilst it must be admitted that the Genio Civile has many other duties in addition to the immediate necessity of repairing war damage, it would appear that in this particular case the Capo did not attach very great importance to the requirements of A.M.G., or, in other words, to his country's present urgent needs. More will be said later regarding the Torino office.

When it was first suggested to the Ispettore Generale (Ing. Marletta) that certain changes appeared to be very necessary among the senior officials of the Genio Civile, he stated that he was of the same opinion, that he had in fact been considering the problem in detail for some time, and that he was anxious to discuss it with A.M.G. in order to arrive at an agreed plan. I have had numerous lengthy discussions with him, in the course of which the matter has been threshed out from all angles. These discussions have been very frank, and they have revealed the diversity of our points of view. Not so much from personal conviction as from an intention to emphasise the need for drastic immediate action, I consistently advocated the provisional appointment of energetic men to positions of responsibility, regardless of their actual ranks in the Service, but Ing. Marletta so assiduously endeavoured to dissuade me from any such line of action. He was anxious to make changes, but on a more permanent basis, putting in men of experience and appropriate rank who would command the respect and loyalty of those working under them, and it was of course his intention to select these men for their energy and proven ability. This question could be argued at great length, but I do not propose to discourse upon it further; especially now that certain changes have actually been effected, which should be allowed a little time to prove their worth.

The general opinion among the Heads of Sections concerned with the Genio Civile was that there existed no pressing need to change the Capi of Alessandria, Aosta, Cuneo, Novara and Vercelli, although none of these gentlmen had by any means distinguished himself in the eyes of A.M.G. Some, it was felt, might prove themselves good enough, if sufficiently persuaded, assisted and constrained to do what was expected of them; whilst others had relatively so little to do that, whether inefficient or not, there was no real need to replace them by better men. It has, however, appeared necessary to take some action regarding the Capi of Torino, Asti and the "Ufficio Speciale per la Viabilita".

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The Capo of Torino, Ing. Garetto, showed himself extremely unsatisfactory from the point of view of A.S.G. at a very early stage, whereupon, by order of the Regional Engineer, he was relieved of all responsibility for new works (Ing. Colatta being entrusted with all these) but was allowed to remain in the post of Capo until a replacement could be found. (Except for this statement, I am not repeating the known history of this particular case.)

It was also early decided that the Capo of Asti (Ing. Bastefania) was unsatisfactory, for although he appeared willing enough to cooperate, he seemed quite incapable of understanding regulations and complying speedily with individual instructions.

The Capo of the "Viabilita" was given the benefit of the doubt for some time, but a decision was reached a few days ago that he would have to be replaced.

On the morning of Wednesday, 11 July, the Minister of Public Works, during his visit to Piemonte, issued an instruction, the substance of which is set out in the attached copy of my memorandum of 11 July. Briefly, it was to the effect that the Capo of Cuneo (Ing. Moncelli) and the Capo of the "Viabilita" (Ing. Brunetti) would at once change places (It may well be noted here that this admirably suited the personal convenience of both these gentlemen), that the Capo of Torino (Ing. Garetto) would be relieved of his post and held at the disposition of the Ispettore Generale, and that his place would be taken by an engineer named Eugenio Salvi who would be transferred from Milan. On hearing of this, the same morning, I asked Ing. Barletta (Ing. Gen.) on what authority the Minister had issued such an order in A.S.G. territory, and he assured me that the Minister had done it at the request of the Regional Engineer, expressed at an interview the previous evening. In the absence of the Regional Engineer, who had that morning departed for Rome, it was impossible to verify the statement but, in consideration of the assurance given by Ing. Barletta, the validity of the instruction was not questioned.

On Saturday, 14 July, Ing. Barletta again visited me, and informed me that on the previous day, 13 July, he had received a further instruction from the Minister, stating that Ing. Salvi

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was not after all available to fill the post of Capo of Torino, and that Ing. Bonicelli, the present Capo of Aosta, would go to Torino instead. To this I at once objected on the grounds that it most certainly had not received the prior approbation of the Regional Engineer. Major Richardson and Capt. Whitten were called into conference and they confirmed my opinion that, from our own experience of his performance at Aosta, Ing. Bonicelli did not appear to be a suitable man for the post of Capo of Torino. Ing. Marletta was, accordingly, directed to ensure that no action should be taken on the Minister's revised instruction and that, pending a decision by the Regional Engineer, the question of replacing the Capo of Torino would remain in abeyance for a few days.

In my personal opinion, there is no need to seek very far for a suitable man - of appropriate rank and experience - to fill the vacant post of Capo of Torino. I propose that Ing. Emilio Segre be forthwith appointed to this position, but that Ing. Galetta continue to operate autonomously his own temporary department that was been created to handle all new projects in Torino province.

Ing. Segre, it will be remembered, had been expelled from the Genio Civile seven years ago, under the racial-discrimination laws, but was allowed to resume employment, in the rank of Ing. Capo, when the said laws were repealed in May 1945. Since then he has been held "at the disposition of the Ispettore Generale", which seems to mean that he has no fixed duties or responsibilities, and also - if my understanding of the matter is correct - that the time so served does not count towards promotion. Ing. Segre, however, is really senior to all other Genio Civile engineers in Piemonte, including the Ispettore Generale. In the normal course he would have been eligible for promotion to the rank of Ispettore Generale in 1938; and it appears that he can now expect to receive that promotion as soon as his case has been considered by the Ministry of Public Works. Ing. Marletta (Isp. Gen.) makes this very fact his reason for not wishing to appoint Ing. Segre to the vacant post of Torino, saying that on account of the impending promotion he would not occupy the position for long. I personally advise that this objection be overruled without further ado. Let it be remembered that there will probably be many upheavals in the personnel of the Genio Civile (especially after the termination of [illegible]),

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when the Ministry of Public Works has reviewed all the promotions and appointments that were made by the Republican Fascist Government. One need not, I think, take too long a view, when making an emergency appointment of an official who indisputably holds appropriate rank.

The intention of Ing. Barletta regarding Asti - an intention in which I concur provided it be no more than experimental - is to leave the present Capo (Ing. Bastianini) in his post, but to relieve him of all responsibility for new work (just as was done in Torino by order of the Regional Engineer), and to send Ing. Gazzetta to Asti to take charge of all new work, as soon as he has been relieved of his position as Capo of Torino and has been placed at the disposition of the Ispettore Generale.

So much for the Capi ; a few observations follow now on the personnel and organization of their offices.

All the Capi have complained that they lack adequate capable assistance, and I believe that this statement will not be disputed. When reviewing the table of personnel strengths given earlier herein, one must bear in mind that a surprisingly large percentage of the employees either cannot or will not "pull their weight". The personnel of the Genio Civile, in fact, contains a remarkable number of "sick, lame and lazy", many of whom appear to be officially retained out of motives of charity. To what extent the Genio Civile combines with its primary function the secondary rôle of a benevolent institution is, I suppose, an Italian affair pure and simple; but we must bear the fact in mind when considering the total numbers on its pay roll.

The Genio Civile office of Torino probably presents the biggest problem. The great disparity between its personnel strength and that of all the other offices is worthy of particular note. No doubt, the Torino office has more to do than any of the others but I doubt whether this difference constitutes a full warranty for the actual diversity in numbers. The Torino office may indeed lack a sufficiency of capable of staff ; but what it probably needs very much more is new blood, rather than an increase in establishment.

I have inspected the Torino office. It could be described as a veritable bee-hive if only it had the appropriate atmosphere of industry. I made a tour of the building, accompanied by the Capo, and I entered nearly every room. The

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experience was not unlike rousing the prince of the Sleeping Beauty. The Ispettore Generale has expressed himself completely in accord with my contention that the Torino office must be thoroughly "shaken up" and reorganized. This will be commenced at once but it is not a five-minute job. I cannot give here a detailed plan for its reorganization : I can only say that the Ispettore will submit all proposals to this Headquarters for approval, and will keep us informed of all action taken. The department of Ing. Galatto is to be increased at once.

When urged to engage additional staff, all the Capi have responded by lamenting, firstly that experienced and capable men are not to be found, and secondly, that the wages offered by the Genio Civile are not high enough to attract them anyway. I think it must be acknowledged that both these statements are substantially true. The Capi have said that they could find young professional men, with paper qualifications but no experience and have argued that such men, if engaged with a view to sharing the present burden of work, would in fact prove to be more trouble than they were worth. Again, I think there is much truth in this contention.

However, the need for finding and engaging additional technical men has been stressed, especially to the Ispettore Generale, and we will do what we can to help him. Prospective employees are being briefly interviewed at this Headquarters, and their names are then being passed to the Ispettore Generale. A list of fifteen applicants has already been given to him, and a further list is being compiled. This action will eliminate the previous plea that it was impossible to find anybody of any value.

From time to time, the Capi have also been urged to make use of Consulting Engineers for the preparation of projects, but I think I am right in saying that only two of them have as yet availed themselves of this means of easing their burden.

Before closing this report, I wish to make special mention of Ing. Achille Galatto, who, by order of A.M.G., is handling all new work in the Genio Civile office of Torino. He has done, and is doing, splendidly, despite the inadequacy of his staff ; and has, indeed, displayed an energy and fortitude appropriate to his classic name. In the opinion of Maj. Richardson, Capt. Whitten and myself, his labours deserve some recognition ; and we recommend that he be rewarded and encouraged by a well-merited promotion.

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However, before ordering that such a promotion be effected, I think it advisable to verify that he would be glad to accept it, because I am conscious of the possibility that an enforced promotion now might eventually render him a serious disservice. My reasons for this fear will perhaps be understood from the earlier general observations herein. If promotion would be acceptable to him; I suggest that he be advanced from Grade 9 to Grade 7 (Ing. Capi are generally Grade 6).

RECAPITULATION.

Action taken.

The Ing. Capo of Cuneo (Ing. Moncelli) and the Ing. Capo of the "Viabilità" (Ing. Brunetti) have changed places, by order of the Minister of Public Works. I have emphatically instructed the Ispettore Generale that these men are to be clearly informed that they are merely on trial in their new positions and that if they do not prove themselves satisfactory to A.M.A. they will be removed.

Action Recommended.

(i) That Ing. Emilio Negra be immediately appointed to the post of Ing. Capo of Torino (Ing. Gaiatto remaining responsible directly to A.M.G. for all newworks).

(ii) That Ing. Geretto (lately Capo of Torino) be put in charge of all new works in the Genio Civile office of Asti.

(iii) That Ing. Gaiatto (in charge of new works in Torino) be given early promotion, if he desire it.

(iv) That the Torino office be rapidly re-organised.

(v) That the Ispettore Generale and all the Capi be pressed (and assisted) to engage such additional staff as may be necessary.

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H.W. WESTWOOD,
Major, R.E.

Enclosure.

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Ref. 339

RWS/ao

HEADQUARTERS ALLIED COMMISSION

INTER OFFICE MEMO

68

Ref. 078/2/PWU 20 Sept. 45

To : Director, Public Works and Utilities S/C

From : Chief, Public Works Division

1. Activities

(a) Headquarters :

1. Maintain liaison with Ministry of Public Works and advise on all Public Works problems as required.
2. Formulate over-all policies and establish general priorities of reconstruction.
3. Select and allocate qualified officer personnel.
4. Direct the activities of Regional Engineers and technical staff.
5. Maintain liaison with Military Units in the operation of the Military Highway programme.
6. Review and approve, technically and financially all projects costing in excess of 1 million Lire.
7. Screen all requests for import of Public Works supplies and equipment.

(b) Regions :

1. Reorganize and direct Compartimental Provincial and Communal Units of the Ministry of Public Works.
2. Based on surveys of local conditions formulate plans for rehabilitation of all Public Works including highways, bridges, water works, housing, public buildings, land reclamation, inland water ways, ports, etc.

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3. Maintain liaison with all Military Units in Region.

4. Provide direct supervision of maintenance and reconstruction of military highways.

5. Supervise award of contracts and furnish general supervision of construction activities.

6. Supervisory control of construction equipment and transport made available to Italian Government from Allied sources.

2. Accomplishment :

(a) Complete reorganization of the Italian Government Engineering offices and staff in 17 Compartments including Provincial and Communal Sections.

(b) Conceived and sponsored through the Ministry of Public Works an effective, comprehensive Decree providing for rehabilitation of private housing throughout Italy.

(c) Initiation approval and direction of rehabilitation in Italy as shown on attached table.

The figures given in the above mentioned table are a total of all projects which were approved in this Headquarters but do not include the very extensive list of non military projects costing less then one million Lire each, for which authority to approve and initiate had been granted the Regional Engineers.

3. Future Plans :

(a) To effect an orderly hand-over of Public Works activities in active Regions to Italian Agencies at such time as directed by higher authority.

(b) Immediately after the closing of active Regions to reduce officer personnel to a minimum number required for essential liaison with Military Units and Italian Agencies.

(c) Exercise control and general direction of military highway maintenance so long as deemed necessary by military authorities.

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(d) To maintain close contact with Ministry of Public Works at both Ministerial and Field level and to advise and assist as necessary on all Public Works problems.

4. General :

(a) Highways and bridges all routes of civil or military importance are under maintenance and open to traffic. Destroyed bridges on these routes have been reconstructed, are under construction or are replaced with temporary structures. Adequate construction materials are available in Italy with the exception of bitumen which has been stated for import.

(b) Housing :
Total projects (units) initiated 13,268.
Total cost 4,900 millions Lire. Projects under construction will rehouse approximately 372,000 persons. Approximately 1 million persons yet to be suitably housed.

WILLIAM M. SPANN
Lt. Col. A.U.S.
Chief, Public Wks Div.

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Military Projects

Roads	N°.	1466	L. 4,431,100,000
Bridges	N°.	796	L. 2,232,900,000

Miscellaneous Projects

Bridges	N°.	1185	L. 3,028,900,000
Roads	N°.	407	L. 1,219,200,000
Water Works	N°.	311	L. 1,023,700,000
Bonifica	N°.	37	L. 147,900,000
Ports	N°.	47	L. 467,600,000
Buildings	N°.	515	L. 2,387,100,000
Miscellaneous	N°.	197	L. 645,200,000

Military Projects	L.	6,664,000,000
Miscellaneous Projects	L.	8,919,600,000
Grand Total	L.	15,583,600,000

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Ext.339

RWS/rlv

HEADQUARTERS ALLIED COMMISSION

INTER OFFICE MEMO

Ref: 078/2/PWU

15 August 1945

To : Director, Public Works and Util.S/C.

From : Chief, Public Works Division.

1. Activities:

(a) Headquarters:

1. Maintain liaison with Ministry of Public Works and advise on all Public Works problems as required.
2. Formulate over-all policies and establish general priorities of reconstruction.
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5. Maintain liaison with Military Units in the operation of the Military Highway program.
6. Review and approve, technically and financially all projects costing in excess of 1 million Lire.
7. Screen all requests for import of Public Works supplies and equipment.

(b) Regions:

1. Reorganize and direct Compartimental Provincial and Communal Units of the Ministry of Public Works.
2. Based on surveys of local conditions formulate plans for rehabilitation of all Public Works including highways, bridges, water works, housing, public buildings, land reclamation, inland water ways, ports, etc.

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3. Maintain liaison with all Military Units in Region.

4. Provide direct supervision of maintenance and reconstruction of military highways.

5. Supervise award of contracts and furnish general supervision of construction activities.

6. Supervisory control of construction equipment and transport made available to Italian Government from Allied sources.

2. Accomplishment:

(a) Complete reorganization of the Italian Government Engineering offices and staff in 17 Compartments including Provincial and Communal Sections.

(b) Conceived and sponsored thru the Ministry of Public Works an effective, comprehensive Decree providing for rehabilitation of private housing throughout Italy.

(c) Initiation approval and direction of rehabilitation in Italy as shown on attached table.

The figures given in the above mentioned table are a total of all projects which were approved in this Headquarters but do not include the very extensive list of non military projects costing less than one million lire each, for which authority to approve and initiate had been granted the Regional Engineers.

3. Future Plans:

(a) To effect an orderly hand-over of Public Works activities in active Regions to Italian Agencies at such time as directed by higher authority.

(b) Immediately after the closing of active Regions to reduce officer personnel to a minimum number required for essential liaison with Military Units and Italian Agencies. 5276

(c) Exercise control and general direction of military highway maintenance so long as deemed

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necessary by military authorities.

(d) To maintain close contact with Ministry of Public Works at both Ministerial and Field level and to advise and assist as necessary on all Public Works problems.

WILLIAM M. SPANN
Lt. Col. A.U.S.
Chief, Public Wks. Div.

Declassified E.O. 12356 Section 3.3/NND No. 785019

Military Projects

Roads	Nº. 1294	L. 3,699,300,000
Bridges	Nº. 745	L. 1,754,600,000

Miscellaneous Projects

Bridges	Nº. 1016	L. 1,915,800,000
Roads	Nº. 291	L. 664,500,000
Water Works	Nº. 209	L. 625,200,000
Bonifica	Nº. 27	L. 108,800,000
Ports	Nº. 25	L. 288,300,000
Buildings	Nº. 316	L. 1,134,100,000
Miscellaneous	Nº. 150	L. 423,200,000

Military Projects	L. 5,453,900,000
Miscellaneous Projects	L. 5,159,900,000
Grand Total	L. 10,613,800,000

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Declassified E.O. 12356 Section 3.3/NND No. 785019

File

Military Projects

Roads	Nº.	1294	L. 3,699,300,000
Bridges	Nº.	745	L. 1,754,600,000

Miscellaneous Projects

Bridges	Nº.	1016	L. 1,915,800,000
Roads	Nº.	291	L. 664,500,000
Water Works	Nº.	209	L. 625,200,000
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Declassified E.O. 12356 Section 3.3/NND No. 785019

File

HEADQUARTERS
Allied Military Government
13 Corps
Public Works and Utilities Division

078/2

18 August 1945

65

To : Major J.E.Foden, Chief PW & UO.

Subject: Housing Survey and Report (POLA)

Ref : 13C/AMG/PWU/501

1. Inspection of housing conditions at POLA was made 15 August 1945 with Chief Engineer of Genio Civile Pola and Chief Engineer of the Commune of Pola, said inspection revealed the following data:

2. 2. The pre-war population of this city was 47.000, present population being 30.000. All houses damaged are placed into three categories as follows.

A)	Houses slightly damaged	10%
B)	" heavily "	8%
C)	" total y destroyed	2%
	Total housing damage	20 %

3. Materials required for the repairing of houses as shown in the above paragraph are as follows

100.000	Bricks
600.000	Pieces of Roofing Tiles
200	Cubic meters of Timber
4	Tons of nails
400	Tons of Lime
100	Tons of Cement
500	Cubic meters of Sand
2000	Square meters of Eternit
10000	Square meters of Glass

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4. In view of the fact that such a small percentage of houses have been damaged no housing problem exists in Pola. The present population of 30.000 is properly housed averagine about 2 persons per Room or 5 cubic meters per persons.

5. Repairing of houses cannot be initiated as yet due to the fact that a housing decree is at present being studed by the legal Division. Very special consideration by all cohcerned

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must be taken as to the Finance phase of this decree. the highlight being the contribution to the private property owner. As to the contribution I suggest that a minimum of 50 % of the estimated cost of repairing not exceeding 300.000 lire be presented as a gift to all private property owners initiating housing repairs.

Peter F. NATALE,
2nd LT. C.E. AUS,
P W & U Officer.

Copies to:
Colonel Bowman, SCAO, AMG 13 Corps
Lt.Col. ORP Wood Area Comm. Pola
Major Cox, D/Chief Legal Officer
Major Bradbury, Industry Division
Chief Finance Section
Labor Division
File.

OTB/2/Pan

DC/Hq.
P.W. & U. Sec.

HEADQUARTERS EMILIA REGION
ALLIED MILITARY GOVERNMENT
Public Works and Utilities Division

RECEIVED
P.W. & U. SECTION
16 August 1945 147

REF. : RIK/PU/19

SUBJECT : Final Report P.W. and U. Div., Emilia Region

TO : Regional Commissioner,
Head quarters A.M.G.

64

Transmitted herewith for your information are final comments on Public Activities for Emilia Region:

1. Now that projects in excess of L. 4,000,000,000,= have been approved, it is up to Genio Civile office and connected Italian agency to assure that the work is properly executed.

2. Local Housing committees to keep on functioning according to established Italain Housing Decrees and to get as much housing work completed as possible for the roofless before winter sets in. Genio Civile, who has been given full responsability for installation of the Army huts, must continue to put up these huts with the least delay.

It must be realized however, that many Communal housing Committees cannot function successfully due to the fact that certain towns have been completely devastated. Towns that fall into this category must be treated as special cases. The mere fact that army huts are being set up, which after all are only temporary housing problem.

3. Local electrical problems are well in hand. The work on erecting the high tension lines on the East part of the Region continues; an A.C. electrical officer is remaining in Bologna for this particular work.

4.a)It is necessary that Genio Civile (and U.S.V.S.) do their utmost to have the work on the approved road and bridge projects completed before the advent of cold weather.

5.b) It is possible for this region to produce a considerable amount of the necessary asphaltic materials for highway repair and maintenance. Projects have been approved for the financing of this scheme and the work should be carried out immediately.

c) The Genio Civile to keep in close contact with Public Works liaison officer at C.S. No. 1 District (now at Padua) for

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Declassified E.O. 12356 Section 3.3/NND No. 785019

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c) The Genio Civile to keep in close contact with Public Works Liaison officer at C.S. No. I District (now at Padua) for obtaining information and materials on military highways.

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d) Since the success of the Public Works program depends a lot on availability of transports it is hoped that sufficient transportation and T.O.E. will be allotted to Genio Civile by the proper Italian agencies.

5.a) The following two important projects, which were submitted to the Italian Ministry of Public Works in Rome, should be followed up by the Genio Civile:

2272 Fe:B=45 (Low water level) L. 48,873,000
2273 Fe/B=46 (High water level)" 25,263,000

b) Three contracts for the clearing of bridge debris from the Po river which have been let, should be expedited (Project N. 1955 1956 and 1959). The Genio Civile should also check that the three contracts for for the removal of the Railroad bridges on the Po river, contracted for by the railroads, be carried out to completion before high water. This work is very important for the control of

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of floods on the Po river.

a) It is important that all Bonifica and Flood Control work which has been approved, should be completed as quickly as possible.

6. Regarding the status of watersupply in the principal Communes, reference is made to our report of 3 August in which specific recommendations were made on water supply matters of the various Communes. A copy of this report was also forwarded to Genio Civile.

W.W. MYLAND
Major C.E.
Regional Engineer

Copy to:
Bo, AU, P.A. and U. Sub-commission ✓

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Summary

Public Works Division.

file

Ports.

During the month additional projects were approved for rehabilitation work at the Ports of Genoa, Savona, La Spezia, Apuania, Viareggio and Ancona. Activities are hampered somewhat by mine clearance operations but in general progress is satisfactory.

Transport.

An allocation of 158 " war weary " cargo trucks was received, of which 63 have been collected. These vehicles are being repaired as rapidly as spare parts can be obtained. Fifth Army allocated an additional 60 trucks and 8 passenger vehicles to Regions for use on Military Highways.

Highways and Bridges.

Work on military highways is progressing satisfactorily as fairly adequate bitumen supplies are being made available by Army Units, but on civil roads bitumen is critically short which prohibits proper maintenance and repairs. Bridges reconstruction is very satisfactory with 50 having been completed during July. A total of 1761 bridges have been completed to date.

Handover of Territory to Italian Government.

All Public Works activities in Emilia Region and in Lucca and Apuania Provinces of Liguria Region were handed over to

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Italian Agencies in an orderly manner. Projects with a total cost of over 1000 million lire were approved in Emilia during the last week of the month and financing has been arranged. It is anticipated that all Public Works Officers can be withdrawn by 15 August 1945.

Highway Equipment.

Additional items of road machinery were requisitioned including 300 dump trucks in an effort to place the Ministry of Public Works in position to assume total responsibility for military highway maintenance by the end of September.

Declassified E.O. 12356 Section 3.3/NND No. 785019

file

WMS/fr

Tel.489081 Ext.339

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

1 August 1945

Ref: 078/2/PWU

Subject: Completion Reports.

To : Regional Commissioner, Piemonte.
Att: Regional Engineer.

1. Reference is made to your letter PR/ENG/7 dated 30 July 1945.

2. The closure of regions and the directives covering such matters are issued from the Regional Headquarters concerned in each case. There are no standing instructions from this office.

3. Regular monthly reports are to be made covering the operative period. We understand that all records are boxed, with inventory of contents thereon, and all material is sent to the Department of Archives at Headquarters.

WILLIAM M. SPANN
Lt.Col. A.U.S.
Chief, Public Wks. Div.

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Declassified E.O. 12356 Section 3.3/NND No. 785019

CRB/NM

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394
P.W.&.U. DIVISION

PR/ENG/7

30 July 1945

SUBJECT : Completion Reports

TO : P.W.&.U. Sub Commission, Alcom Rome

1. It is unofficially understood that this region will close up on or about September 15th Information is requested as to what are standing instructions as regards completion reports, records to be turned over to Italians and if so to what offices, records to be forwarded to AC HQ. etc.

C R BIRCHETT
Colonel CE
Regional Engineer
Piemonte

Declassified E.O. 12356 Section 3.3/NND No. 785019

Ext.339

RW3/rlv

HEADQUARTERS ALLIED COMMISSION

Inter Office Memo

078/2/PWU

7 June 1945

To : A/Director, Public Works and Util.Sub-Comm.

From : Chief, Public Works Division.

24 May 1945

Rome to Florence via Route 2.
Road in fair condition but no evidence of bitumen for urgently needed patching. Supplies of aggregate apparently adequate. Water-bound section through Radicofani being maintained in fair condition but rough due to lack of moisture for bonding.
Visited Regional Engineer. Agreed to release two jeeps on temporary loan basis as transport for Public Works Officers is inadequate. Discussed water situation Livorno, use of road machinery and disposition of officials upon closure of Region.

25 May 1945

Florence to Bologna via Route 65.
Road being adequately maintained with some supplies of bitumen available. Visited Regional Engineer Emilia Region and discussed problems, including (1) Shortage of transport (2) Urgant need for Supply Officer on staff of Regional Engineer (3) Bitumen requirements.
While in Bologna a meeting was held with all Genio Civile Engineers, called by Regional Engineer at which matters of policy and procedures were clarified.

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Two jeeps were given this Region on temporary loan basis.

26 May 1945

Bologna to Padua via Routes 64 and 16.
Roads in very good condition but no evidence of bitumen for patching. Cantonieri at work.

27 May 1945

Padua to Venice via Route 11 and 11-1.
Road in fair condition but little evidence of maintenance underway.
Visited Regional Engineer. Two jeeps on loan basis had just arrived which will ease the transport problem. It is essential that an administrative officer be made available to Regional Engineer. Major Feldman dispatched to Verona to handle Public Works activities in this very critical Area. Road situation in this Region is not critical and of little military significance. Dike breaks will present some problem but work is under way.

26 May 1945

Venice - Discussions with Regional Engineer and staff.

29 May 1945

Venice to Milan via Routes 11 and 11-1.
Roads in very good condition but very little bitumen in evidence.

30 May 1945 - Milan

Visited Regional Engineer. Due to call up of Major Boyd to Austrian Theatre and inability of Major Evans to report for duty as replacement, Regional activities are somewhat hampered.

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Major Evans will report immediately upon release from hospital. Discussed several large schemes for construction of temporary and permanent bridges. Called on Chief Engineer, 2 District in company with Regional Engineer, at which time general policies were discussed, including bridge reconstruction and bitumen supply. The most urgent problem in Lombardia Region appears to be initiation of projects for relief of unemployment. Instructions were issued that projects of this nature must bear signature of Provincial or Regional Commissioner.

31 May 1945

Milan to Turin via Routes 11-1. (Autostrada) Except for one just South of Turin the road is in fair condition but will deteriorate rapidly unless bitumen is made available. Visited Regional Engineer.

1 June 1945 - Turin.

Transport situation in Piemonte Region is satisfactory as sufficient civilian type vehicles are available. The unemployment problem in this Region is apparently an urgent one and must be approached in the same manner as outlined for Lombardia. Officer personnel is adequate.

2.June 1945

Turin to Genoa via Routes 10, 35 and 35-1(Autostrada) Roads in very good condition but supplies of bitumen will be required in near future. Contacted Major Goldson and Major Rosson. Inspected Port of Genoa accompanied by Maj.Goldson. This Region is not adequately staffed for proper handling as general Public Works presents several problems.

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3 June 1945

Genoa to Leghorn via Route 1.
Road from Genoa to La Spezia in good condition. Town of Spezia presents housing problem of some magnitude. In discussion with Provincial Commissioner, he was assured that a Public Works Officer would be detailed to place the work in hand.
Stretch of Route 1 South of La Spezia in very poor condition and urgently needing attention.

4 June 1945

Called on Col. Burns, P.B.S. and discussed various problems in connection with Military Roads, P.B.S. Area. Major Frick, A.C.Liaison Officer attended discussion.
Proceeding to Rome via Route 1 to Grosseto. Due to temporary block of bridge over Ombrone River, It was necessary to detour via Route 73 to Siena thence on Route 2 to Rome.
Route 1 from Leghorn to Grosseto in excellent condition. Route 73, Grosseto to Siena is water bound macadam and is being adequately maintained.

V.S.THOMPSON
Lt.Col. R.C.E.
Chief, Public Wks.Div.

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Notes from Naples.

078/2/pwv

Machinary at Naples

The following equipment is consolidated at Naples ready for movement to Leghorn via Rome. Loading will start on Monday 16 April and the convoy is expected to reach Rome on Tues 17 Apr.

Arrangements must be made for parking space for the duration of the time in Rome.

Trucks	3 Ton	17
Trucks	15 cwt	2
Latoma	Scrapers	2
Trailers	8 Ton	3
Trailers	16 Ton	3
Asphalt	Kettles	30
Pneumatic	Hammers with Tools	30
Picks		2000
Shovels		2000
Sledge	Hammers	200
Spare	parts for concrete mixers 30 hrs	

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(2) In addition to the foregoing there are six kettles at

Nos 50 and 51 at Foggia.
Nos 46, 47, 48, 49 each
Mr Sowmeland at Naples.

(3) The following equipment is at K. dock waiting for a rail bid for transportation by rail

Concrete mixers	30 cases	55 Tons
Skips	30 cases	15 Tons
	Total	70 Tons
Road Graders	20 "	198 Tons
Spare parts	3 cases	2 Tons
		201 Tons

(4) Machinary at Leghorn

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Asphalt Kettles 24
Crushing plant primary 5
Secondary 5

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1 Barber-Greene asphalt plant.
Elevator
Pug mill
2 Dollies
Soil Stabilizer.

(5) Machinery on sea for which
original has been requested.
by Major Mark.

1 Crushing Plant - model
3 Cedar Rapids set 58
tons consisting of 9 items.

(6) Mr Griffiths is now out of
hospital and is supervising
the loading of equipment
assisted by Lieut. Capranzo.
He will arrive with
the convoy on Tuesday. The
crew consists of 38 civilian
Truckdrivers, mechanics
and Engineers. These personnel

5258

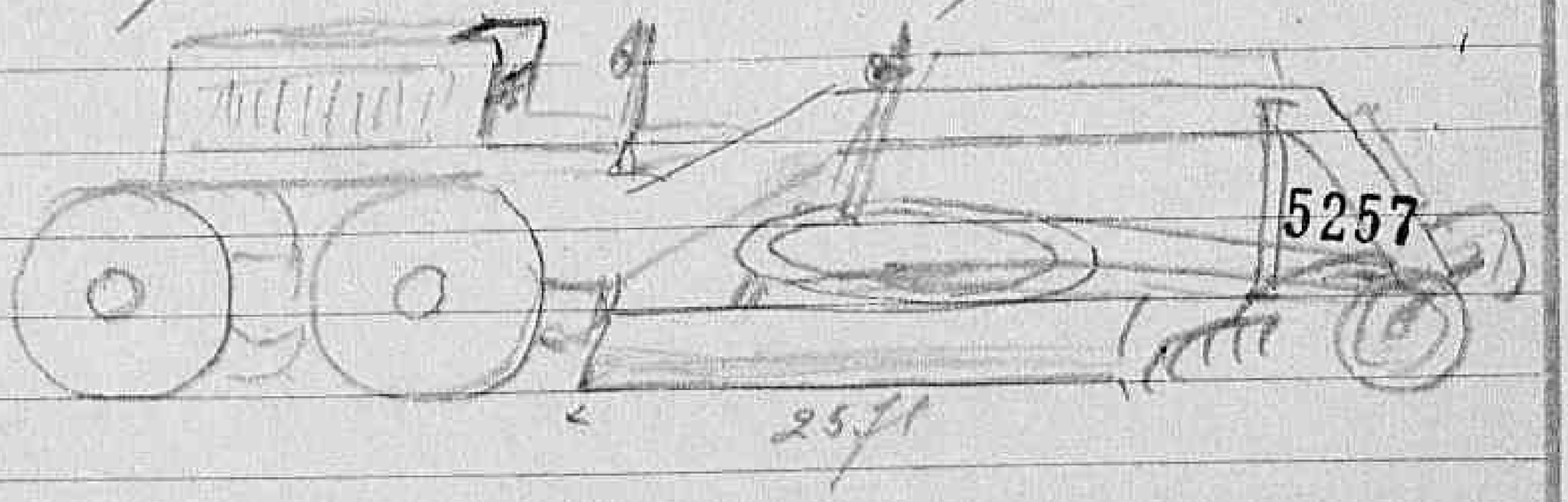
Declassified E.O. 12356 Section 3.3/NND No. 785019

will sleep with the equipment at the parking lot while in Rome.

(7) Details of Graders.

There are 16 GALION Model 101 Road patrol graders powered with International Eng Model TD 14. VT 392 150 Hp. each. There are 4 ADAMS Model 511 with Le Tourneau power unit. These have been used and are marked NOT OVERHAULED.

They look something like this



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(1)

Lt K 20f to the graders obtained from HBS. Mr Griffiths stated that he will probably require these to be returned as they are in better condition than at present.

Tyres

The salvage depot in at Dare Amuungiata about 20 Kms South of Maydan. There is a large stock of tyres of different types. These have all been sorted by RENE. The officer in charge of the depot stated he had just received a demand from Transportation S. Com for 20000 Tyres which he was quite able and pleased to fill. These are to be dispatched immediately to the Pirelli Tyre Plant at Rome for reconditioning. 10000 of

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Head will be allotted to
ROME and 10000 to Naples
Owing to this he did
not feel inclined to issue
Those demanded by me. He
referred me to Salvage officer
AF 3 District Major Passmore
for confirmation! I went
To major Passmore who in
turn referred me to Lieut
Clark Transportation officer
at AMG Naples Confirming to
his endorsement. This I
obtained, returned to Major
Passmore who in turn
issued a direct release order
to O.C. Salvage for 250 Tyres
of the following sizes

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150	600 x 16
10	32 x 6
15	750 x 20
50	1050 x 20
25	1200 x 20

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These are to be passed to Public Works S. Com. Rome.

I arranged with Mr Griffith to select these types and bring them to Rome if possible with the convoy and gave him the release order.

Petrol. P.B.S.

I contacted major Dolman P.B.S. with regard to the distribution of petrol to his contractors and outlined the procedure followed by us. He will adopt a similar procedure and requested copies of our forms. He would like the coupons for May sent direct to him at Naples.

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Petrol 3 District 18 CRE.

I saw Major Osborne Capt Hibbert and Capt Griffiths of 18 CRE with ref to procedure. The CE is to hold a conference of CREs on Tuesday where the whole policy will be defined and a definate outline given as to handling. It may be anticipated that the civil authorities will be invited by us will be followed. Coupons for 10/- works will be pushed up at ROME. Coupons for 5/- CRE will collected from Capt Hibbert. I have sent copies of forms used by us work Lieut Hatchett 10/- wks Today (Mon) to Naples as he is attending the conference.

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Monthly Reports

I passed the requirement to do to monthly reports to both Capt Hubert and Mr Dawnoski

Vehicles

Link req to the vehicles obtained from P.D.S. 10 Trucks have been returned as per copy of memorandum dated 14 1 Jeep retained by Major Ryan 1 Jeep " by Mr Dawnoski 1 Jeep on charge to motor pool (Capt Zerbal) and is in ordinance for repairs.

File 078/2/rwv

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REPORT

ON

ESSENTIAL ROADS

FOR

AMERICAN AIR FORCE

IN THE

A. A. F. ENCLAVE, FOGGIA.

5251

12 March, 1945.

Major Coleman, L., Hasie, C.E.

Declassified E.O. 12356 Section 3.3/NND No. 785019

REPORT

ON

ESSENTIAL ROADS

FOR

AMERICAN AIR FORCE

IN THE

A. A. F. ENCLAVE, FOGGIA.

5251

12 March, 1945.

Major Coleman, L. Hasie, C.E.
Lieut. H. C. Smith, R.E.

Declassified E.O. 12356 Section 3.3/NND No. 785019

Report on the essential roads for the American Air Force traffic in the AAF Enclave, FOGGIA, inspected by Major Coleman L. Hasie (AC representative) and Lt. H.C.Smith, R.E. (3 District representative) on the 8, 9 & 10 Mar 45 :-

1. The 26 roads under consideration are shown on the attached map and have a total length of 324 kilometres (83 Km of asphalt surfaced roads and 241 Km of waterbound and other dirt roads.

2. A brief survey of each road is given in Appendix 'A'.

3. Asphalt Roads. Roads numbered III, IX, X, XVII, XXII (part) and "A" are the asphalt surfaced roads. No. III & X being 3 District Category 'B' Priority 2 roads and No. XXII 3 District Category 'B' Priority 3.

(a) Condition. The whole 83 kms of roads are badly potholed. Chippings & bitumen are located along the sides of some of these roads but additional supplies of both materials will be required.

Work required. Extensive patching with bitumen & chippings required and if possible followed by normal seal coat work.

(b) Plant. The various contractors have the necessary bitumen heaters and sprayers.

(c) Transport. 20 No. Tippers or other vehicles are required to haul materials. The AAF units are unable to supply regularly any vehicles for this work. One or two vehicles are occasionally made available.

General. Funds have been made available for most of this work but little progress has been made due to lack of transport for the Italian Engineers and Contractors to carry out necessary supervision.

The release of tyres (suggest from Army Salvage Dumps) to the Engineers and Contractors who have cars would be of great assistance in speeding up the work both on asphalt roads and waterbound roads.

4. Waterbound Roads. Of the waterbound roads Nos II, XI, XVIII are 3 District Category 'B' Priority 2 routes and Nos XXII and XXVIII 3 District Category 'B' Priority 3 routes. Some 77 kms of waterbound roads are at present being maintained by the AAF Engineers with Autopatrols, Roads IV, XI, XV, XVI, XVIII and XX.

It is recommended that the 21st U.S.Engineers continue with this maintenance.

(a) Condition. Road No IV & XVII: 14 kms good condition with few potholes.
" " XV & XVI: 24 kms fair condition with some potholes.
Road No. XVIII, XXI & XXIV: 49 kms poor condition with badly corrugated and potholed sections.
Road No. II, VII, XXII, XXIII B & C: 62 kms poor condition extensively potholed.
Road No. I, V, XI, XII, XIV, XX, XXIII, XXVIII & D: 92 kms very bad condition potholed and corrugated for most

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Road No. I, V, XI, XII, XIV, XX, XXIII, XXVIII & D: 92 kms very bad condition potholed and corrugated for most of their length.

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Work required. Reshaping, blading of road surface, portions scarified, place suitably graded aggregate where necessary and rolling where feasible.
If the 77 kms are maintained by 21 U.S.Engineers this leaves 164 kms to be dealt with by the AC.

(b) Plant required for 164 kms.
6 No. Autopatrols available from AC. 21st Engrs will provide crews.
6 No. Portable Crushers available from Contractors.
5 Rollers & Water carriers available from Contractors.

(c) Transport. 44 vehicles are required to haul stone for the 241 kms of waterbound roads, only 4 available from contractors.
It is requested that an American Truck Unit of 50 vehicles be located and attached for maintenance with 21st U.S.Engineers, but assigned to the AC Engineer in charge of the work for a period of 60 days for work on both waterbound and asphalt roads.

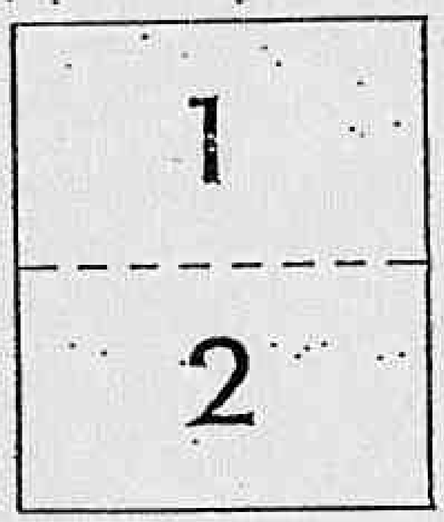
(Sgd) COLEMAN L. HASLE, Major CE.
H.C.SMITH, Lieut R.E.

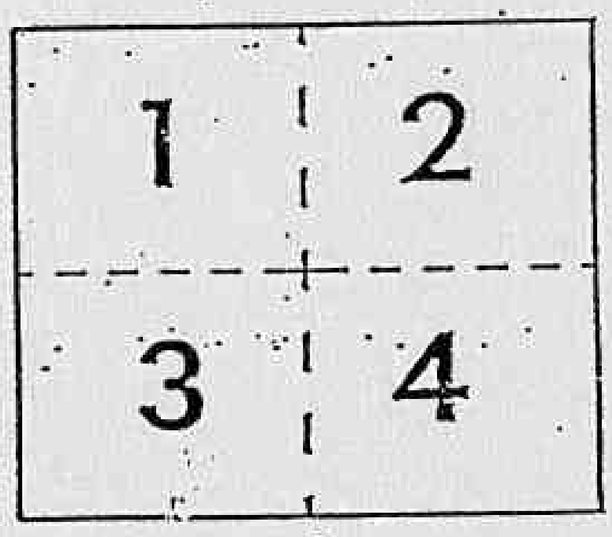
Declassified E.O. 12356 Section 3.3/NND No. 785019

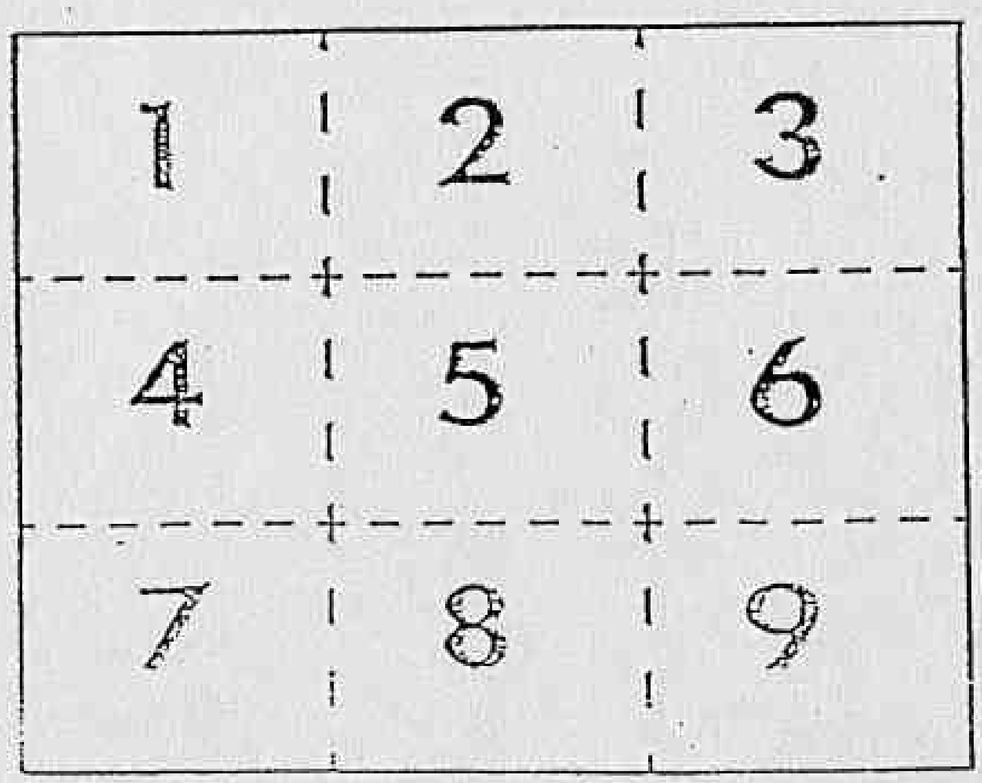
Declassified E.O. 12356 Section 3.3/NND No. 785019

MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.







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ROA

272
265
256.
249
I
RIPALTA.
LAKE LESINA.
LESINA.
II
261
S.NICANDRO GARGANICO
LAKE VARANO
GAGNANO.
VIESTE.
10
SERRACAPRIOLA.
APRICENA.
S.PAOLO CIVITATE
III
236
S.SEVERO.
IV.
S.MARCO.
S.GIOVANNI.
MATTINATA
MONTE S.ANGELO.
MONTEGRANATA.
CASALNUOVO.
63.
V
A.
MANFREDONIA.
280.
MONTE CARVINO.
XIX
57
59.
218.
LUCERA.
68.
MOTTA.
58
FOGGIA.
IX.
ZAPPONETTA.
VI
223.
56.
X
VII
MARGHERITA DI SAVOIA.
TROIA.
VIII
ORTA NOVA.
263.
XII
TRINITAPOLI.
BARLETTA.
219
XVII
XVIII
CASTELLUCCIO.
ORDONA.
222
XIV
S.FERDINANDO.
STORNARA.
XIII
XV
STORNARELLA.
CERIGNOLA.
225
CANOSA.
ANDRIA.
XVI
XX
ASCOLI SATRIANO.
XXI
221.
XXII
241.
B.
ARIANO.
CANDELA.
MINERVINO.
XXIII
D.
C.
GROTTAMINARDA
LAVELLO.
XXIV
MELFI.
235

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ROAD MAINTENANCE.

FOGGIA AREA.

SCALE 1:500,000.

10 0 10 20 Miles



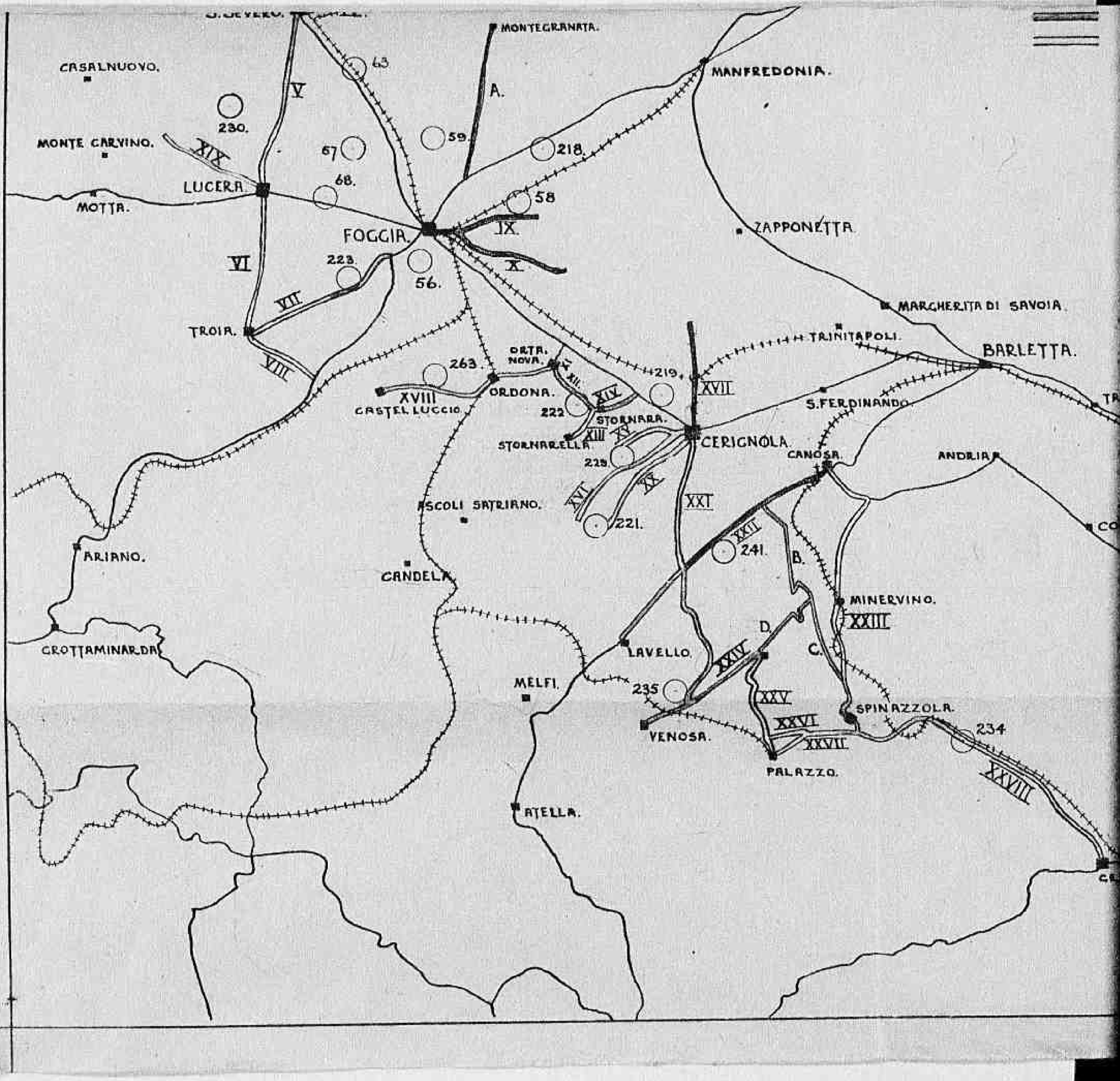
LEGEND.

- MAIN HIGHWAY
- RAILWAYS

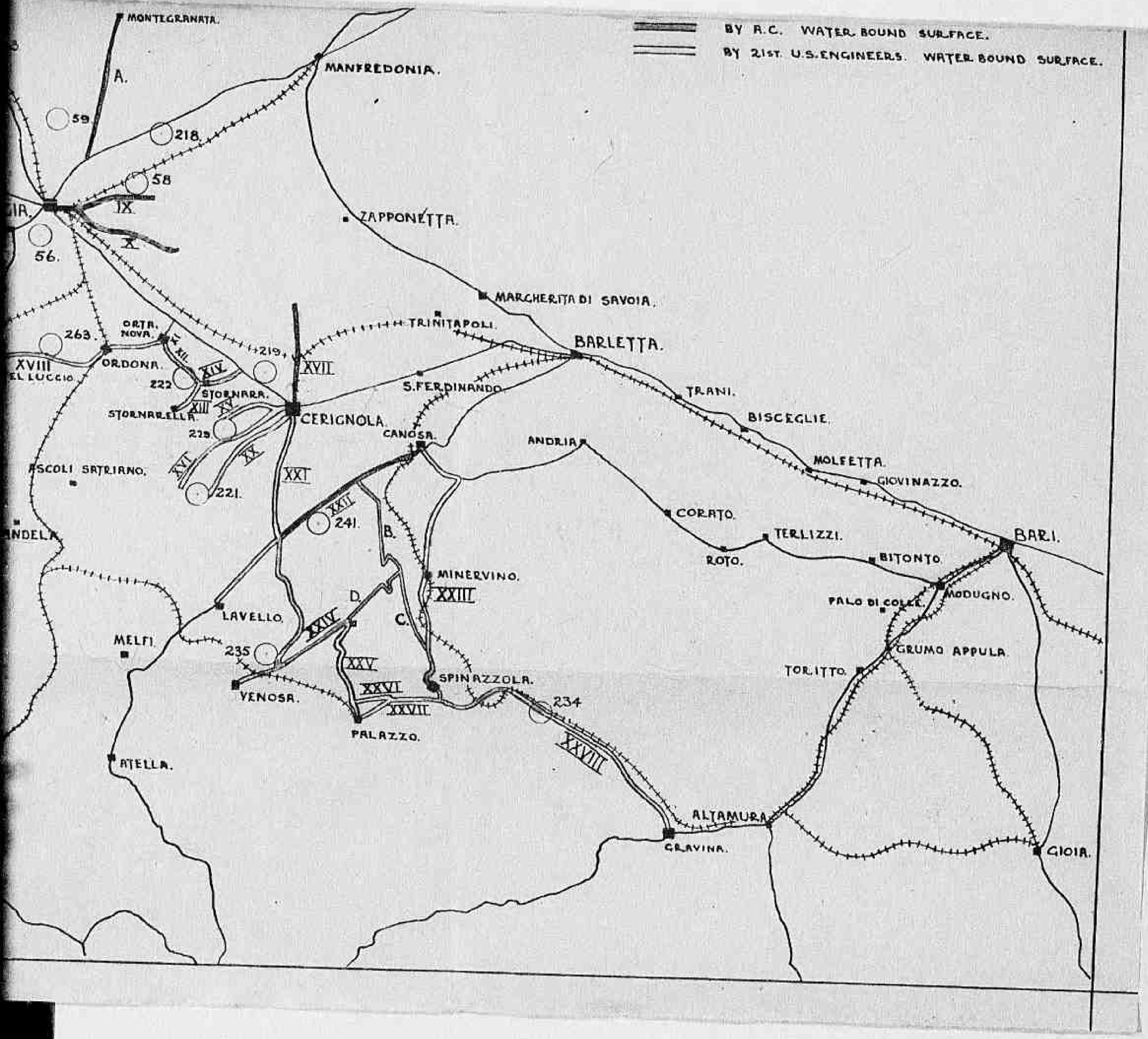
ROADS TO BE MAINTAINED.

- BY A.C. BITUMEN SURFACE.
- BY R.C. WATER BOUND SURFACE.
- BY 21ST U.S. ENGINEERS. WATER BOUND SURFACE.

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Road No.	Location	M.R.	Length Km.	Purpose	Type	Condition
XV	CERIGNOLA - S.GIOVANNI	0.580976 0.500950	10	B.S.	W.B.	Fair, few potholes
XVI	CERIGNOLA - CANDELLA	0.580971 0.500920	14	B.S.	W.B.	Potholed & rough except where bladers working.
XVII	CERIGNOLA - North Rly Stn	0.585980 J.590070	9	B.S.	Asp	10% potholes
XVIII ✱	ORDONA - CASTELLUCIO	J.362027 J.243013	16	B.S. & Water Point	W.B.	Poor condition, potholed, drainage poor.
XX	CERIGNOLA - TORRETTA	0.584967 0.495870	11	B.S.	W.B.	Potholed & corrugated, poor shape.
XXI	CERIGNOLA - Junc XXII	0.585970				Impassable due to blown bridge & deep ford.
	Junc XXII (Rt.93)- VENOSA Stn.	0.580818 0.556660	25	B.S. & Hospital	W.B.	3 km good under contract 20% good condition. 70% (corrugated & potholed with bad patches & drainage poor.
XXII ✱	CANOSA -	0.725921 0.580818	20	B.S.	Asp	Fair condition, some potholes
	LAVELLO	0.580736	7	Hospital	W.B.	Potholed
XXIII ✱	Junc Rd. C - SPINAZZOLA	0.752704 0.752665	8	Admin & B.S.	W.B.	Potholes (filled with loose stone), corrugated.
XXIV	VENOSA - MONTEMILONE	0.583672 0.656718	8	Admin & Water Point	W.B.	Bladed road, potholed & rough
XXVII ✱	Junc Route 97 - Rly Stn	0.752655 0.760636	3	B.S.	W.B.	Fair condition for 3 km
XXVIII ✱	Junc Route 27 - MASSCRISTO	0.752655 0.910618	18	B.S.	W.B.	Potholed, rough, drystone on road

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M.R.	Length Km.	Purpose	Type	Condition	Recommendation	Funds	Contract
580976 500950	10	B.S.	W.B.	Fair, few potholes	Repair potholes, continue blader maintenance		Maint by US Engrs.
580971 500920	14	B.S.	W.B.	Potholed & rough except where bladers working.	Complete blading full section.		Maint by US Engrs.
585980 590070	9	B.S.	Asp	10% potholes	Patching, followed by seal coat if possible.		
362027 243013	16	B.S. & Water Point	W.B.	Poor condition, potholed, drainage poor.	Blader maintenance by US Engrs, part re-metal, improve drainage.		
584967 495870	11	B.S.	W.B.	Potholed & corrugated, poor shape.	Re-shape, part re-metal. Blader Maint by US Engrs.		
585970				Impassable due to blown bridge & deep ford.	Section be omitted from scheme.		
580818 556660	25	B.S. & Hospital	W.B.	3 km good under contract 20% good condition. 70% (corrugated & potholed) with bad patches & drainage poor.	Extend contract work Re-shape, part re-metal, improve drainage.	A.V.	Part let.
725921 580818	20	B.S.	Asp	Fair condition, some potholes	Patching		Normal maint.
580736	7	Hospital	W.B.	Potholed	Make good potholes		
752704 752665	8	Admin & B.S.	W.B.	Potholes (filled with loose stone), corrugated.	Repair potholes using binder & smaller stone.		Normal AASS maint.
583672 656718	8	Admin & Water Point	W.B.	Bladed road, potholed & rough	Blader maintenance, gravel from adjoining pits.		
752655 760636	3	B.S.	W.B.	Fair condition for 3 km	Normal maintenance.		
752655 910618	18	B.S.	W.B.	Potholed, rough, drystone on road	Re-shape, mix binder & graded stone with existing stone.		AASS Maint

...../Sheet 3.

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APPENDIX 'A'.

Road No.	Location	M.R.	Length Km.	Purpose	Type	Condition	Recommen
I 1	RIPALTA Rly Stn - RIPALTA - LESINA	J.059666 J.124630	4 8	F.S. "	Dirt W.B.	Rough Potholed & badly corrugated. Drainage poor	Re-shape wi Re-shape, b improve dra
II M	LESINA - APRICENA	J.124630 J.197549	14	F.S.	W.B.	Poor condition, pot-holed, worn to base in parts.	Re-shape, p drainage.
III M	APRICENA - S.SEVERO	J.197549 J.151440	13	F.S.	Asp	15% A. 20% potholes, part surface worn away.	Complete pa seal coat i 2 Km scarif
IV	S.SEVERO - S.MARCO	J.153438 J.250466	10	B.S. & Stone Airfield	W.B.	Bladed road with few potholes.	Normal main Engineers.
V	S.SEVERO - LUCERA	J.148431 J.135330	10	B.S.	W.B.	Badly potholed, corru-gated, no shape, worn to base in parts.	Scarify & re improve drai
VII	TROIA - S.CECILIA	J.280128 J.248163	9	F.S.	W.B.	Rough, potholed, bad shape.	Scarify & re improve drai
IX	FOGGIA - TORTORELLA	J.321190 J.390205	8	B.S.	Asp	Potholed	Complete pat
X M	FOGGIA - LA SERPA	J.298189 J.440140	18	B.S.	Asp	15% potholed	Patching & f if possible.
A	Route 89 - MONTEGRANATA Quarry	J.322238 J.366380	15	Stone Airfield	Asp	Potholed	Complete pat
XI M	Junc Route 16 - ORDONA	J.450063 J.365027	11	B.S.	W.B.	1st 4 km 10% potholed, 7 km badly corrugated & potholed, drainage poor.	Re-shape, par blading, part drainage.
XIV	STORNARA - Junc Route 16.	0.480997 J.524010	4½	B.S.	W.B.	No crown, badly corrugated & potholed.	Scarify & re-
XII	ORTANOVA - STORNARA	J.430039 0.480997	7	B.S.	W.B.	Corrugation 12" deep, 20% potholes.	Scarify, re-s

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APPENDIX 'A'.

Length Km.	Purpose	Type	Condition	Recommendatic	Funds	Contract
4	F.S.	Dirt	Rough	Re-shape with motor patrol		
8	"	W.B.	Potholed & badly corrugated. Drainage poor	Re-shape, bad places stonefilled, improve drainage.	A.V.	
14	F.S.	W.B.	Poor condition, potholed, worn to base in parts.	Re-shape, part re-metal, improve drainage.	A.V.	Working
13	F.S.	Asp	15% A. 20% potholes, part surface worn away.	Complete patching followed with seal coat if possible. 2 Km scarified & re-shape.	A.V.	Maint by Genio Civile.
10	B.S. & Stone Airfield	W.B.	Bladed road with few potholes.	Normal maintenance by 21st U.S. Engineers.	A.V.	
10	B.S.	W.B.	Badly potholed, corrugated, no shape, worn to base in parts.	Scarify & re-shape, part re-metal, improve drainage.	A,V,	Working
9	F.S.	W.B.	Rough, potholed, bad shape.	Scarify & re-shape, part re-metal, improve drainage.	A.V.	Let
8	B.S.	Asp	Potholed	Complete patching	A.V.	Maintby Genio Civile.
18	B.S.	Asp	15% potholed	Patching & followed with seal coat if possible.	A.V.	
15	Stone Airfield	Asp	Potholed	Complete patching	A.V.	Maint by Genio Civile
11	B.S.	W.B.	1st 4 km 10% potholed, 7 km badly corrugated & potholed, drainage poor.	Re-shape, part re-metal, complete blading, part re-metal, improve drainage.		Maint by U.S.Engrs.
4½	B.S.	W.B.	No crown, badly corrugated & potholed.	Scarify & re-shape, part re-metal.	A.V.	Let.
7	B.S.	W.B.	Corrugation 12" deep, 20% potholes.	Scarify, re-shape, re-metal	A.V.	Let.

...../Sheet 2.

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Road No.	Location	M.R.	Length Km.	Purpose	Type	Condition	Recommen
B	Juno Route 93 - M.MELILLO	0.665887 0.682790	11	Admin & Supply	W.B.	Potholed. Section repaired with loose stone.	Repair potholes. Rolling with sma binder.
C	M.MELILLO - Juno Route 97.	0.682790 0.752704	13	Admin	W.B.	Potholed, repaired in parts with loose stone.	Repair potholes, with small ston
D	MONTEMILONE - M.MELILLO	0.652722 0.682790	6	Admin	W.B.	Very bad, potholed & rough.	Re-shape and met available adjace road.

LEGEND :
- ✱ 3 District Priority Roads.
- F.S. Fighter supply route.
- B.S. Bomber supply route.
- W.B. Waterbound macadam.
- Asp. Asphalt surface.
- A.V. Available.

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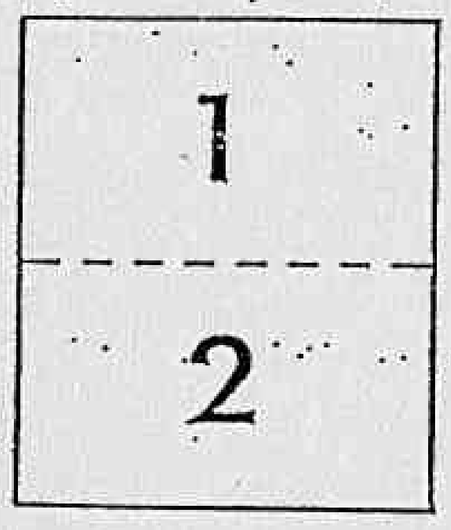
M.R.	Length Km.	Purpose	Type	Condition	Recommendation	Funds	Contract
0.665887 0.682790	11	Admin & Supply	W.B.	Potholed. Section repaired with loose stone.	Repair potholes. Rolling with small stone & binder.		
0.682790 0.752704	13	Admin	W.B.	Potholed, repaired in parts with loose stone.	Repair potholes, rolling with small stone & binder.		Maint by G.Civile
0.652722 0.682790	6	Admin	W.B.	Very bad, potholed & rough.	Re-shape and metal, stone available adjacent to road.		

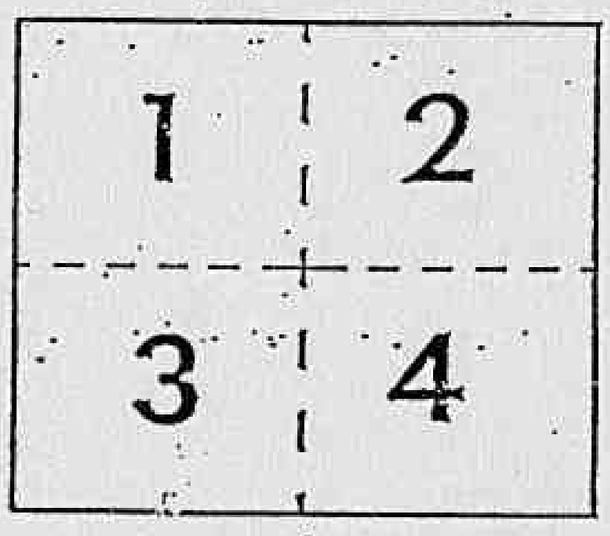
Priority Roads.
supply route.
upply route.
nd macadam.
surface.
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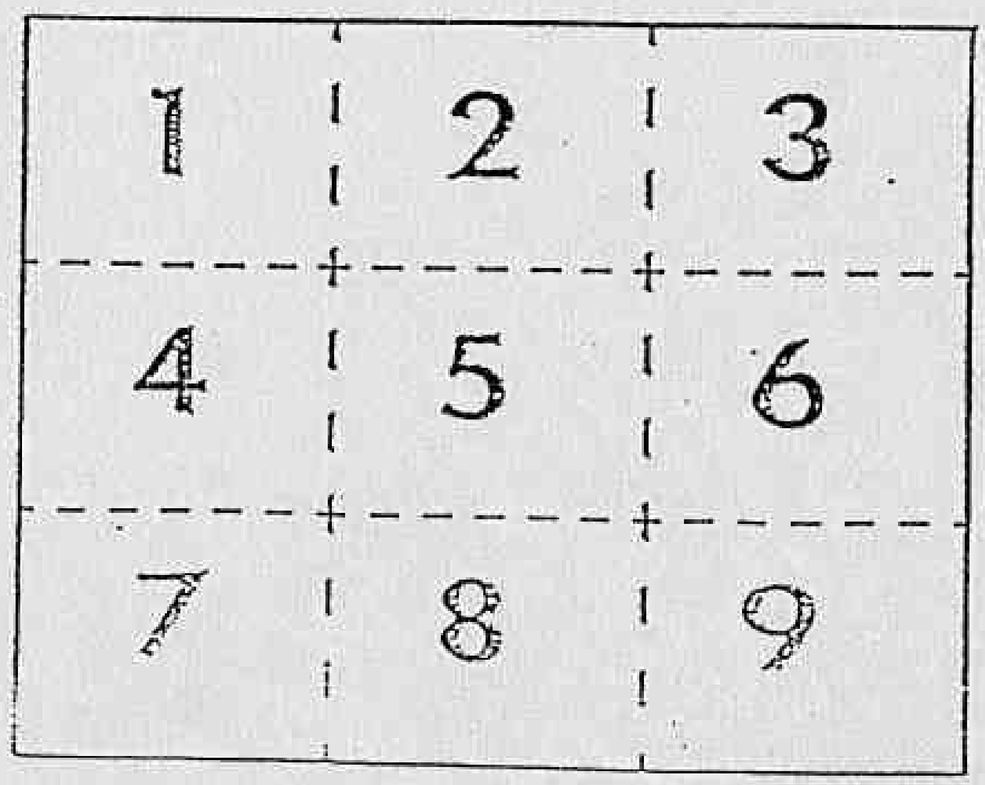
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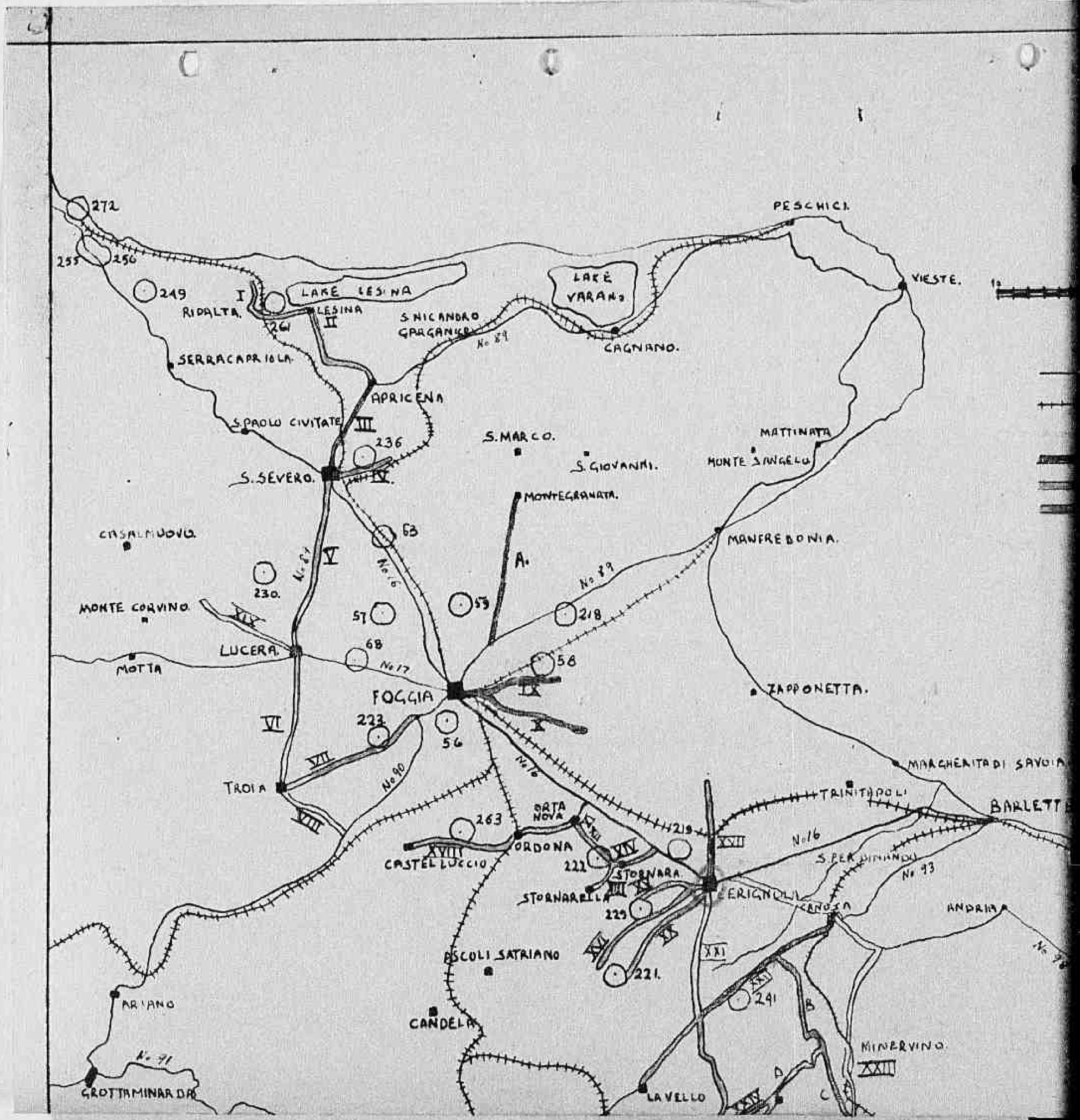
SEE DIAGRAMS BELOW.







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ROAD MAINTENANCE.
FOGGIA AREA.

SCALE 1:500,000

12 0 10 20 MILES

LEGEND

MAIN HIGHWAY

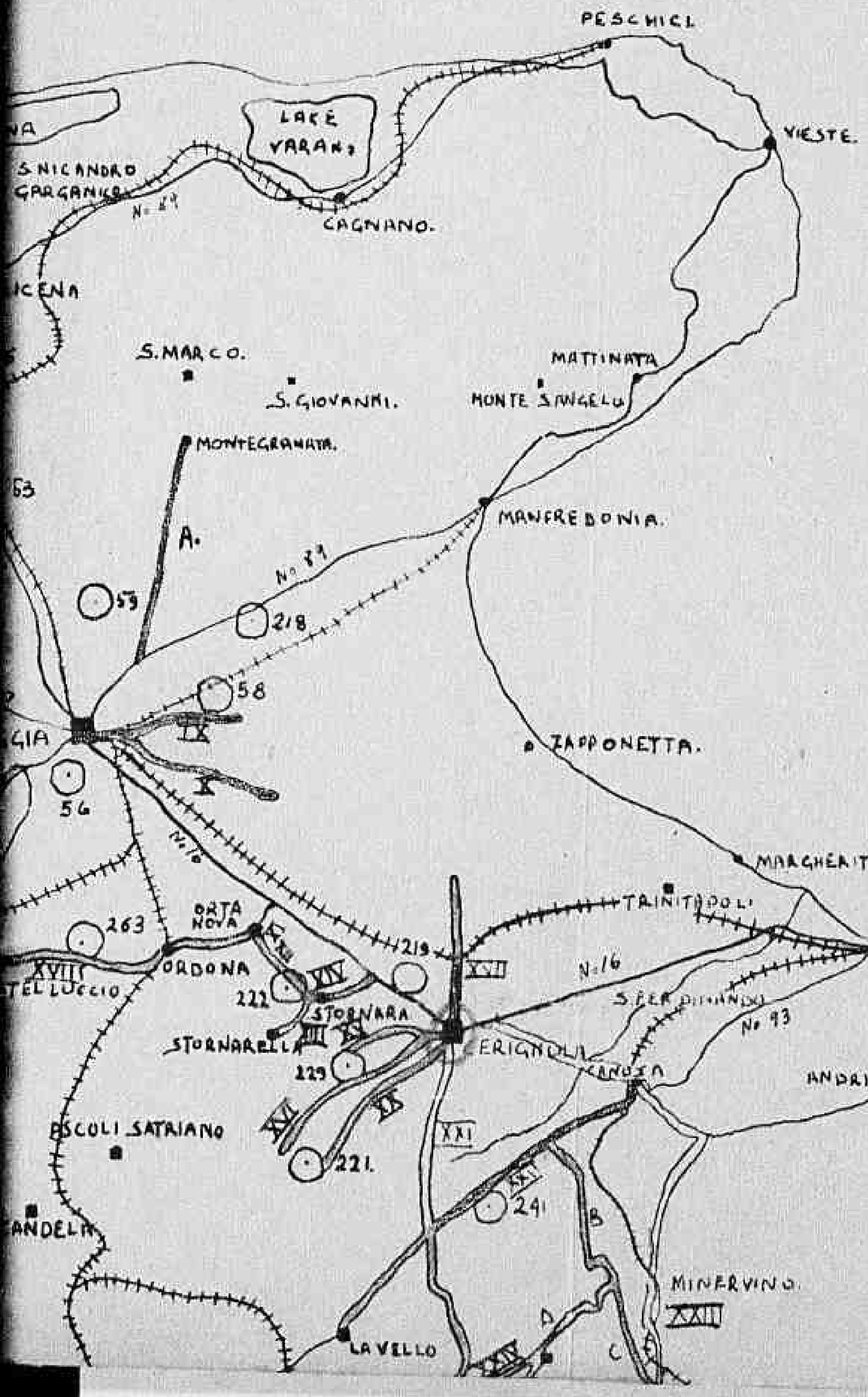
RAILWAYS

ROADS TO BE MAINTAINED

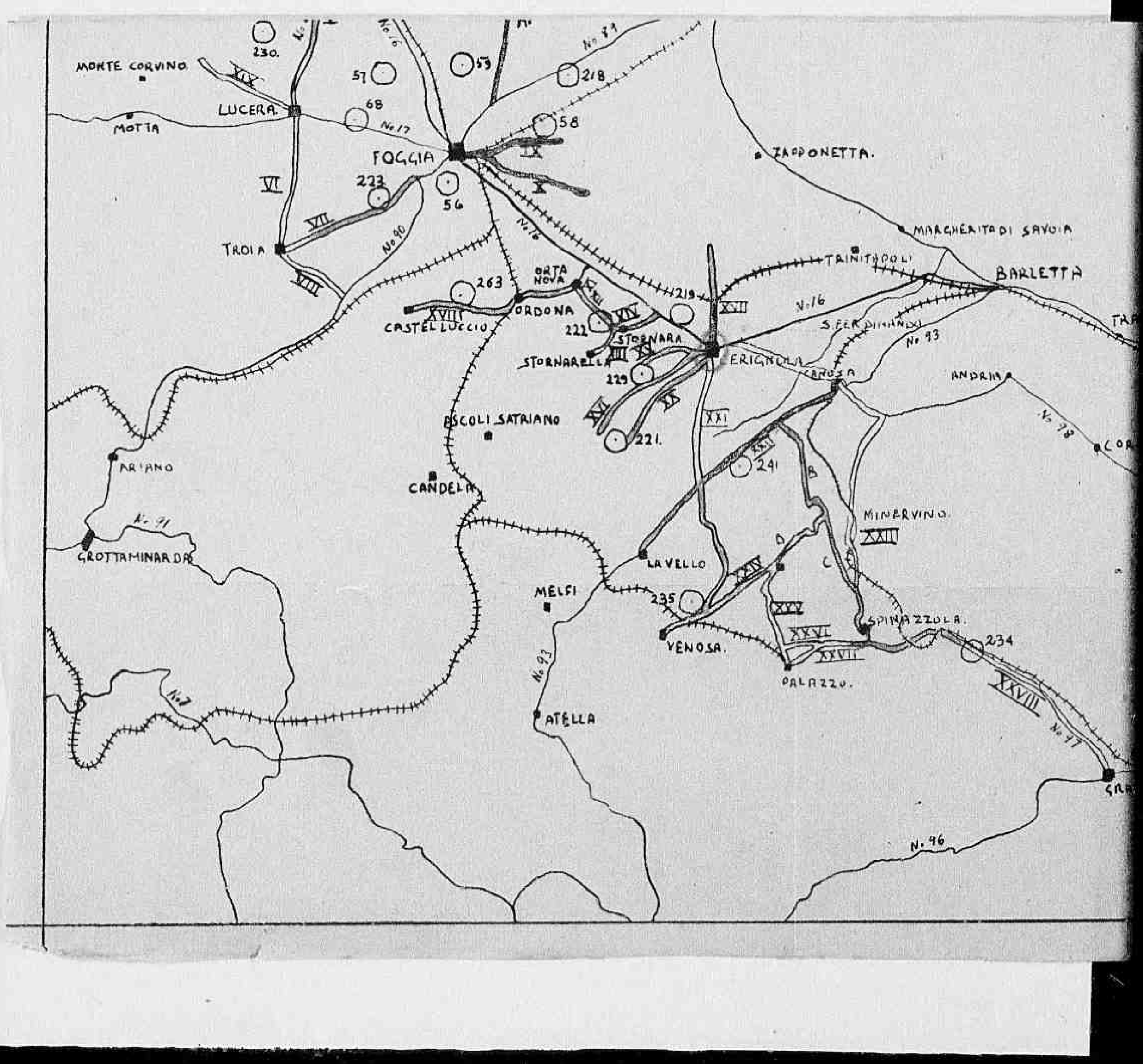
BY A.C. BITUMEN SURFACE

BY A.C. WATER BOUND SURFACE.

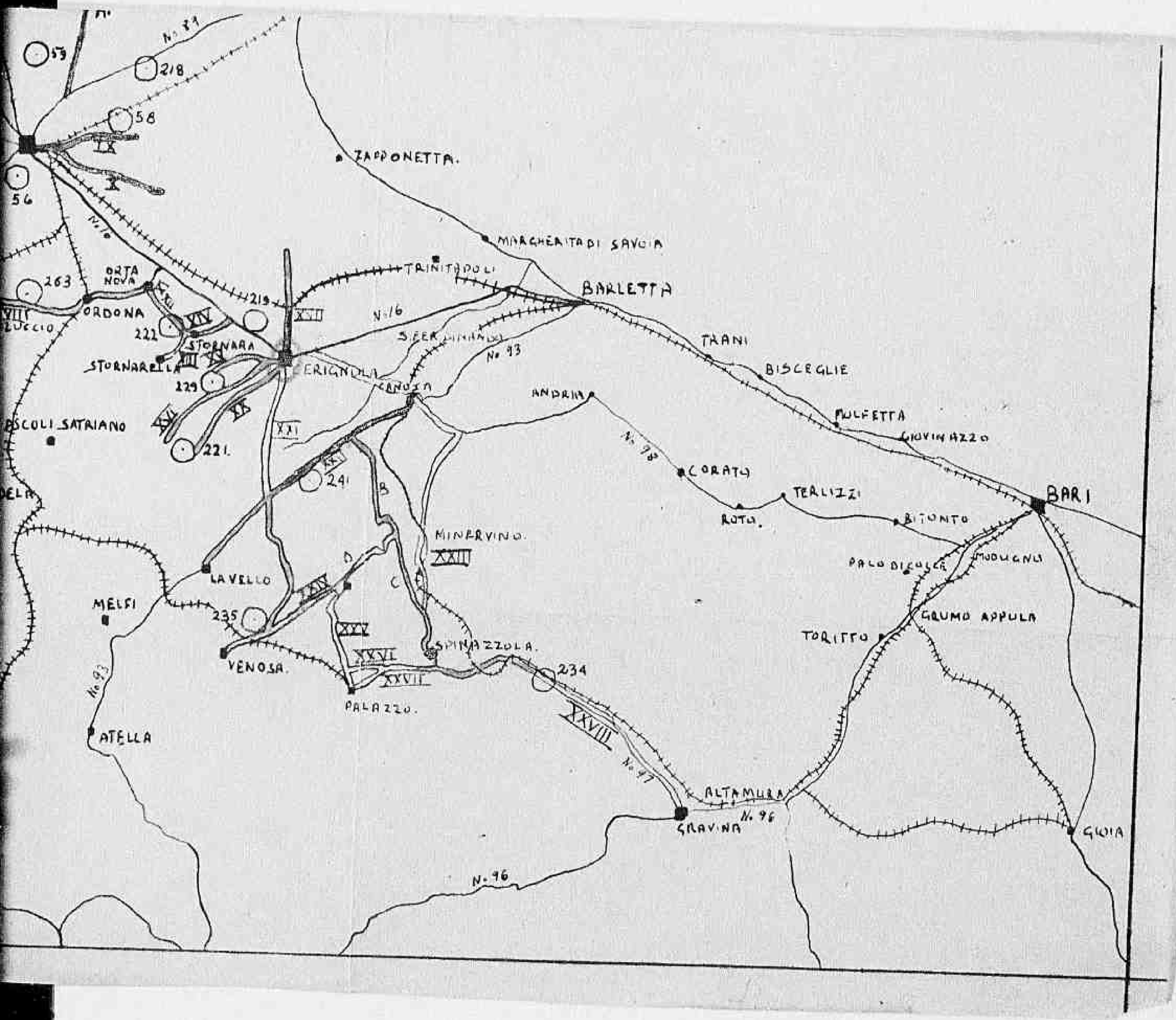
BY 21st U.S. ENGINEERS WATER BOUND SURFACE



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RELAZIONE SULLO STATO ATTUALE DEI PORTI DEL LAZIO
E DEI LAVORI IN CORSO E DA ESEGUIRE NEI PORTI STESSI.-

PORTO DI CIVITAVECCHIA.-

Il porto di Civitavecchia è lo scalo marittimo più importante del Lazio. Esso ha avuto sempre un notevole traffico che, mantenendosi dal 1915 al 1922 intorno a un totale di circa 600.000 tonnellate imbarcate e sbarcate, è andato gradualmente crescendo, fino a raggiungere nel 1937 un massimo di tonnellate 1.286.273.

Dal 1937 il traffico è diminuito e nel 1941 si è avuto un minimo con circa tonnellate 400.000 di movimento.

Gli specchi acquei del porto hanno una superficie di mq.241.500; lo sviluppo delle opere foranee è di ml.1.285 e lo sviluppo delle banchine è di ml.2.805.

Il porto era arredato con impianti ferroviari, aventi uno sviluppo di ml.8.630 di binario, con 13 apparecchi di sollevamento, con fabbricati, magazzini, depositi, ecc, ecc.-

I bombardamenti aerei e le distruzioni operate dai tedeschi in ritirata hanno gravemente danneggiato il porto.

La diga foranea, detta d'interclusione, ha avuto la sovrastruttura interamente demolita e gravi demolizioni nell'infrastruttura;

- nell'antemurale Umberto I sono state aperte due breccie nel massiccio murario e sono state demolite larghe zone della sovrastruttura;

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ha avuto sempre un notevole traffico che, mantenendosi dal 1915 al 1922 intorno a un totale di circa 600.000 tonnellate imbarcate e sbarcate, è andato gradualmente crescendo, fino a raggiungere nel 1937 un massimo di tonnellate 1.286.273.

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La diga foranea, detta d'interclusione, ha avuto la sovrastruttura interamente demolita e gravi demolizioni nell'infrastruttura;

- nell'antemurale Umberto I sono state aperte due breccie nel massiccio murario e sono state demolite larghe zone della sovrastruttura;
- nell'antemurale Traiano sono state aperte due breccie che interessano l'intera struttura muraria e sono state demolite varie zone della sovrastruttura;
- nel prolungamento dell'antemurale Colombo è stata aperta una larga breccia.-

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Le banchine interne sono state tutte distrutte da quota (-1) fino al ciglio di banchina. Le infrastrutture in cassoni in cemento armato riempiti di calcestruzzo hanno poco sofferto, mentre le infrastrutture di massi artificiali sono state molto danneggiate. Gli impianti meccanici, gli impianti ferroviari, i fabbricati, i magazzini e il faro sono stati totalmente distrutti.

Per ridare al porto la possibilità di un primo funzionamento si sono fissati, d'accordo con le Autorità Alleate, alcuni lavori da eseguire con la massima urgenza. Alcuni di questi lavori hanno carattere definitivo, altri invece sono provvisori e non potranno avere che una durata di pochi mesi.

I lavori da eseguire con immediata urgenza sono:

Banchina del Littorio.- Costruzione di un pontile in legno di circa m.15x6 e ripristino del piano stradale della banchina;

Porto Livorno.- Sistemazione della rampa d'accesso da piazza Calamatta alla calata Principe Tommaso;

Calata Principe Tommaso.- Sistemazione del piano stradale e scavo per il ripristino dei fondali al piede della banchina;

Pontile della Sardegna.- Sistemazione del piano del pontile e della banchina alla radice;

Banchina Bernini.- Ricostruzione definitiva della banchina;

Ex Arsenale Bernini.- Sgombro delle macerie e sistemazione a magazzini delle due ultime arcate; sistemazione del piano stradale;

Molo del Bicchiere.- Opere a presidio del pontile ferroviario della banchina Guglielmotti. Ricostruzione definitiva della banchina Cialdi. Sistemazione del piano praticabile del pontile;

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bricati, i magazzini e il faro sono stati totalmente distrutti.

Per ridare al porto la possibilità di un primo funzionamento si sono fissati, d'accordo con le Autorità Alleate, alcuni lavori da eseguire con la massima urgenza. Alcuni di questi lavori hanno carattere definitivo, altri invece sono provvisori e non potranno avere che una durata di pochi mesi.

I lavori da eseguire con immediata urgenza sono:

Banchina del Littorio.- Costruzione di un pontile in legno di circa m.15x6 e ripristino del piano stradale della banchina;

Porto Livorno.- Sistemazione della rampa d'accesso da piazza Calamatta alla calata Principe Tommaso;

Calata Principe Tommaso.- Sistemazione del piano stradale e scavo per il ripristino dei fondali al piede della banchina;

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Banchina Bernini.- Ricostruzione definitiva della banchina;

Ex Arsenale Bernini.- Sgombro delle macerie e sistemazione a magazzini delle due ultime arcate; sistemazione del piano stradale;

Molo del Bicchiere.- Opere a presidio del pontile ferroviario della banchina Guglielmotti. Ricostruzione definitiva della banchina Cialdi. Sistemazione del piano praticabile del pontile;

Banchina Traianea.- Sistemazione del piano della banchina provvisoria costruita dagli alleati su relitti di navi. Costruzione di un secondo pontile centrale in legno. Rettifica delle rampe di accesso ai pontili;

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Piazzale ferroviario a sud del forte Michelangelo.- Ripristino del muro di sostegno per un tratto di ml.80;

Opere di difesa del porto.- Riparazione della diga d'interclusione, dell'antemurale Umberto I, dell'antemurale Traianeo e del molo Colombo.

I lavori, ormai iniziati, procedono alacremente. Il loro importo si aggira intorno a £ 30.000.000.-

Eseguiti i lavori urgenti elencati più sopra, si dovrà procedere alla ricostruzione delle opere e degli arredamenti distrutti in modo da ridare piena efficienza al porto.

Un calcolo sommario della spesa da sostenere per questo scopo importa circa £ 300.000.000 così suddivisi:

1 - per ripristino delle opere di protezione	£	30.000.000
2 - per demolizioni e sgombri di macerie	£	10.000.000
3 - per ricostruzione delle banchine	£	100.000.000
4 - per sistemazione delle strade, di piazzali e dei praticabili di banchine	£	10.000.000
5 - per ripristino degli impianti ferroviari	£	10.000.000
6 - per ripristino impianti idrici	£	2.000.000
7 - " " " meccanici	£	30.000.000
8 - per ricostruzione fabbricati, magazzini e depositi	£	100.000.000
9 - per ricostruzione del faro e segnalamenti marittimi	£	5.000.000
10 - per ripristino dell'impianto di illuminazione	£	3.000.000
11 - per escavazione dei fondali	£	20.000.000
Totale	£	320.000.000

Calcolando che i lavori urgenti già in

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si aggira intorno a £ 30.000.000.-

Eseguiti i lavori urgenti elencati più sopra, si dovrà procedere alla ricostruzione delle opere e degli arredamenti distrutti in modo da ridare piena efficienza al porto.

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3 - per ricostruzione delle banchine	£	100.000.000
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5 - per ripristino degli impianti ferroviari	£	10.000.000
6 - per ripristino impianti idrici	£	2.000.000
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8 - per ricostruzione fabbricati, magazzini e depositi	£	100.000.000
9 - per ricostruzione del faro e segnalamenti marittimi	£	5.000.000
10 - per ripristino dell'impianto di illuminazione	£	3.000.000
11 - per escavazione dei fondali	£	20.000.000
Totale	£	320.000.000

Calcolando che i lavori urgenti già in corso siano definitivi per l'ammontare di resta l'importo dei lavori da eseguire

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£ 20.000.000

£ 300.000.000

Prima di procedere alla ricostruzione delle opere sarà necessario esaminare se, ed in quali limiti, le opere stesse debbano risorgere così come erano prima della distruzione.-

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In conseguenza è urgente lo studio di un nuovo piano regolatore del porto, in modo che esso torni in piena efficienza con l'adeguamento delle opere marittime e degli arredamenti alle moderne esigenze del traffico.

PORTO DI FIUMICINO.-

Il porto canale di Fiumicino, situato alla foce del Tevere, è stato danneggiato dai tedeschi durante il periodo dall'8 settembre 1943 alla loro ritirata.

I danni consistono:

1 - nell'ingombro del canale, tra il ponte girevole e la foce, con scafi e relitti di una settantina di imbarcazioni e con i rottami del ponte girevole;
2 - nella creazione verso il mare aperto di tre varchi alla radice del molo nord e di due varchi alla radice del molo sud;
3 - nella demolizione della sovrastruttura delle banchine di destra che hanno uno sviluppo di circa ml.1500 e in danni di minore conto alle banchine di sinistra;
4 - nella demolizione di due fabbricati demaniali e della torre dei piloti;
5 - nella distruzione dei segnalamenti marittimi;
6 - nella distruzione del ponte girevole.-

Subito dopo la ritirata dei tedeschi, gli alleati disposero i lavori per lo sgombro del canale per ripristinare la navigazione e per recuperare i natanti utilizzabili.

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I lavori furono affidati alla Compagnia marittima di recuperi,

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Il porto canale di Fiumicino, situato alla foce del Tevere, è stato danneggiato dai tedeschi durante il periodo dall'8 settembre 1943 alla loro ritirata.

I danni consistono:

1 - nell'ingombro del canale, tra il ponte girevole e la foce, con scafi e relitti di una settantina di imbarcazioni e con i rottami del ponte girevole;

2 - nella creazione verso il mare aperto di tre varchi alla radice del molo nord e di due varchi alla radice del molo sud;

3 - nella demolizione della sovrastruttura delle banchine di destra che hanno uno sviluppo di circa ml.1500 e in danni di minore conto alle banchine di sinistra;

4 - nella demolizione di due fabbricati demaniali e della torre dei piloti;

5 - nella distruzione dei segnalamenti marittimi;

6 - nella distruzione del ponte girevole.-

Subito dopo la ritirata dei tedeschi, gli alleati disposero i lavori per lo sgombro del canale per ripristinare la navigazione e per recuperare i natanti utilizzabili. 5245

I lavori furono affidati alla Compagnia marittima di recuperi, con la convenzione 30 giugno 1944, ed essi avrebbero dovuto procedere dalla foce verso monte. All'atto esecutivo si ritenne più opportuno dare la precedenza al recupero delle imbarcazioni da pesca e si trascurarono quelli di sgombro della foce, così che il 4 e 5 novembre e il 28 e 29 dello stesso mese le acque del fiume in pie-

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na hanno rigurgitato allagando il paese.

L'ufficio del Genio Civile, per abbassare il livello delle acque, dispose l'immediata apertura di un varco all'estremità della banchina di destra, presso la radice del molo e chiuse, con argini in terra addossati a gabbioni di rete metallica, i varchi aperti dalle mine tedesche nella banchina.

Passato il periodo di piena, si sono previsti i lavori di demolizione dei galleggianti che ostruiscono la foce, compilando la perizia 24 dicembre 1944 dell'importo di £ 1.030.000.

Contemporaneamente, secondo la convenzione stipulata dagli alleati nel giugno 1944, si sono proseguiti i lavori di recupero dei natanti utilizzabili.

Per riparare i moli si è provveduto, in un primo tempo, al tamponamento delle breccie aperte alla loro radice mediante una gettata alla rinfusa di massi artificiali che già esistevano in cantiere.

Questi lavori sono stati finanziati in base alle perizie in data 19 agosto e 29 settembre 1944 dell'importo rispettivo di £.200.000 e £.300.000.-

La definitiva riparazione dei moli è prevista nelle due perizie 29 Settembre 1944 dell'importo di £ 5.000.000 e 18 ottobre 1944 dell'importo di £ 4.700.000, ed i lavori sono in corso.

La ricostruzione delle banchine, urgente anche per salvaguardare l'abitato dall'invasione delle acque, è prevista per l'importo complessivo di £ 30.000.000 in quattro perizie già approvate e i cui lavori sono stati appaltati.

Per completare la riparazione di tutti i danni occorre ancora:

a) ricostruire i

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immediata apertura di un varco all'estremità della banchina di destra, presso la radice del molo e chiuse, con argini in terra addossati a gabbioni di rete metallica, i varchi aperti dalle mine tedesche nella banchina.

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Per completare la riparazione di tutti i danni occorre ancora:

a) ricostruire i fabbricati distrutti;

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b) ripristinare i segnalamenti luminosi;

c) ricostruire il ponte girevole;

d) impiantare nuovamente una grue elettrica in servizio di un tratto di banchina.

I lavori ancora da eseguire importano una spesa di circa 18.000.000

Si deve tenere presente, però, che, sgombrate ormai le macerie (perizia 19 agosto 1944 di £ 800.000), la ricostruzione dei fabbri-

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cati non ha carattere di particolare urgenza e che per il ripristino immediato dei segnalamenti luminosi del ponte girevole e della grue ostano le difficoltà di approvvigionamento dei materiali necessari.

Per assicurare le comunicazioni con l'isola Sacra, interrotte con la distruzione del ponte girevole,si è provveduto con l'istituzione di un traghetto esercitato gratuitamente dal Comune, con un galleggiante messo a disposizione dallo Stato.

Agli Alleati è stato richiesto di voler concedere il materiale necessario per sostituire il traghetto con un ponte di barche e di voler curare la fornitura degli apparecchi per ripristinare le segnalazioni luminose.-

PORTO DI NETTUNIA (Anzio).-

Il porto di Anzio racchiude uno specchio acqueo di circa mq.175.000, difeso dalla traversia di libeccio da un molo della lunghezza di ml.440.- Le Banchine utili hanno uno sviluppo di ml.600 di cui ml.470 in fondali da 3 a 5 metri e ml.130 in fondali da 2 a 3 metri.

Una zona dello specchio d'acqua portuale, detta porticciuolo Pamphili, è difesa dalla traversia di scirocco con un moletto frangiflutti.

Il porto era attrezzato con una grue a mano della portata di 5 tonnellate ed era fornito delle necessarie segnalazioni luminose.

Le azioni belliche svoltesi con lo sbarco degli Alleati a Net-

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con la distruzione del ponte girevole,si è provveduto con l'istituzione di un traghetto esercitato gratuitamente dal Comune, con un galleggiante messo a disposizione dallo Stato.

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Il porto era attrezzato con una grue a mano della portata di 5 tonnellate ed era fornito delle necessarie segnalazioni luminose.

Le azioni belliche svoltesi con lo sbarco degli Alleati a Nettuno hanno provocato i seguenti danni:

1 - distruzione di circa m.100 del molo foraneo di difesa nel tratto tra la vecchia testata e il prolungamento recentemente costruito;

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2 - distruzione di un tratto di circa 25 metri del muro paraonde del molo di difesa in prossimità dei fabbricati di proprietà privata ivi esistenti;

3 - distruzione del molo di difesa del porticciuolo Pamphili per un tratto centrale di circa m.25;

4 - distruzione e danni gravi alle banchine per uno sviluppo complessivo di circa m.500;

5 - distruzione totale di tutte le colonne di ormeggio in travertino e delle bitte in ghisa;

6 - distruzione dei segnalamenti luminosi e dei raccordi ferroviari;

7 - distruzione dello scalo d'alaggio e del relativo cantiere.

I danni ascendono a circa £ 28.500.000.- che si possono così ripartire:

1 - riparazione dei danni al molo di difesa foranea	£ 6.500.000
2 - ricostruzione delle banchine	£ 10.000.000
3 - riparazione del molo di difesa del porticciuolo Pamphili	£ 3.000.000
4 - ripristino dei raccordi ferroviari	£ 3.000.000
5 - ricostruzione dello scalo d'alaggio	£ 6.000.000
Totale	£ 28.500.000

Non si fanno previsioni per il ripristino dei segnalamenti luminosi data la mancanza sul mercato dei materiali necessari. Fino ad ora è stata approvata una perizia di £ 75 000 per sgombro di rottami di ferro depositato sulla banchina detta dei Sabbiaiuoli. E' in corso di compilazione il progetto per riparare i danni allo scalo di alaggio e per la ricostruzione dei fabbricati demaniali nell'ambito del cantiere navale annesso allo scalo.

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4 - distruzione e danni gravi alle banchine per uno sviluppo complessivo di circa m.500;

5 - distruzione totale di tutte le colonne di ormeggio in travertino e delle bitte in ghisa;

6 - distruzione dei segnalamenti luminosi e dei raccordi ferroviari;

7 - distruzione dello scalo d'alaggio e del relativo cantiere.

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4 - ripristino dei raccordi ferroviari	£ 3.000.000
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Questi lavori hanno carattere di urgenza perchè l'esercizio dello scalo di alaggio è una delle principali attività del porto ed ha un interesse di carattere generale per la riparazione dei motopescherecci e dei galleggianti che vengono ricuperati nel porto stesso e nelle sue vicinanze.

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PORTO DI TERRACINA.-

Il porto di Terracina è un porto canale alla foce del canale Linea Pia, aperto da Pio VI nel ricolmamento dell'antico Porto Traiano.

Il bacino foraneo del porto è delimitato dal molo Gregoriano e suo prolungamento. Il porto ha circa ml. 400 di banchine ed era provvisto di magazzini e di fabbricati demaniali. Sullo sfondo destro vi è anche uno scalo d'alaggio con una darsena.

In seguito ad azioni belliche sono stati distrutti tutti i magazzini, i fabbricati demaniali, due terzi del muraglione di difesa del molo, gran parte delle banchine e lo scalo d'alaggio con la darsena.

Il canale è ostruito da galleggianti affondati.

La spesa occorrente per la riattazione delle opere distrutte si prevede di £ 35.000.000 circa, esclusa la spesa per il salpamento dei natanti affondati.

Per il recupero dei galleggianti di proprietà dell'Amministrazione dello Stato è stata approvata la perizia 3 dicembre 1944 dell'importo di £ 3.500.000 ed i lavori sono stati appaltati.

E' in corso d'istruttoria la perizia per la ricostruzione del tratto di banchina in difesa del canale tra il ponte dell'ospedale e la darsena dell'importo di £ 30.000.000.-

PORTO DI BADINO.-

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Il bacino foraneo del porto è delimitato dal molo Gregoriano e suo prolungamento. Il porto ha circa ml. 400 di banchine ed era provvisto di magazzini e di fabbricati demaniali. Sullo sfondo de stro vi è anche uno scalo d'alaggio con una darsena.

In seguito ad azioni belliche sono stati distrutti tutti i magazzini, i fabbricati demaniali, due terzi del muraglione di difesa del molo, gran parte delle banchine e lo scalo d'alaggio con la darsena.

Il canale è ostruito da galleggianti affondati.

La spesa occorrente per la riattazione delle opere distrutte si prevede di £ 35.000.000 circa, esclusa la spesa per il salpamento dei natanti affondati.

Per il recupero dei galleggianti di proprietà dell'Amministrazione dello Stato è stata approvata la perizia 3 dicembre 1944 dell'importo di £ 3.500.000 ed i lavori sono stati appaltati.

E' in corso d'istruttoria la perizia per la ricostruzione del tratto di banchina in difesa del canale tra il ponte dell'ospedale e la darsena dell'importo di £ 30.000.000.-

PORTO DI BADINO.-

Il porto canale di Badino, avente un fondale di circa m. 3, aveva in destra ed in sinistra banchine per la lunghezza di circa metri 330 e due moli guardiani della lunghezza complessiva di m. 166 circa.

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Le banchine sono state distrutte con le mine per ml. 192 circa mentre i moli sono stati distrutti completamente.

La spesa necessaria a ripristinare le opere si calcola in lire 60.000.000 circa.

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E' in corso di studio la perizia per il recupero del convoglio effossorio dello Stato ivi affondato dai tedeschi in ritirata.

Si prevede per tali lavori una spesa intorno ai 4 milioni.-

RADA DI FORMIA.-

La rada di Formia ha due porticciuoli: quello antico di Capo Sele che non ha subito danni e quello nuovo che è stato completamente distrutto insieme con la relativa strada di accesso.

I primi lavori da eseguire per rendere possibile una ripresa del movimento portuale sono quelli di riparazione di un primo tratto del molo per la lunghezza di circa m.150 e il ripristino della strada di accesso lunga circa m.300.

Questi primi lavori possono importare una spesa che si aggira intorno a £ 40.000.000 ed è in corso la compilazione degli analoghi elaborati.-

PORTO DI GAETA.-

Tutte le opere del porto mercantile di Gaeta sono state distrutte dai tedeschi in ritirata e precisamente le opere del porticciuolo Santa Maria, la banchina di piazza Caboto e le adiacenti, il molo ex Costanzo Ciano e la scogliera di Elena.

Per il ripristino immediato del traffico che riguarda specialmente l'importazione di carbone e i prodotti della pesca, è necessario ricostruire un tratto di circa m.60 della banchina Caboto

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Questi primi lavori possono importare una spesa che si aggira intorno a £ 40.000.000 ed è in corso la compilazione degli analoghi elaborati.-

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Tutte le opere del porto mercantile di Gaeta sono state distrutte dai tedeschi in ritirata e precisamente le opere del porticciuolo Santa Maria, la banchina di piazza Caboto e le adiacenti, il molo ex Costanzo Ciano e la scogliera di Elena.

Per il ripristino immediato del traffico che riguarda specialmente l'importazione di carbone e i prodotti della pesca, è necessario ricostruire un tratto di circa m.60 della banchina Caboto con una spesa che, in base ad un progetto dell'Ufficio di Littoria, era preavvisata in £ 28.800.000, e la scogliera di Elena, dove in particolare fanno capo i motopescherecci, con una spesa di £ 10.000.000.

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Intanto sono già appaltati e quasi ultimati i lavori per la costruzione di un pontile provvisorio a S. Erasmo dell'importo di £850.000 ed è in corso di modifica il progetto di £.28870000 per la ricostruzione dei m.60 di banchina a piazza Caboto, perchè è possibile, a giudizio di questo Ispettorato Generale, di giungere a delle notevoli economie con una struttura a giorno in cemento armato.

Roma, 14 febbraio 1945

L'ISPETTORE GENERALE
(Luigi Greco)

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Trasmesso 78/2/900

CONSORZIO DI BONIFICA DI LITTORIA

Roma - Via Bolzano,16

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RELAZIONE

SUI LAVORI PIU' URGENTI DI RIPRISTINO DELLA BONIFICA

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RELAZIONE SUI LAVORI PIU' URGENTI DI RIPRISTINO DELLA BONIFICA

All'epoca in cui le Forze Armate Alleate liberavano il comprensorio della bonifica di Littoria (fine maggio 1944), la situazione dei danni provocati dai tedeschi poteva così riassumersi:

a) Viabilità pressochè completamente interrotta in conseguenza della distruzione di 255 ponti e ponticelli;

b) Quasi totale inefficiosità dei canali per il generale inerbimento degli alvei, per le ostruzioni provocate dai ponti distrutti e per gli sbarramenti appositamente costruiti;

c) Inefficienza dei sei stabilimenti idrovori a causa della asportazione o della distruzione del macchinario e della mancanza di energia elettrica;

d) Allagamento di circa 2300 ettari di terreno;

e) Circa 13000 ha. di terreno minato e quindi impraticabile.

Il Genio Militare Alleato provvide subito, per le proprie necessità, a ristabilire la viabilità sulle strade più importanti per collegare le zone di Anzio e Nettuno con Littoria e con la via Appia, a mezzo di ponti provvisori.

I locali tecnici del Consorzio provvidero, a loro volta, a raccogliere gli operai disponibili per adibirli allo sgombero delle macerie che ostruivano il deflusso delle acque a mare (lavoro da fare

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c) Inefficienza dei sei stabilimenti idrovori a causa della asportazione o della distruzione del macchinario e della mancanza di energia elettrica;

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Furono così impiegati, fin dai mesi di giugno-luglio, in media da 80 a 100 operai giornalmente, saliti a 300 verso la fine di luglio e successivamente fortemente ridotti per mancanza di fondi.

Da parte della Direzione di Roma, intanto, ristabiliti i necessari contatti, si provvide subito a redigere un progetto contenente un piano generale di ripristino delle opere più urgenti, progetto che, presentato l'8 luglio 1944 alla approvazione del Comando Alleato, venne approvato e totalmente finanziato alla fine di agosto nell'importo di L.23.153.812,-.

Assicurati così i mezzi finanziari, venne dato il massimo impulso ai lavori compresi in detto progetto, riguardanti il ripristino dell'officiosità dello scolo a caduta naturale, attraverso il diserbo e lo spurgo dei canali e la rimozione delle ostruzioni, ed il restauro e la riattrezzatura dei cantieri e degli Uffici. Gli operai impiegati risalirono subito a 300 per raggiungere il numero di 500 negli ultimi due mesi dell'anno.

Attualmente, di tale progetto, sono stati eseguiti i seguenti lavori:

a) Canali principali nei quali è stato effettuato il lavoro di sfalcio e diserbo del fondo e delle sponde - Km. 100 su 125; Canali secondari - Km. 1000 su 1300;

b) Sgombero delle ostruzioni formate attraverso i canali dai rottami dei ponti distrutti:

su canali principali: 34 su 36

su canali secondari : 140 su 214;

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b) Sgombero delle ostruzioni formate attraverso i canali dai rottami dei ponti distrutti:

su canali principali: 34 su 36
su canali secondarî : 140 su 214;

c) Sbarramenti artificiali demoliti: n. 14 (il 100%);

d) Ricostruzione del cantiere di Littoria, degli Uffici e ripristino del macchinario di officina: il 70%.

5236

La riapertura delle foci a mare dei collettori e di savanelle alle foci degli idrovori, ha provocato la riduzione delle superfici alla-

Declassified E.O. 12356 Section 3.3/NND No. 785019

gate delle zone litoranee da ha. 2300 ad ha. 500.

Tuttavia, la grande quantità di mine ancora sparse in talune zone, ha reso impossibile a tutt'oggi di eseguire il diserbo, lo sfalcio e lo sgombero di parecchi canali secondari e per lo stesso motivo non si sono ancora potuti ricuperare gli escavatori consorziali per la loro rimessa in pristino. Tali lavori, peraltro, saranno portati a termine non appena la zona sarà bonificata dalle mine, il che si conta possa avvenire entro breve tempo.

Lo sgombero dei canali dalle macerie dei ponti, se, da un lato, liberava il deflusso delle acque, dall'altro acuiva la crisi della viabilità, rendendo ancora più difficile il passaggio sulle strade di bonifica, passaggio che, con le prime pioggie, sarebbe divenuto impossibile, rendendo generale l'interruzione del traffico.

Preoccupato dalle conseguenze di tale situazione, il Consorzio presentò un primo progetto per la costruzione di ponti il 15 agosto ed un secondo la metà di settembre; poichè però l'approvazione di tali progetti non poteva ottenersi in breve tempo e, d'altronde, la cattiva stagione era ormai prossima, il Consorzio intraprese senz'altro la costruzione di 26 dei 35 ponti in legno compresi nei due suddetti progetti, destinandovi temporaneamente i fondi non ancora spesi, per le ragioni suesposte, del progetto finanziato dall'Autorità Alleata e ripristinando così un minimo di viabilità nella zona

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cio e lo sgombero di parecchi canali secondari e per lo stesso motivo non si sono ancora potuti ricuperare gli escavatori consorziali per la loro rimessa in pristino. Tali lavori, peraltro, saranno portati a termine non appena la zona sarà bonificata dalle mine, il che si conta possa avvenire entro breve tempo.

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Attualmente tali lavori sono stati regolarmente concessi in base ai Decreti Ministeriali 13 dicembre 1944 n.1665.e 18 gennaio 1945 n.1975.

La mancanza di mezzi di trasporto, dato che questo Consorzio non dispone che di un camioncino della portata di qli 10 ed è difficilissimo trovare automezzi privati disponibili nella piazza, è stato un non lieve ostacolo allo sviluppo dei lavori, così pure la mancanza, la insufficiente ed irregolare fornitura dell'energia elettrica per l'azionamento dei mezzi d'opera.

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I lavori hanno tuttavia proceduto senza interruzioni con l'interessamento delle Autorità Alleate che non hanno mai fatto ritardare le assegnazioni di lubrificanti e carburanti per il funzionamento degli automezzi, dei motori sussidiarî e per quelli dell'idrovoro di Valmontorio, azionato con motori termici.

Durante il corso dei lavori si ebbero degli aumenti sensibili nei salarî e nel costo dei materiali; però nel complesso questo Consorzio, avendo realizzato sensibili economie nei lavori di sgombero mediante l'uso di esplosivi ad altro potenziale e col rinunciare a certe rifiniture di alcuni lavori, ritiene di poter far fronte senza ulteriori assegnazioni alle eccedenze emerse per effetto degli aumenti suddetti.

Allo stato attuale, i colatori sono stati resi efficienti ai fini idraulici, la viabilità è garantita nei limiti strettamente necessarî, gli allagamenti sono ridotti a circa 300 ha.. L'impianto idrovoro azionato con motori termici è in piena efficienza, salvo la pompa di scorta che ha il motore irriparabile.

Si sta provvedendo al ripristino per il 50% degli altri idrovori azionati elettricamente, però il loro utile funzionamento sarà effettuato soltanto se si potrà disporre di corrente elettrica con la dovuta intensità e continuità. In mancanza di questa possibilità, si dovrà provvedere con gruppi elettrogeni, per un complesso di circa 200 KVA.

Tale ripristino si prevede possa effettuarsi entro il mese

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Tale ripristino si prevede possa effettuarsi entro il mese di maggio e, qualora entro detto periodo possa disporsi dell'energia elettrica, la rimessa in efficienza degli idrovori consentirà il totale prosciugamento delle residue zone allagate con precipitazioni atmosferiche normali.

5235

Roma, 5 marzo 1945

IL DIRETTORE TECNICO

Ferrari Ennio

Allegati: una corografia

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CHARTS FILMED ON

35 MM

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DS/oe

Tel.270.

MEMORANDUM.

C.077/2/PWU

21 Feb. 45

REFERENCE: 176/PWU.
TO : Chief, Public Works Division.
FROM : Housing.
SUBJECT : Trip Report/Sicily/February 5 to February 18,1945.

56

1. The purpose of this trip was to secure an overall view of war-damaged housing in Sicily and to ascertain if possible, the reaction of officials toward the new Housing Repair Decrees.

2. On arrival at Palermo, Regional Engineer Major Boyd, R.E., offered every co-operation, but warned that it was almost impossible to tour much of the Island because of

(a) the existence of numerous bands of brigands who were holding up and robbing civilian and Military personnel indiscriminately.

(b) Neither automobile, driver, nor interpreter could be furnished me.

(c) There were no Allied personnel, billets, nor messes available, except at a few coastal points.

3. I checked above item (a) with the A.C. Executive Officer Lt.Col. Snook and other Allied Officers and with Genio Civile officials, and all were unanimous in declaring it unsafe to attempt extensive travel; many cases of automobile and train hold-ups and one of kidnapping were reported to me.

4. Nevertheless, by use of Italian passenger trains, special Military trains, Major Boyd's auto and Genio Civile autos, I succeeded in visiting the following Communes:- 5232

Palermo,	Taormina,
Marsala,	Catania,
Trapani,	Paternò,
Termini Imerese,	Adriano,
Messina,	Bronte,
Milazzo,	Randazzo,
Francavilla,	

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These contain a large proportion of the damage done on the Island. Major Boyd was kind enough to accompany me as guide and interpreter for about ten days.

5. In all the foregoing places one or more of the following officials were interviewed - Sindaco, Municipal Engineer, Genio Civile officials: the damaged buildings were also inspected. The Genio Civile Provveditore for Sicily and the Capos of the Provinces of Trapani, Palermo, Messina and Catania were interviewed.

6. All officials encountered had received the two Decrees and the January 25th circular covering the "senza tetto" Housing program and seemed reasonably familiar with these documents, and in many places committees were in course of formation; in Taormina the Committee had already been organised and had its work of establishing priorities of projects under way.

In general, everyone interviewed was enthusiastic about this matter with the exception of the Provveditore who raised many objections that did not appear to be based on sound reasoning or fact.

7. Particularly because of the mild climate of Sicily there seems to exist very little <u>drive</u> toward quick work for the "senza tetto" and it is my opinion that work will lag in this Island, unless special effort is made by the Ministry to inspire the Genio Civile officials there, and particularly the Provveditore, toward rapid action.

8. Transport and particularly tires for Genio Civile officials seem lacking in many provinces and a personal trip to Milazzo in the Messina Capo's car proved this conclusively (to the tune of eleven breakdowns) in what should have been a one hour trip which actually took four hours. As a matter of fact, this trip would have been finished on foot, except for the Capo's success in borrowing two new tires and tubes in the middle of the trip from the director of a cement plant. 5231

9. Observation of State roads, both by riding over same and by observing same from train windows, showed them to be in poor condition and with practically nobody doing any up-keep work thereon. Major Boyd told me that the roads were

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deteriorating rapidly due to lack of proper attention on the part of the Genio Civile engineer charged with same. It appears that the roads were in better shape a few months ago and that, unless drastic measures are taken, the deterioration will be progressive.

10. Personal observation and questioning of Allied Officers reveals that practically no military convoys are using the Island roads.

DAVID SOLOMON
Housing - P.W.Div.
P.W. & U. S/C.

5230

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27 JAN 1945 078

CAD/342
JAN 27/0840

G/3592
JAN 27/1015
IMPORTANT

CIVIL AFFAIRS 15 ARMY GROUP
TO AFHQ.

FOR INFORMATION ONLY

RESTRICTED.

Route 75 POGGIATO-FABRIANO chains essential 2 wheel drive and recommended for 4 wheel drive vehicles. Route 77 chains not required.

DIST

Action: HQ COMD (TW.O.)
Info: A/President
Chief Commissioner
Sat Sec
Tn S/C
PWD
File (2)
Float

Lt Col Thompson
Brig 'G'.

HEADQUARTERS
27 JAN 45
A. 5229

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file

Tel.489081.Ext.339

VST/rlv 54

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

078/2/PWU

25 January 1945

Subject: Inspection Trip.

To : Regional Commissioner,
Southern Region.

1. At the request of D.W., A.F.H.Q., Major N.W.Hyland is proceeding to Calabria for the purpose of investigating certain complaints that the Genio Civile is not maintaining roads required for the transport of timber.

2. It is realized that your Regional Engineer has only a reduced staff, but if he can send a representative with Major Hyland it would be appreciated.

3. Major Hyland will of course report all his findings to your Regional Engineer, Major Chamberlain, on his return, and the latter will be asked to handle this work in the normal manner after the necessary plans have been prepared.

V.S.THOMPSON
Lt.Col. R.C.E.
Chief Public Wks.Div.

5228

Declassified E.O. 12356 Section 3.3/NND No. 785019

Ext.339

MEMORANDUM

VST/rlv

078/2/PWU

24 January 1945

From: Public Works Division.

To : Director, Public Works and Util.S/C.

53 file

1. This criticism is not too severe and gives us credit for the success of the primary task, i.e., category " A " Roads and District Priority Roads. There is no doubt that many other category " B " roads have been neglected due to a number of causes, but I cannot agree with para. 6 (i), that delay in financing is one of the most serious. A case of this did occur in Bari Province, but I am assured by Reggiani that this province now has ample funds.

Para.6 (ii) is correct.

Para.6(iii) They always had this power for emergency works, and it should be exercised.

Para.6 (iv) This may be true in some cases.

Para.6 (v) I hope not, but have no knowledge of this condition.

2. By all means lets have a conference but it will probably break up when tires for Genio Civile and Contractors are mentioned as the principal obstacle to their proper functioning.

V.S. THOMPSON
Lt.Col. R.C.E.
Chief Public Works Div.

5227

SUBJECT:- Civil Road Organisation.

Chief Engineer
3 District GMF.
Tel: Baseball 87.
CE 4511.

23 Jan 1945.

Lt-Col.L.A.Jenny, Director, PW & U Sub-Commission,
HQ AC., ROME.

Information:
Lt-Col.V.S.Thompson, Chief of the Highway Div.,
HQ AC., ROME.
Col.L.J.Hensley, Reg Eng., AC Southern Region.
MGRE AFHQ
DW AFHQ.

53

1. Ref Category 'B' Roads, para.3(ii) of Road Organisation and Policy memo CE.4503 dated 12 Dec 44., my CsRE are reporting that certain roads are deteriorating rapidly as the result of contractors not maintaining them and in other cases the Civil Road Organisation is unable to obtain contractors to execute essential road work ordered by the CsRE.

2. The maintenance of Category 'A' Roads and District (Priority I) Category 'B' Roads is on the whole satisfactory and much has been done since the Civil Road Organisation began to function in accordance with DW AFHQ Adv Admin Echelon letter ref 3220/DDW dated 13 Feb 44.

It is pointed out however that after the Civil Road Organisation had been well established, it has been necessary to divert RE personnel, plant and transport for reconstruction of certain roads by direct military control. Such RE resources are now considerably reduced and except for emergencies, it must be realised that all road reconstruction, repair and maintenance will have to be undertaken by the Civil Road Organisation under AC Control.

3. Although almost a year has elapsed since the Civil Road Organisation was set up, I am of the opinion that the present resources and organisation will be unable to undertake these full responsibilities, unless considerable reorganisation of the Local Provincial and Municipal Engineers' Departments takes place.

4. Many provincial and municipal roads that have not been maintained during the last year, are now breaking up as the result of continual traffic to installations etc., or are waterbound roads in bad condition serving new installations or camps, but not fit to take military traffic.

5226

It is appreciated that in some cases the existing resources would only allow maintenance of high priority roads, but my criticism in para.3 concerns the following areas in Southern Region where the need for an efficient Civil Road Organisation is now urgent and of paramount importance :-

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HQ AC., ROME.
Col.L.J.Hensley, Reg Eng., AC Southern Region.
MGRE AFHQ
DW AFHQ.

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Southern Region

(i)	54 Area.	Municipal roads in BARI and District.
(ii)	52 Area.	" " " TARANTO and District.
(iii)	56 Area.	" " " CASORIA - CANCELLO - NOLA - PASSANTI - NAPLES Area.
(iv)	94 Sub Area.	" " " SALERNO and District.

5. It is reported that Road Repair and Maintenance Contracts for municipal roads in 52 and 54 Areas cannot be placed due to outstanding debts to contractors (amounting in one instance to 17,000,000 Lire) and this matter was raised by a representative of 54 Area at an AC Conference held at HQ 3 District on 10 Jan 45 when the Region Commissioner promised to look into the matter.

6. The failure of the Public Works & Utilities Sub-Commission Officers to meet demands for road repair contracts from CsRE for municipal work can be attributed to the following causes :-

(i) Inordinate delay in financial approval to a contract and in releasing the necessary funds when not readily available.

...../Sheet 2.

Declassified E.O. 12356 Section 3.3/NND No. 785019

(ii) The absence of an adequate number of properly paid and competent civilian public works staff in municipal areas with tpt for supervision. Note: (BARI has 1 Civil Engineer and 1 Assistant, no Roads Dep employees).

(iii) Contracts for emergency repairs cannot be placed because of (i). It is suggested that AC Field Engineers should have the power to accept contracts up to £500 when the work is ordered in writing by the CE or CsRE.

(iv) The non-availability of contractors and labour in certain cases. Immediate report to HQ AC requesting consideration of transfer of contractors and priority of labour demands would appear to be the only solution.

(v) Failure to enforce completion of existing contracts that have been allowed to lapse.

7. I am concerned at the prospect of the AC Public Works and Utilities Sub-Commission being eventually withdrawn and their road and bridge responsibilities being passed to the Genio Civile. This has already occurred in CALABRIA where the Genio Civile have taken no action to implement instructions left by Mr. Conrad H. Rapp. It is for this reason that I feel the need has arisen for a 'Roads' Conference of all Regional Engineers, AC Field Officers and CsRE in No.3 District to discuss the difficulties mentioned in this letter.

The conference will be arranged after receipt of your observations upon the views expressed in para.6.

Wm Keane

Brigadier,
Chief Engineer.

AAO/CS.

5225
Keane

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18 JAN 1945 078

P.W.V.

GA/315
JAN 171510A

G/5310
JAN 171845A
IMPORTANT

CIVIL AFFAIRS HQ 15 ARMY GP
HQ ALCOM

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JV

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Route 76 POGDATC - FARRIAND chains required. Route 77 BUCCIA - CARROVE chains available.

FOR INFORMATION ONLY

Dist

Action - Hq Comd (Tn O)
Info - /President
Chief Commissioner
Ext Sec
PS U
Tn
File (2)
Plant

HEADQUARTERS
18 JAN 1945
A. C.

Lt Col Thompson

5224

RJ 18/1

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15 JAN 1945 07E

C/7983

CAS 305
JAN 14/1650

JAN 15/0645
IMPORTANT

CIVIL AFFAIRS 15 ARMY GROUP

ALGIE

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Route 3 POLIGNO-ISERNIA all both clear without chains. Route 76 PAGLIANO - coast clear without chains

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HEADQUARTERS
15 JAN 945

Dist

Action: Pq Comd (In C)
Info: A/President
Chief Commissioner
Int. Section
In C/S
PWD
File and Plant (3)

5223

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14 JAN 1945 078

AG/298
JAN 131803

RESTRICTED

R.W.+U.

C/7836
JAN 140930
IMPORTANT

CIVIL AFFAIRS 15 ARMY GROUP

AIC 0M

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RESTRICTED.

Route 3 FOSSATO-FOLIGNO chains required FOLIGNO-MARNI clear without chains. MARNI-DIVICNE boundary chains required.

FOR INFORMATION ONLY

DIST

ACTION HQ COMZT
INFO A/PRESIDENT
CHIEF COMMISSIONER
PR & W
TN
FILE (2)
FLOAT

5222

HEADQUARTERS
14 JAN 1945
A. C.

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9 JAN 1945 078

RESTRICTED

CAC/251
JAN 081800A

C/7031
JAN 082120A
IMPORTANT

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48

CIVIL AFFAIRS 15 ARMY GP

ALCOM

RESTRICTED.

Route 3 FOLIGNO - north traffic chains essential. Route 76 FOSSATO - FABRIANO chains essential. Route 3 east blocked Nr R4945 snowploughs working.

Dist

Action - Hq Comdt (Tm Ø) (2)
Info - A/President
Chief Commissioner
PWU
Tm
File (2)
Float

Lt Col Thompson
Dy 7/1

RESTRICTED

5221

Declassified E.O. 12356 Section 3.3/NND No. 785019

RESTRICTED.

Route 3 FOLIGNO - north traffic chains essential. Route 76 FOSSATO - FABRIANO chains essential. Route 3 east blocked Nr R4945 snowploughs working.

Dist

Action - Hq Comdt (Tn O) (2)
Info - A/President
Chief Commissioner
PWU
Tn
File (2)
Float

D/ Lt Simpson

D/ 7/1

RESTRICTED

5221

HEADQUARTERS
9 JAN 1945
A.C.

Declassified E.O. 12356 Section 3.3/NND No. 785019

Declassified E.O. 12356 Section 3.3/NND No. 785019

RECEIVED
P.W. & U. S/C A.C.
8 JAN 1945 078

RESTRICTED

Pw-U

FOR INFORMATION ONLY

CAS/279
JAN 071700A

CAS/6934
JAN 071820A
IMPORTANT

15 ARMY GROUP CIVIL AFFAIRS

HQ ALCOS

47

RESTRICTED.

Route 77 closed from 072359 for approx 48 hours enable snowploughs widen gap. Route 73 SIENA - AREZZO closed from 082300 to 090700 for bridge repairs.

Dist

Action - Hq Comdt (2)
Info - A/President
Chief Commissioner
Tn
PW & D
Info Div
File (2)
Float

RESTRICTED

HEADQUARTERS 5220
8 JAN 1945
A. C.

RECEIVED
P.W & U S/C C.
6 JAN 1945 078

RESTRICTED

CAS/267

JAN 051830A

CIVIL AFFAIRS HQ 15 ARMY GP

ALCOM

P.W.U
CF 228

JAN 060830A

IMPORTANT

46

FOR INFORMATION ONLY

RESTRICTED.

Route 2 now open to traffic at 243645.

Robt Thompson

Brig 6/1

DIST

ACC ITY
INF: CHIEF COMMISSIONER
INFO DIV
TN S/C
P.W.U
FILE (2)
FLOAT

Declassified E.O. 12356 Section 3.3/NND No. 785019

RESTRICTED.

Route 2 now open to traffic at 243645.

Dear Thompson

Reg 6/1

DIST

ACC FF
INF: CHIEF COMMISSIONER
INFO DIR
TN S/C
FWW
FILE (2)
FLOAT

HEADQUARTERS
4 JAN 1945

5219

RESTRICTED

Declassified E.O. 12356 Section 3.3/NND No. 785019

Declassified E.O. 12356 Section 3.3/NND No. 785019

RECEIVED
PW & U S/C A C
6 JAN 1945 018

RESTRICTED

C/16702

JAN 05/1615A

JAN 06/0845

IMPORTANT

CIVIL AFFAIRS HQ 15 ARMY GP

ALCOM.

FOR INFORMATION ONLY

RESTRICTED.

Route north of FOLIGNO routes 76 and 77 all blocked by snow and impassable. Route 3 south of FOLGINO between SPOLETO and TERNI routes 67 and 75 all snow and icebound but passable with chains. Route 73 east SIENA to AREZZO slippery but passable.

A.P.A. Dist

Ref Col Thompson

Adj G/I

Notify: Maj Arndt (2)
Inf. Chief Operations
Engr Div
P.W.I.
TWSE
File

HEADQUARTERS
6 JAN 1945
C

RESTRICTED

5218

Declassified E.O. 12356 Section 3.3/NND No. 785019

RESTRICTED

P.W. 4/6 44

C/6342

JAN 030912

JAN 031012

IMMEDIATE

RECEIVED
P.W. & U. S/C A.C.
3 JAN 1945 078

CIVIL AFFAIRS HQ 1 ARMY GROUP

AIC 04

FOR INFORMATION ONLY

RESTRICTED.

Route 77 FOLIGNO - TOLENTINO. Closed near SERRA VALLE map ref X-Ray 250875. Snow plough working. No diversion

Capt Thompson

Lieut 3/1

DIST

ACTION HQ COMZT(TN O) (2)
INFO CHIEF COMMISSIONER
INFO DIV
TN SC
A&U
FILE (2)
FLOAT

HEADQUARTERS
3 JAN 1945
A. C.

5217

RESTRICTED

Declassified E.O. 12356 Section 3.3/NND No. 785019

RESTRICTED

RECEIVED
P.W. & U. S/C A.C.
3 JAN 1945 078

CAS 263
JAN 2/1415

C/6299
JAN 2/1730
IMPORTANT

CIVIL AFFAIR HQ 15 ARMY GROUP

ALGOM

FOR INFORMATION ONLY

RESTRICTED.

Route 76 and route 77 both 3 inches snow still snowing both routes passable skid chains essential. Route 3 and route 75 north of FOLIGNO 1 to 2 inches snow still snowing both routes passa ble. Skid chains essential NOCERA to FOSSATO. Route 3 TERNI to SPOLETTO snowing heavily. Skid chains essential.

DIST

ACTION: HQ COMDT

INFO : CHIEF COMMISSIONER
INFO DIV
PW & U
TM SC
FILE

HEADQUARTERS
2 JAN 1945
A. C.

5215
5216

RESTRICTED

Declassified E.O. 12356 Section 3.3/NND No. 785019

RECEIVED
A.W. & U. S/C A.C.
2 JAN 1945 078

DESTROYED

Pwd W
6/6223

CAS/260
JAN 011708

-166- 020830
ROUTINE

CIVIL AFFAIRS HQ 15 ARMY GROUP

AICON

RESTRICTED.

Route 3 closed at SPOLETO A 966605 for removal of bailey br from 0800-1600 hrs 4 January. Class 70 diversion exists from TERNI - MASSA MARTANA A 792646 - BEVAGNA A 884819 - junc route 75 n of FOLIGNO A 934857. Route 2 closed 062200 to 070600 at V 952977 and V 007913. Class 18 diversion via SAN GEMINIO - PIENZA - MONTEPULCIANO - ROCCALBEGNA - route 73 east

Dist:
Act. Hq. Comdts (2)
HQ. Ch Engrs.
HQ. Ch Ord.
HQ. Sig.
P.W. & D.
File

HEADQUARTERS

Ltr dtd 6 Jan 45

5215

RESTRICTED

Declassified E.O. 12356 Section 3.3/NND No. 785019

RECEIVED
P.W. & U. S/C A.C.
2 JAN 1945 028

RESTRICTED

CAS/259
DEC 311845A

E Wash C/41123

JAN 010800A
IMPORTANT

CIVIL AFFAIRS SECTION HQ 15 ARMY GROUP
ALCOM

FOR INFORMATION ONLY

RESTRICTED.

Route 68 now open class 10. Route 76 FOSSATO to ALBACINO icy surface very bad over pass skid chain essential. Route 77 from FOLIGNO first 10 miles good. Thence to coast road icy skid chains essential. Route 3 north icy surface three miles N of NOCERA impassable to M/cyclists. Skid chains essential NOCERA to FOSSATO. Route 65 hard and dry. Packed snow from PIETRAALA to RADICOSA. No chains required. Routes 6529 and 937 require chains.

All Dist.
Hdqtrs. Hq Comdt.
Maj. Gen. Commanding
Engr. Sec.
Pub. Hlth.
Trans.
File

HEADQUARTERS
1 JAN 945
A. C.

Capt. Thompson
Civ Affs Sec

RESTRICTED

5214

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RECEIVED
C.W. & U. S/C A.C.
2 JAN 1945 078

RESTRICTED

P W-U

FOR INFORMATION ONLY

CAS/257
DEC 311250A

C/6078
DEC 311515A
IMPORTANT

CIVIL AFFAIRS SEC HQ 15 ARMY GROUP

HQ AIGOM

49

RESTRICTED.

Route 76 chains essential. Road PERUGIA - MASCIONE slippery and wet. Chains necessary all vehicles on route 65 north of road junction 65 - 6524. Chain point at traffic control post 45. In view of expected difficult road conditions the following restrictions will operate forthwith on routes 76 - 77. No road movement will pass the following points during bad weather periods after 1500 hrs with the exception of any priority vehicles. Route 76 between POSSATO R 9913 and JESI S 3937: route 77 between FOLIGNO A 9584 and SFORZA COSTAS 5308. Traffic control will arrange to hold any vehicles after 1500 hrs and stage them until first light the following morning.

Dist

Action - Hq Comdt (2)
Info - Chief Commissioner
Info Div
PW & U
Tm SC
File

Lt Col Thompson
Trad 7/1/45

RESTRICTED

5213

Declassified E.O. 12356 Section 3.3/NND No. 785019

RECEIVED
P.W. & U. S/C A.C.
3 DEC 1944 078

PW-D 078/e

CAS/255
DEC 3017504

RESTRICTED.

FOR INFORMATION ONLY

C/5997
DEC 3108004
IMPORTANT

CIVIL AFFAIRS SECTION HQ 15 ARMY GROUP

AFHQ

RESTRICTED.

Route 76 ice on road between FOSSATO and S 0313.

List

Action - Hq Condt (2)
Info - Chief Commissioner
Info Div
P W & U
Tn SC
File

HEADQUARTERS
31 DEC 1944
5212
A. G.

RESTRICTED

Declassified E.O. 12356 Section 3.3/NND No. 785019

30 DEC 1944 078

RESTRICTED

PW-10

CAS/246
DEC 291440A

FOR INFORMATION ONLY

G/5823
DEC 291815A
IMPORTANT

CIVIL AFFAIRS SEC HQ 15 ARMY GROUP

Hq ALCOM

RESTRICTED.

Route 106 from rd hjunc ROSSANO U.258145 to rd junc with route 107 PASSOVECCHIO Z.666616 reported extensively damaged not considered suitable for normal traffic for remainder of winter. Route 16 ANCONA - PESCARA necessary close road 293000A to 302000A remove bay bb r Musconw at map ref Z 675290 and 302000A to 310200 remove outer panels bb r POTENZA map ref S 728757. No diversions.

Dist

Action - Hq Comdt (Tn B) (2)
Info - Chief Commissioner
Tn SC
Pw U
Ent Sec
File (2)
Float

RESTRICTED

HEADQUARTERS
30 DEC 1944
5211

Declassified E.O. 12356 Section 3.3/NND No. 785019

RECEIVED
P.W. & U. S/C A.C.
30 DEC 1944 918

RESTRICTED

P.W.-U

FOR INFORMATION ONLY 12/31/44

CAS/248

DEC 291730A

DEC 292300A

ROUTINE

CIVIL AFFAIRS SECTION HQ 15 ARMY GROUP

ALCOM

RESTRICTED.

Our CAS/239 of 27 refers.

Route 76 now normal.

LIST

Notes: Hq. Chief of Staff - O
Info: Chief - Civil Affairs Section
Legal Div
Pub. Wks - Y.C.
Trans
Fin
Fin C

RESTRICTED

5210
30 DEC 1944

Declassified E.O. 12356 Section 3.3/NND No. 785019

RECEIVED
P.W. & U. G.S.A.C.
28 DEC 1944 078

RESTRICTED

PW-8 U.

CAS/244
DEC 281240A

C/5661
DEC 281320A
IMPORTANT

CIVIL AFFAIRS SEC HQ 15 ARMY GROUP

HQ AIGOS

FOR INFORMATION ONLY

RESTRICTED.

In view of expected road conditions following routing will apply wef 28 December. All through south bound ANCONA area - FOLIGNO will be routed by routes 76 and 3. All through north bound convoys FOLIGNO - coast will be routed by route 77 and 16 via PORTO CIVITANOVA not MACERATA - RECANATI. Italian civil and military traffic directed to comply.

Dist

Action - Hq Comdt (2)
Info - Chief Commissioner
Info Div
PW & U
Tn SC
File

HEADQUARTERS
28 DEC 1944
Hq. 15 A. Gp.

A Col Thompson

NY Dep 29/12

5209

RESTRICTED

Declassified E.O. 12356 Section 3.3/NND No. 785019

RECEIVED
P W & U B/C A.E.
28 DEC 1944 278

RESTRICTED

CAS/242
DEC 27/1430A

G/5567
DEC 27/1605
ROUTINE

CIVIL AFFAIRS SECTION HQ 15 ARMY GROUP
AFHQ

FOR INFORMATION ONLY

RESTRICTED.

Route 75 closed from 281200 to 281800 at R 438034. Route 71 closed from 291000 to 291600 at W411915 and 301000 to 301500 at W 385999. Diversion class 40 both routes via MASCOT W5496 June route 71 W 4237.

Lt Col Thompson

DIST.

Action: Hq Comdt (2)
Info: Chief Commissioner
Info Div
P W & U S/C
Tn S/C
File

HEADQUARTERS
27 DEC 1944
A. C. C.

5208

RESTRICTED

Declassified E.O. 12356 Section 3.3/NND No. 785019

RESTRICTED

CAS/239
DEC 261215

0/5460
DEC 261455
ROUTINE

CIVIL AFFAIRS SEC HQ 15 ARMY GROUP

AIDOM

RECEIVED
P.W. & U. G/C A.C.
DEC 1944
078

FOR INFORMATION ONLY

RESTRICTED.

Routes 76 and 77 icy chains advisable. Route 67 snow covered chains essential. Single drive vehicles will operate with chains on route 65 from 98099 northwards 4 wheel drive vehs chains optional

Lt Col Thompson
Rec'd 27/12

DIST

ACTION HQ COMZ (2)
INFO CHIEF COMMISSIONER
INFO DIV
PWB
TN SC
FILE

RESTRICTED

5207

RESTRICTED

RECEIVED
P.W. & U. S/C A.C.
20 DEC 1944 078

CAS/224
DEC 201210A

C/4842
DEC 201210A
IMPORTANT

CIVIL AFFAIRS SEC HQ 15 ARMY GROUP
AIGOM

FOR INFORMATION ONLY

RESTRICTED.

Route 19 closed between T.882373 and T.949276 due to washout. Diversion rd junc T.882373 via junc T.860268 and rd junc T.949276. Route 81 impassable between ASSOLI B.700710 - TERNO B. 752509.

Dist

Action - Hq Comdt (2)
Info - Chief Commissioner
Info Div
PW & U
Tn Sc
File

RESTRICTED

Lt Col Thompson

Ltr 20/12 5206

Declassified E.O. 12356 Section 3.3/NND No. 785019

Route 19 closed between T.882373 and T.949276 due to washout.
Diversion rd June T.882373 via June T.860268 and rd June T.949276.
Route 81 impassable between ANCOLI B.700710 - TERMO B. 792509.

Dist

Action - Hq Comdt (2)
Info - Chief Co Missioner
Info Div
PW & U
Tn SC
File

RESTRICTED

Wel Thompson

Ltd 20/12 5206



Declassified E.O. 12356 Section 3.3/NND No. 785019

RESTRICTED

078/2 3 9 0/310 59/08

CIVIL AFFAIRS SEC HQ AAI INFO HQ AGC

AMC REAR 8TH ARMY

R/1924 IMPORTANT

NOV 080830A

RESTRICTED.

Bridges RIMINI SAN MARINO road. Army planning remove baileys shortly. SAN MARINO will be isolated unless we can obtain 333,000 bricks to rebuild non by-passable.

Dist

Action - P Works SO (2)
Info - A/CC
Econ Sec
Industry SC
Commerce
File (2)
Plant

HEADQUARTERS
8 NOV 1944
A. C.

20 C.R.E. Works - Ancona now looking for brick also. The supply in the vicinity of Ancona - Pesaro is very limited at present due to shortage of electricity and coal.

5205

Declassified E.O. 12356 Section 3.3/NND No. 785019

R/1924 IMPORTANT

NOV 080830A

RESTRICTED.

Bridges RIMINI SAN MARINO road. Army planning remove baileys shortly. SAN MARINO will be isolated unless we can obtain 333,000 bricks to rebuild non by-passable.

Dist

Action - P Works SC (2)
Info - A/CC
Soon Sec
Industry SC
Commerce
File (2)
Float

NARS, Date 12-18-75
8 NOV 1944
A. C.

20 C.R.E. Works - Ancona now looking for brick also. The supply in vicinity of Ancona - Pesaro is very limited at present due to shortage of electricity and coal.

5205

RESTRICTED

NOV 081530A

Declassified E.O. 12356 Section 3.3/NND No. 785019

RESTRICTED

CAS/150
NOV 301845A

C/2375
NOV 302010A
IMPORTANT

CIVIL AFFAIRS SECTION HQ AAI

ALGIERS

RECEIVED
P.W. & U. S/C A.C.
1 DEC 1944 078

FOR INFORMATION ONLY

RESTRICTED.

Route 71 closed at br A4076 pending alterations. Route 1 now open 4 x 4 vehs. Route 67 open class 40. Route 69 AREZZO MONTEVARCHI closed at R166351 on nights 1/2 and 2/3 December from 2000 to 0400 hrs.

DIST

ACTION: Hq Comdt 2
INFO: Chief Commissioner
C.o.S.
Land Forces
G-4(A)
PW & D
Tn D/C
File
Lt Com. Lee
P. A. Sa.
Tape 5204

Declassified E.O. 12356 Section 3.3/NND No. 785019

P.W. & I. S/C A.C.
21 DEC 1944 078

FOR INFORMATION ONLY

RESTRICTED.

Route 71 closed at hr 44076 pending alterations. Route 1 now open 4 x 4 vehs. Route 67 open class 40. Route 69 AREZZO MONTEVARCHI closed at R166351 on nights 1/2 and 2/3 December from 2000 to 0400 hrs.

LIST

ACTION: Hq Comdt 2
INFO: Chief Commissioner
C.o.S.
Land Forces
G-4(A)
PW & U
Tn S/C
File
Com. Sec
C. A. Sec.
Tape 45204

Lt Col Thompson

Ref 1/m

COPIED

RESTRICTED

Declassified E.O. 12356 Section 3.3/NND No. 785019

SECRET

G/137
NOV 27 1944

G/2140
NOV 28 1944
INFORMATION

CIVIL AFFAIRS SEC G, AAI
ACTION: A.C.S.G.

RECEIVED
P.W. & U. S/C A.C.
28 NOV 1944 078

FOR INFORMATION ONLY

SECRET.

Route 71 flooded at N 315170 and not passable to any vehs. Bridge on route 67 at PONTE a ZIRA Q 498604 closed 273460 to 250300 no suitable detour exists. Thru traffic FLORENCE to PISA and LIVORNO use route 66 to PISTOIA thence 6567 to 1-1 to 12 to 1.

Dist

Action - Lt Gen Devolt
Info - Chief Commissioner
C o S
Econ Sec
CA Sec
Land Forces
Info Div
P.W. & U.
Tn SC
G-4 (A)
File

HEADQUARTERS
28 NOV 1944
A. C. C.

5203

Declassified E.O. 12356 Section 3.3/NND No. 785019

SECRET.

Route 71 flooded at R 215170 and not passable to any vehs. Bridge on route 67 at PUEBLO & PUEBLO R 498604 closed 273400 to 280300 no suitable detour exists. Turn traffic FLORENCE to PUEBLO and LEADVILLE use route 85 to PUEBLO thence 5037 to I-1 to 12 to 1.

Dist

Action - Hq Comdt
Info - Chief Communications
O c S
Econ Sec
CA Sec
Land Forces
Info Div
P.W. & D.
Tn Sc
G-1 (A)
File

HEADQUARTERS
28 NOV 1944
A. C. C.

5203

SECRET

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Declassified E.O. 12356 Section 3.3/NND No. 785019

RESTRICTED

C/1782

RECEIVED
P.W. & C.A.C.
25 NOV 1944 078

ALCOM

N93/34

CIVIL AFFAIRS SECTION HQ AAI
CAS/124

ROUTINE

Nov 241500A

FOR INFORMATION ONLY

RESTRICTED.

Overhead cable on rly line between tncl TERNI and tncl GENGA sta S 171243 now electrified. Height 15 feet above rd or rly level. Take all precautions at level crossings.

DISTRIBUTION:
Action: Hq Commit
Info: Chief Commissioner
Tn S/C
P. Safety
Est Sec
C.A. Sec
Econ Sec
P. Works
File (2)
Float

HEADQUARTERS
24 NOV 1944
A. C.

5202

RESTRICTED

Nov 241617

Declassified E.O. 12356 Section 3.3/NND No. 785019

RECEIVED
P.W. & U S/C A.C.
19 DEC 1944 078

RESTRICTED

CAS/215
DEC 18/1630

G/4642
DEC 18/2106
ROUTINE

28

CIVIL AFFAIRS SEC H. 15 ARMY GROUP

ALCOM

FOR INFORMATION ONLY

RESTRICTED.

Route 76 closed from 220001 to 222359 between S145177 and S400386. Diversion route 77

DIST

ACTION : H. COMDT (2)

INFO : CHIEF COMMISSIONER
INT'O DIV
PW & U
TM SC
FILE

HEADQUARTERS
DEC 19 44
A.F.H.Q.

5201.

RESTRICTED

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RECEIVED
P.W. & U. S/C A.C.
15 DEC 1944 078

RESTRICTED

PWD C/41-50

GAB/204
DEC 143920

FOR INFORMATION ONLY

DEC 150830
IMPORTANT

CIVIL AFFAIRS SEC 8, AAI

ALCOS

21

HEADQUARTERS
15 DEC 1944

RESTRICTED.

Route 66 now clear. PISTOIA PISA autostrada still flooded but passable

Actg Lt Col Thompson

End 05/12

RESTRICTED

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RECEIVED CT
P.W. & U S/G A.C.
12 DEC 1944 078

RESTRICTED

DEC 111625A

C/3677
DEC 112120A
IMPORTANT

CIVIL AFFAIRS SEC HQ MAI

ALCOK

FOR INFORMATION ONLY

RESTRICTED.

1. First BAILEY bridge east of JESI on road to CHIARAVALLE damaged impassable. No suitable diversion.

2. Route 6521 FLORENCE to BORGO S LORENZO landslide at 9 8683 estimated reopen 131200. Diversion PONTASSIEVE DICOMANO.

3. Route 66 and 67 west flooded but passable.

Dist

Action - Hq Comdt (2)
Info - Chief Commissioner
Info Division
P.W. & U
Tn SC
File

Lt Col Thompson

Do you accord this data as to make a program for future work?

Lee 12/12

HEADQUARTERS
12 DEC 1944
C.

RESTRICTED

5199

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0/7/2

Tel. 489081
Ext. 320

LAJ/cc

HEADQUARTERS ALLIED COMMISSION
Inter Office Memo

7 Dec. 44

REFERENCE: 130/PWU.

SUBJECT: Reconstruction and Maintenance Work done by Public Works and Utilities Sub-Commission.

TO : Vice-President, Economic Section.

FROM : P.W. & U. Sub-Commission.

Lt Col Thompson
Dep 7/12

A.C. FUNCTIONS, P.W. & U. Sub-Commission

1. Under various directives the Public Works and Utilities Sub-Commission is to handle the rehabilitation of the following:-

Debris Clearance,
Waterworks,
Sewers,
Irrigation and Drainage projects,
Harbor Works,
Highways,
Bridges,
Tunnels,
Buildings,
Electric Power Production,
Transmission,
Sub-Stations,
Distribution.

2. In connection with the overall task of this Sub-Commission it also has to see that utility facilities are operated properly, particularly so as to serve Military requirements, and to handle financing and rate problems, thus permitting Utility Companies to function, otherwise it might be necessary for the Military establishments to take over the operation of such utilities.

PUBLIC WORKS.

3. In November 1943 A.F.H.Q. Adv. Adm. Echelon asked [illegible] that arrangements be made for the establishment of a central

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direction of Military Highways because of serious difficulties encountered by the many Military units in having to deal with the various Italian civil engineering organisations, the financing of these projects, and the proper reconstruction of Military Highways, thus relieving the Armies of this responsibility. This matter was the subject of several communications and directives culminating in the order of 13th February 1944 directing A.C. to take over the control of Military Highways, including financing, and in accordance with priorities established from time to time by Military Authorities. The correspondence relating to the above is attached hereto, marked "A", "B", "C", "D", "E" [redacted].

4. We wish to call attention to the following paragraphs:-

Exhibit "A":	Paragraph 1.
Exhibit "C":	Paragraphs 1, 3, 5 and 6,
Exhibit "D":	" 1, 2, 3, 4, 5, 6 and 8,
Exhibit "E":	The entire document.

5. Not only were the Military Districts anxious to have A.C. relieve them of the responsibility of repairing and maintaining Military Highways, but it was considered an A.C. function, because all work done under Italian Ministries was to be handled only by the appropriate A.C. Sub-Commission.

6. Since last February the Public Works and Utilities Sub-Commission has received hundreds of communications and directives from all of the various Military districts within Italy, including P.B.S., directing it to take over additional highways, from time to time, giving priorities of the various highways or altering priorities previously given, in accordance with Military necessities.

7. Within the last two months this Sub-Commission has received numerous urgent requests from Military districts to relieve them in the prompt rehabilitation of washed-out bridges, flooded highways and other damage done to Military Highways. All of these tasks were promptly investigated and contractors engaged to handle these urgent problems under the direction and supervision of the Public Works and Utilities Sub-Commission. This was a very considerable task.

8. This Sub-Commission has relinquished the direction over all engineering works in Italian controlled territory

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with the exception of Military Highways and other projects requested by Military units. It was felt that as long as we have a military responsibility in connection with these tasks we could not relinquish control.

9. The Public Works and Utilities Sub-Commission has withdrawn its engineering staff from Sardinia and the last remaining engineer in Sicily will be withdrawn on January 1st. In Calabria the last engineer will also be withdrawn on January 1st. In the Southern Region one engineer has been withdrawn on December 1st, three will be withdrawn on January 1st and one on February 1st, leaving only those engineers in that Region engaged on Military work.

10. In Lazio and Umbria one engineer has been withdrawn on December 1st, two will be withdrawn on January 1st, and one each on February 1st and March 1st, and in the Marche-Abruzzi Region one officer will be withdrawn on February 1st.

11. If A.C. engineers are to be withdrawn from the Military Highway reconstruction program in Italian Government Territory, will A.F.H.Q. be prepared to :-

1. Arrange for the financing of these projects.
2. Provide bitumen, cement, bricks and other materials needed.
3. Arrange for transportation and construction equipment.
4. Provide gasolene and oil needed.
5. Provide technical supervision

because, under present conditions, the Italians are not prepared to, nor can they, handle these things without allied help.

ELECTRICAL REHABILITATION.

SARDINIA AND SICILY

All Electrical Utility officers were withdrawn in August 1944 and the electrical advisers to the Italian Government are responsible at each of these islands.

The company will require assistance in obtaining materials until such time as free trading is again established.

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ITALY - (SOUTHERN)

Two electrical officers are at Naples, one officer will be withdrawn31 Dec. 44.

The remaining officer will be withdrawn as the military situation allowe.

The duties of this officer are an follows:-

(a) - To see that the electrical companies maintain an adequate supply of electricity to the Military and essential Civilian Services. This supply comprises approximately 70% of the total energy available in Southern Italy.

(b) - To make the necessary arrangements for the electrical companies to receive an adequate supply of materials for repairs to plant. Trucks, tyres, overhead line, equipment, arrangements with Military units for loan of heavy vehicles for the movement of transformers and other plant requiring to be taken to factory for repair are some of the many tasks which are carried out by this Officer.

(c) - Screening of all applications for electric energy for Southern Italy. Any essential supply or high priority civilian supply is agreed with the company, in some cases a supply of a lower priority is taken off and the matter is put before the Electric Power Committee of the Allied Local Resources Board for Agreement.

(d) - To maintain a close liaison with the Southern Italy electrical adviser to the Italian Government and the Power Companies.

ITALY - (CENTRAL)

(a) - The electrical situation in Central Italy, which includes a large part of Italian Government Territory, is still in a most critical position. There was less than 7% of the original generating capacity available when we took over and today there is still only 12% available. It is hoped that by May 1945 about 30% of the original capacity will have been restored.

(b) - Officers engaged on restoration of damaged plant and

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rationing of the available electricity in Central Italy is as follows:-

	Regions				Total
	4	5	8	9	
(1) Officers dealing entirely with operation such as Load Flow rationing and screening of new consumers	2	1	1	½	4½
(2) Officers dealing entirely with restoration of generating plants, transmission lines, sub-stations etc.	2	2	2	½	6½
Total	4	3	3	1	11

(a) - Officers engaged at H.Q. for field surveys and overall electrical planning of Italy, administration, Company financial matters, material supply, rate settlement, electrical allocations, drafting and statistical:

(1)	Chief Electrical Division	1
(2)	Generation Engineer	1
(3)	Transmission Engineer and Assistant	2
(4)	Drafting and Statistical	1
(5)	Material supply	1
(6)	Electrical Allocations	1
(7)	Financial and Rate Settlement	1
	Total Officers at HQ.	8

(d) - Regular meetings are held with the Italian Government electrical adviser, and the engineers of each of the electrical companies and by this means the Italian Government is kept fully informed of the progress being made and the activities of A.C.

5194

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S u m m a r y

(a) - The development and repair to the Italian electrical system can only be dealt with on a national basis. For instance, the Sila Plants in Calabria, supply energy to Naples likewise the Terni Plants, now supplying Rome and other Italian Government Territory, will later be supplying energy to Bologna and the Po Valley. Therefore, there can be no dividing line between Army, AMG or Italian Government Areas. This was envisaged when AFHQ Administrat ive Memorandum N. 43 was issued (copy attached, marked "F".

(b) - While the Military situation remains, it is essential that AC Officers maintain a strict control in order that the available energy is used only by the high priorities services.

(c) - Since a large part of the AC Officers work is connected with the procurement of trucks and materials which have to be arranged through military channels, it is difficult to see how these functions could be handled by the Italian Government or the electric companies.

(d) - It seems certain that any withdrawal of AC Officer Personnel engaged on electrical restoration work would seriously delay the recovery of this most vital product, besides which it is thought that for security reasons the Military would step in if any such withdrawals took place.

General Observation.

If it is desired to have A.C. withdraw from the supervision and financing of military projects in Italian Government Territory, such as Military Highways and Electrical Reconstruction and plant operation control, then A.F.H.Q. must clearly state so and, in doing so, must assume the full responsibility for the financing, execution and control of such projects or operations. The financing of these projects now requires Decrees by the Italian Government. A.F.H.Q. would have to make its own arrangements. A thorough understanding of the problem and clearcut

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instructions are absolutely essential.

L.A. JENNY,
Lt-Colonel, C.E.,
Director.

5192

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"A"

COPY

URGENT

SUBJECT: - COMMUNICATIONS - ROADS

AFHQ ADV ADM ECHELON
CMF.
78/Q.

ALLIED CONTROL COMMISSION.

12. DEC. 43.

REFERENCE YOUR 1395 DATED 11 DEC.

COPY OF THIS H.Q. LETTER 78/Q DATED 15 NOV IS FORWARDED HEREWITH.

WILL YOU PLEASE GIVE URGENT ATTENTION TO THIS MATTER AND IF IMPOSSIBLE TO GIVE FULL REPORT REQUEST YOU SEND INTERIM REPORT BY RETURN.

(signature)
BRIGADIER
D.Q.M.G.

Reached me
Dec. 15, 1943
sgd. LAJ.

5191

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"B"

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
Public Works and Mines Sub-Commission

LAJ/ccb

31 Dec 43

Subject: ROADWORK TO BE PERFORMED BY ITALIAN FORCES.
ORGANISATION AND METHOD OF PROCEDURE.

To : D.W. AFHQ.

Following our several conversation on the above subject, called at your request, this matter has been discussed with the Italian Ministry of Public Works and the following is submitted to you as a base for the preparation of such Order as you will issue so that all concerned may understand the procedure and so that there may be no misunderstanding.

ORGANISATION

1. The Italian Ministry has agreed to simplify its organization along divisional lines and has appointed Mr. Vito Pugliese, a resident of Naples, as chief Engineer for the region north of the Northerly boundaries of the Salerno, Potenza and Bari Province.

2. It has also been agreed that one Italian engineer will be appointed for each Compartment who will handle all work within his compartment and whe will be responsible for, and supervise the work carried out by the Genio Civile in each Province within his compartment. Mr. Pugliese is now studying the available engineer personnel to be appointed to these posts. It may be possible in some instances to appoint one man to cover two compartments.

3. These engineers will handle all highway reconstruction or maintenance work assigned to them, irrespective of whether these highways are State, Provincial or Communal highways.

4. The Public Works and Mines Sub-Commission of A.C.C. will, likewise, appoint one engineer officer to work with Mr. Pugliese and one officer to work with each of the Italian Compartment Engineers. The engineer officer appointed to head this work for this Sub-Commission is Lt.Col. V.S. Thompson (B). A request has been made for other engineer officers to come from North Africa and Palermo to fill the other posts.

5190

PROCEDURE

a. AFHQ will prepare a general program of reconstruction (if any) it wishes undertaken and a program and priority of maintenance work to be performed. This program, and whatever other directives AFHQ may wish to isse, will be submitted to this

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Sub-Commission hose task it will then be to have the Italian Civil Authorities carry out such a program, to supervise the work, and make sure that the program is carried out in the interest of our war effort.

b. Whenever it becomes necessary to take local action, appropriate army engineer officers will contact the engineer officer of the compartment representing this Sub-Commission and whose duty it will then be to see to it that the local Italian officials carry out such work expeditiously.

C. In no event will army engineer officers deal directly with the Italian engineer officers. The only exception to this rule should be in an emergency and when the representative of this Su-Commission may not be available.

Note: As soon the compartment engineers, A.C.C. and Italian have been selected you will be notified and their names will be furnished. We, on the other hand, should be notified who the army engineer officers are, and where they are located, who are authorised to make request for construction or maintenance work of representatives of this Sub-Commission.

WORK TO BE DONE IN THE SOUTHERN PART OF ITALY

So far the Italian officials have not appointed their Chief Engineer but they are looking into the personnel available for such appointment, as well as the appointments to compartments. We are working closely with them and hope to have some engineer officers made available to us shortly. In the meantime we are awaiting the program of priority, which you have under consideration and as soon as that is furnished we will do everything we can to get such a program organised and functioning.

When your instructions are issued to the 15th Army, regarding the highway work to be done by Italian civil personnel in that area it is suggested that the above organization and procedure be incorporated in such instructions as, otherwise, misunderstanding are bound to arise and which we are trying to avoid.

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

c.c; to Economic Director,
to Deputy Vice Pres. Econ. & Adm.
Section ACC.

5189

Subject: Mainter ce of Roads.

Directorate of Works,
[illegible] Adv Adm Echelon,
C. M. F.

"C"

3222/DDW

4 Jan. 44

To : D.Q.M.G.

With reference to my 3222/DDW dated 10 Nov. 43 and to your 78/Q dated 15 Nov. 43, addressed to the Allied Commission, I am now able to report progress as follows: -

1. An Italian Road Organisation is being set up as part of the Italian Ministry of Public Works, approximately on the lines indicated in para. 6 of your letter above referred to. This organisation will be controlled by the AMG/ACC and will eventaully deal with all roads, national, compartmental and provincial.

2. I have discussed the layout of the organisation in some detail with Lt.Col. Jenny who is the Director of the Public Works and Mines Sub-Commission of the A.C.C. and who is the officer who will be principally concerned in all matters affecting Italian roads.

3. The organisation as we have agreed it is illustred graphically on the attached Appendix "A". It will be noted from this appendix which given the names of the Italian officials and AMG/ACC officers so far appointed that the organisation is not yet complete. When the organisation is complete, Col. Jenny has asked that the military engineers submit their requests to the AMG/ACC representatives for all road work which they wish the Italian Road Organisation to carry out. This request is I think reasonable but of course cannot be met until the organisation is complete.

4. Attached at Appendix "B" is a diagramatic layoub of the military organisation which will make it simple for the military engineers and the AMG/ACC engineers to make contact with their opposite numbers at all levels.

5. The A.C.C. will arrange that adequate funds are made available to the civil organisation for the payment of all civilian wages and for the purchase of such materials as are necessary for the work and are available in the country, but it will unfortunately always be necessary to provide some military assistance in the form of transport, plant and some materials.

6. It is requested that a memorandum now be issued including copies of the two appendices and an instruction that in areas where the organisation is complete, the machinery for carrying out road work outlined above, i.e., through the A.C.C. representative concerned, be employed.

7. I have given Col. Jenny a copy of the road maintenance priorities issued [illegible] of your 78/Q dated 3 Dec. 43.

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Public Works, approximately on the lines indicated in para. 6 of your letter above referred to. This organisation will be controlled by the AMG/ACC and will eventaully deal with all roads, national, compartmental and provincial.

2. I have discussed the layout of the organisation in some detail with Lt.Col. Jenny who is the Director of the Public Works and Mines Sub-Commission of the A.C.C. and who is the officer who will be principally concerned in all matters affecting Italian roads.

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7. I have given Col. Jenny a copy of the road maintenance priorities issued under cover of your 78/Q dated 3 Dec. 43.

5188

Approved this at conference with Lt.Col.Glendenning Jan. 7. He will send me data under par. 7 which had not yet been furnished us.

L.A.J. 7/1/43

DLA/caj.

D.L. ANDERSON,
Brigadier,
D.D.W.

Copy to: C.E., 15 Army Group,
D.W., A.F.H.Q.
Engineer, P.B.S.,
C.E., No. 2 District.
C.E., No. 3 Disctrict, (File)
Director Public Works & Mines Sub-Commission, A.C.C.
War Diary.

Enclosures:

Appendix "A",
Appendix "B".

Declassified E.O. 12356 Section 3.3/NND No. 785019

"D"

Subject : Civil Road Organisation.

AFHQ Adv Adm Echelon,
CMF.

78/Q.

20 Jan 44.

HQ., ACMF.
Fifth Army.
Eighth Army.
No. 2 District.
No. 3 District.
Peninsular Base Section.
AFEC/MTO (Prov).
ACC.

1. In order to provide for the more effective maintenance of roads and control of road work in Italy, an Italian Civil Road Organisation is being established as part of the Italian Ministry of Public Works.

2. The head of the Organisation will be the Italian Director of Public Works who will be represented in each compartment by an Italian engineer from his staff. The Organisation will be under the control of ACC/AMG, who will also appoint an ACC/AMG engineer for each Compartment.

3. The Organisation will eventually be responsible for the maintenance, including snow clearance, of all roads in occupied Italy, in accordance with Allied requirements. Forward of Army rear boundaries, the responsibility of the organisation will be limited to specified areas or roads to be agreed from time to time.

4. Arrangements are being made by ACC/AMG to ensure that adequate funds are made available for the payment of all civilian wages and for the purchase of available materials.

5. It will, owing to limited Italian resources, always be necessary to provide some assistance from military sources in the form of transport, plant and materials.

6. Briefly, the procedure to be adopted for the carrying out of road work by the Civil Organisation is that military engineers will submit requirements to ACC/AMG engineer representatives. The latter will make all necessary arrangements with the Civil Road Organisation engineers and notify these to the military engineers concerned, including as to any demands for military assistance.

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Declassified E.O. 12356 Section 3.3/NND No. 785019

AFEC/MTO (Prov).
ACC.

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5. It will, owing to limited Italian resources, always be necessary to provide some assistance from military sources in the form of transport, plant and materials.

6. Briefly, the procedure to be adopted for the carrying out of road work by the Civil Organisation is that military engineers will submit requirements to ACC/AMG engineer representatives. The latter will make all necessary arrangements with the Civil Road Organisation engineers and notify these to the military engineers concerned, including as to any demands for military assistance.

5187

7. The Organisation has been set up, and is ready to operate to a limited extent, in some Compartments.
In such case, the procedure outlined above will be adopted forthwith and the maximum practicable use made of the Organisation.

8. Further details of the procedure, particulars as to the Organisation, its machinery, its extension from time to time and the levels at which contacts can be made by military engineers will be notified through engineer channels by DDW this HQ.

Major General,
Deputy Chief Administrative Officer.

Copy to: AFHQ (2) G(SD)
AMG, HQ ACMF G-4
SOS NATOUSA DDW
AFSC/MTO Labour
214 Group RAF War Diary (2)
M.M.I.A.

Declassified E.O. 12356 Section 3.3/NND No. 785019

COPY

"E"

Subject :- Civil Road Organisation

Directorate of Works,
AFHQ Adv Adm Echelon,
C.M.F.

3220/DDW

CE No. 2 District (6)
CE No. 3 District (6)

13 Feb 44.

Further to my 3222/DDW of 10 Jan addressed to DQMG, copy to you, and to implement para. 8 Adv Adm Ech's letter 78/2 of 20 Jan, the following are the details of the procedure to be adopted in order to make the fullest possible use of the Civil Road Organisation as it develops.

1. The Civil Organisation under ACC control will be set up as shewn in Appendix "A" hereto, to deal with all military roads in occupied Italy, This organisation will operate in conjunction with the Military Engineer Organisation whose present form is represented graphically at Appendix "B" attached. Both these Appendices supersede the Appendices attached to my 3222/DDW of 10 Jan, and both will of necessity have to be altered from time to time to meet changing conditions. These alterations will be notified to you as they occur.

2. The Works to be carried out will be divided into two categories - "A" and "B".

Category "A" will comprise the maintenance, repair and construction work necessary to keep such of the main arteries of the country as are necessary for military traffic, continucusly open. The details of these routes will be laid down from time to time by AFHQ Adv Adm Ech. Those with which you are at present concerned are shewn on the attached Appendix "C".

Category "B" routes will be additional routes required by Districts and Areas for their internal communications, and the detailing of these will, naturally, be the responsibility of the Commanders concerned.

3. The work required on Category "A" routes will be demanded by CE's of Districts on the representatives of the Director of Public Works and Utilities Sub Commission, ACC of which one will be appointed to sit at the HQs of each CE.

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Declassified E.O. 12356 Section 3.3/NND No. 785019

78/2 of 20 Jan, the following are the details of the procedure to be adopted in order to make the fullest possible use of the Civil Road Organisation as it develops.

1. The Civil Organisation under ACC control will be set up as shewn in Appendix "A" hereto, to deal with all military roads in occupied Italy. This organisation will operate in conjunction with the Military Engineer Organisation whose present form is represented graphically at Appendix "B" attached. Both these Appendices supersede the Appendices attached to my 3222/DDW of 10 Jan, and both will of necessity have to be altered from time to time to meet changing conditions. These alterations will be notified to you as they occur.

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3. The work required on Category "A" routes will be demanded by CE's of Districts on the representatives of the Director of Public Works and Utilities Sub Commission, ACC of which one will be appointed to sit at the HQs of each CE.

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4. On receipt of instructions from CE's, the ACC representatives will pass these down to their compartimental representatives together with instructions to co-operate directly with the CRE's in whose areas the work may lie.

5. The ACC/AMG do not, at the moment, dispose of sufficient officers to deal with Category "B" work but it is intended that they will eventually undertake this responsibility. At the moment, therefore, CRE's should be instructed to deal direct with the local Provincial and Municipal Engineers. These Engineers will be instructed by ACC that they are to carry out any orders which may be given by CREs. If these orders are not carried out, or any question as to priority should arise, the matter should be referred back to you when it can then be settled at your level with the representative of the ACC who sits at your HQ.

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6. The ACC have undertaken full responsibility for financing all road work, and for ensuring that such labour, transport, plant and materials as the Italian Road Organisation may possess is made available. It will, however, undoubtedly be necessary for the army to provide considerable assistance. Instructions as to keeping records of such assistance have already been issued to you and you are now required to send to me for submission to the ACC an abstract of the monthly return you render to the FA & AA in accordance with Technical Instruction No. 13. The military stores, etc. required by the Civil Organisation for approved works, will be provided by CRE's and obtained in the normal manner.

7. It is essential that the maximum possible use be made of the Civil Organisation and it is most desirable that instructions to it are made through the AMG or ACC representatives where and when they are available so that they may eventually take over much of the road construction and repair work on which you and your staff are involved. Nothing, however, shall relieve the Engineer officer of each formation of the responsibility to his Commander for the maintenance of essential military routes in his area.

DLA/ac

Brigadier
D.D.W.

Copy to:- DQMG
DQMG. (Mov)
CE ACMF
DW AFHQ
Engineer, PBS
Director, Public Works and Utilities Sub-Commission, ACC
War Diary (3)

Declassified E.O. 12356 Section 3.3/NND No. 785019

7. It is essential that the maximum possible use be made of the Civil Organisation and it is most desirable that instructions to it are made through the AMG or ACC representatives where and when they are available so that they may eventually take over much of the road construction and repair work on which you and your staff are involved. Nothing, however, shall relieve the Engineer officer of each formation of the responsibility to his Commander for the maintenance of essential military routes in his area.

DLA/ac

Brigadier
D.D.W.

Copy to:- DQMG
DQMG. (Mov)
CE ACMF
DW AFHQ
Engineer, PBS
Director, Public Works and Utilities
Sub-Commission, ACC
War Diary (3)

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Declassified E.O. 12356 Section 3.3/NND No. 785019

COPY

"A"

SUBJECT: Road Maintenance.

A.F.H.Q. Adv Adm Eheclon
CMF.

Allied Commission,
Brindisi.

78/Q.
15 Nov 43.

1. Control of road repair in occupied Italy is at present carried out with difficulty owing to the lack of a central organisation through which this control can be exercised. The following proposals are based on the assumption that road maintenance and construction will be as far as practicable carried out by an Italian organisation using to the full Italian Engineers, labour and materials.

2. It is understood that Italy is divided into a number of Compartments each of which is again subdivided into a number of Provinces.

3. The road organisation in Italy prior to our invasion was as follows:-

(a) The road maintenance was divided into two distinct parts (i) the national or main routes and (ii) the secondary and minor roads. The national routes were controlled by an official sitting in ROME with subordinate Engineers in each Compartment. The control of secondary roads was entirely a Provincial matter and there was no central authority.

(b) The Engineer to a Compartment had complete control of all national routes is his area, these routes being outside the scope of the Province through which they passed. However, as a war measure only, any work on Provincial or secondary roads required by the Italian Army was carried out through the Compartment organisation which was given temporary control of all secondary roads required by the Italian Army.

4. The situation in occupied territory at present is that the individual Compartment or Provincial organisations stand but lack central organisation providing control and finance. They also appear to have been deprived by the Germans of practically all transport and plant.

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5. Difficulties are being experienced in getting road repairs carried out because:-

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carried out by an Italian organisation using to the full Italian Engineers, labour and materials.

2. It is understood that Italy is divided into a number of Compartments each of which is again subdivided into a number of Provinces.

3. The road organisation in Italy prior to our invasion was as follows:-

(a) The road maintenance was divided into two distinct parts (i) the national or main routes and (ii) the secondary and minor roads. The national routes were controlled by an official sitting in ROME with subordinate Engineers in each Compartment. The control of secondary roads was entirely a Provincial matter and there was no central authority.

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4. The situation in occupied territory at present is that the individual Compartment or Provincial organisations stand but lack central organisation providing control and finance. They also appear to have been deprived by the Germans of practically all transport and plant.

WO 204/5184

5. Difficulties are being experienced in getting road repairs carried out because:-

(a) The Italian Engineers find difficulty in obtaining the necessry funds to finance the work.

(b) Of shortage of transport, plant, bitumen and explosives. Assistance can probably be provided by us to meet these deficiencies but we must have an estimate from the Italians of the amount of transport necessary to carry out the work which they are undertaking on our behalf, apart from that which they can provide from their own resources.

6. In order that the work on the roads may be co-ordinated and efficiently carried out, it is recommended that as far as that

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part of Italy behind the Army boundaries is concerned, :-

(a) A Central Organisation with a Chief Engineer be created by the Italian Government to control all road work in Italy, including snow clearance, and to receive instructions from this H.Q.

(b) The Italian system be continued as completely subordinate to it, the Engineers to the Compartments having control of all roads both national and secondary required by the Allies.

(c) The Engineers to Provinces, towns and communes be placed directly under the Engineers to the Compartments in so far as repair and maintenance of roads required by the Allied Forces is concerned.

All priorities for reconstruction and all major bridge construction would be controlled by this H.Q. through the organisation suggested in (a).

7. It is requested that urgent consideration be given to the recommendations in para 6 and also that the question of provision of funds to the organisation suggested, be considered at the same time.

(sgd) R.M. GOLDIE
Brig
Major General. for
Deputy Chief Administrative Officer.

Copy to : No. 2 District (8)
CG., P.B.S. (2)
D.D.C.A.O.
D.D.W.
A.F.H.Q. Q (Maint).
A.F.H.Q. D.of W.

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Declassified E.O. 12356 Section 3.3/NND No. 785019

(C O P Y) R E S T R C T E D

DCK/ar

F

ALLIED FORCE HEADQUARTERS
APO 512

ADMINISTRATIVE MEMORANDUM)
NUMBER 43)

5 October 1944

POWER REHABILITATION

1. The function of power rehabilitation having been transferred to control of AFHQ the following will govern:

2. a. The Chief Engineer, AFHQ, will

(1) Exercise staff supervision of power rehabilitation activities.

(2) Recommend rehabilitation policies

(3) Coordinate power rehabilitation activities of the various agencies concerned.

b. Electrical Reconstruction Committee.

(1) The Central Electrical Board, Italy, is dissolved. There is hereby created an Electrical Reconstruction Committee (Italy), with membership as follows:

Chief Engineer AFHQ (Chairman)

Representatives of: ACC, R.N., AAI and CZ, NATOUSA. It is requested that ACC, R.N., AAI and CZ, NATOUSA, advise AFHQ of representatives selected for membership.

(2) The Electrical Reconstruction Committee will:

a. Meet at the call of the Chairman

b. Recommend studies for determining [illegible] requirements as may be required

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1. The function of power rehabilitation having been transferred to control of AFHQ the following will govern:

2. a. The Chief Engineer, AFHQ, will

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(2) Recommend rehabilitation policies

(3) Coordinate power rehabilitation activities of the various agencies concerned.

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Chief Engineer AFHQ (Chairman)

Representatives of: ACC, R.N., AAI and CZ, NATOUSA. It is requested that ACC, R.N., AAI and CZ, NATOUSA, advise AFHQ of representatives selected for membership.

(2) The Electrical Reconstruction Committee will:

a. Meet at the call of the Chairman

b. Recommend studies for determining ~~priority~~ requirements as may be required 5182

c. Recommend study of and preparation of plans for power rehabilitation as may be required

d. Review ACC plans for power rehabilitation, correlating them with the requirements and make recommendations as to extent and nature of rehabilitation

e. Recommend designation of agency to perform specific construction work of rehabilitation, when necessary

f. Make such other recommendations regarding power rehabilitation as it deems necessary.

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c. The ACC will:

(1) Furnish Secretariat for the Electrical Reconstruction Committee

(2) Be responsible for planning power rehabilitation throughout Italy.

(3) Maintain liaison with AAI and keep informed as to existence and condition of power plants and probable rehabilitation needs in operational area

(4) Ascertain power requirements from AAI, CZ, NATOUSA, Districts (Br), and other sources

(5) Submit plans for rehabilitation to the Chief Engineer for consideration and approval of the Electrical Reconstruction Committee

(6) Using Italian labor and local materials, direct, administer and supervise construction work of rehabilitation and operate the power systems except those projects specifically assigned other agencies by AFHQ and except as provided in paragraphs 2d (2) and 2e (1).

(7) Will issue all orders necessary to implement the program to Italian Power Companies or other civilian agencies

(8) Keep the Chief Engineer, AFHQ, advised of its activities.

d. AAI will :

(1) Cooperate with ACC in determining existence and condition of power plants and probable rehabilitation needs in the operational area

(2) Insofar as practicable initiate, construct and operate such power installations within the operational area as it considers necessary coordinating with plans of ACC

Declassified E.O. 12356 Section 3.3/NND No. 785019

(4) Ascertain power requirements from AAI, CZ, NATOUSA, Districts (Br), and other sources

(5) Submit plans for rehabilitation to the Chief Engineer for consideration and approval of the Electrical Reconstruction Committee

(6) Using Italian labor and local materials, direct, administer and supervise construction work of rehabilitation and operate the power systems except those projects specifically assigned other agencies by AFHQ and except as provided in paragraphs 2d (2) and 2e (1).

(7) Will issue all orders necessary to implement the program to Italian Power Companies or other civilian agencies

(8) Keep the Chief Engineer, AFHQ, advised of its activities.

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(1) Cooperate with ACC in determining existence and condition of power plants and probable rehabilitation needs in the operational area

(2) Insofar as practicable initiate, construct and operate such power installations within the operational area as it considers necessary coordinating with plans of ACC

5181

(3) Advise the Chief Engineer, AFHQ, of any power rehabilitation work undertaken.

e. CZ, NATOUSA and Districts (Br) under command AFHQ will:

(1) Initiate, construct and operate such power installations as are required locally for their own activities.

(2) Undertake such general power rehabilitation projects as may be specifically assigned by AFHQ

(3) Cooperate with ACC and AAI and render them such aid and assistance as is practicable within available means and without detriment to their own operations

(4) Advise the Chief Engineer, AFHQ, of any power rehabilitation work undertaken.

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3. Orders to implement plans will be issued through normal staff channels in respect to work for which military agencies are to be responsible.

4. The agencies mentioned above will furnish the required personnel from their own allotments.

By command of General WILSON:

H.V. ROBERTS,
Colonel, AGD,
Adjutant General.

DISTRIBUTION:
"C"

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H.V. ROBERTS,
Colonel, AGD,
Adjutant General.

DISTRIBUTION:
"C"

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RESTRICTED

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Declassified E.O. 12356 Section 3.3/NND No. 785019

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P.E. & U. S/C A.C.
8 DEC 1944 018

RESTRICTED

1/6/15
DEC 081130A

C/3233
DEC 081455A
IMMEDIATE

BLAIR REGGIO

ALCOM FOR ADAMS

FOR INFORMATION ONLY

RESTRICTED.

Attention Col LINDBERG. Line CICIA TAURA to BATTIPAGLIA reopened for traffic at 1100 hrs 7th. Line NOVAS IRI to TURSI POLICORO. Under repair 35000 cubic meters of road bed to be replaced. Estimated time 60 days. Passengers transfer about 8 kilometers making own arrangements.

DIST

ACTION: Th S/C 2
INFO: Chief Commissioner
Econ Sec
Pub Works & U
File

HEADQUARTERS
8 DEC 1944
A.P.O.

Lt Col Thompson
5179

RESTRICTED

Declassified E.O. 12356 Section 3.3/NND No. 785019

RECEIVED
P.W. & U. C.A.C.
8 DEC 1944 078

RESTRICTED

P W 4A

CAB/182
DEC 08/1155A

C/3238
DEC 08/1600
IMMEDIATE

CIVIL AFFAIRS SECTION HQ AAI

ALCOM

FOR INFORMATION ONLY

RESTRICTED.

Route 67 flooded between FLORENCE and SIGNA but passable. Route 68 closed at SARINE. Route 3 closed at A875397 from 082300 to 090500 hours.

MISC.

Action: Hq Comdt (2)
Info: Chief Commissioner
Info Div
P W & U
Tn S/C
File

HEADQUARTERS
9 DEC 1944
A.A.I.C.

Lt Col Thompson

5178

RESTRICTED

Declassified E.O. 12356 Section 3.3/NND No. 785019

RECEIVED
P.W. & U. S/C A.C.
7 DEC 1944 078

RESTRICTED

FOR INFORMATION ONLY

P W U

CAB/175
DEC 071235

C/3127
DEC 071527
INFORMING

22

RECEIVED
DEPARTMENT OF STATE
7 DEC 1944
A.M.

CIVIL AFFAIRS SECTION HQ AAI

AICOM

RESTRICTED.

Route 3 closed at 1875397 for removal of bailey Br from 082300 to 090500

Lt Col Thompson

Maj 8/12

M.

DIST

ACTION HQ COMDT
INFO CHIEF COMMISSIONER
INFO DIV
P&U
TN SC
FILE

RESTRICTED

3123

Declassified E.O. 12356 Section 3.3/NND No. 785019

RESTRICTED

CAS/169
DEC 053245

C/2895
DEC 053715
INFO

CIVIL AFFAIRS SECTION HQ AAI

AACOM

RECEIVED
P.W. & C.A.C.
6 DEC 1944 078

FOR INFORMATION ONLY

RESTRICTED.

Route 76 will be closed at S 380364 S 320355 S 287350 and S 260391 from 061800 to 071000. Alternative route 77

Lt Col C Thompson

DIST

ACTION HQ COMZT (2)
INFO CHIEF COMMISSIONER
INFO TEV
P.W. & C —
TN SC
FILE

HEADQUARTERS
5 DEC 1944

RESTRICTED

5177

Declassified E.O. 12356 Section 3.3/NND No. 785019

CAS/168
DEC 041720A

RESTRICTED

C/2810
DEC 042130A
IMPORTANT

RECEIVED
G.W. & U. SEC. N.I.
5 DEC 1944 078

FOR INFORMATION ONLY

CAS HQ AAI
HQ ALCOM

RESTRICTED.

Route 2 ROME SIENA closed 050600 to 051200 for bridge repairs at V 9598.

Dist

Action - Hq Comdt (2)
Info - Chief Commissioner
C o S
Econ Sec
CAS
Land Forces
Info Div
PW & W
Tn SC
G-4 (A)
File

HEADQUARTERS
5 DEC 1944

Lt Col Thompson

Brig Gen

RESTRICTED

5176
5175

Declassified E.O. 12356 Section 3.3/NND No. 785019

RESTRICTED

PW-4 W
S/C

EM/164
DTG 031740A

FOR INFORMATION ONLY 67713
DTG 031735A
PRIORITY

CIVIL AFFAIRS INFO REQ #41

TJ606

RESTRICTED.

Route 71 will be closed at KITCHING 83723 from 052000 to 060600.

Dist

Action - Maj Gen's
Info - Chief Commissioner
C o S
G-2 Sec
Econ Sec
Land Forces SO
Info Div
AA & T SO -
Tn SO
G-4 (A)
File

Rec'd Thompson
Rec'd 4/12

RESTRICTED

Declassified E.O. 12356 Section 3.3/NND No. 785019

RESTRICTED

DNW U

GAI/198
WLO 42-1540a

CIVIL AFFAIRS SEC HQ AAI
HQ ALCHE

FOR INFORMATION ONLY

S/2714
WLO 42-1152a
PRIORITY

18

2078

RESTRICTED.

Route 4 now open class 5. Route 1 now open up to 3 tonnes.

Dist

Action - Hq Const
Info - Chief Commissioner
C & S
Ch Sec
Econ Sec
Land Forces Sec
Info Div
P & O Sec
PR Sec
C-in (4)
File

Lt Col Thompson
Ltn, 4/12

HEADQUARTERS
4 DEC 1944
A. A. C.

5174
2173

RESTRICTED

Declassified E.O. 12356 Section 3.3/NND No. 785019

RESTRICTED

PMLO

FAR EAST/156
DEC 021500A

C/257
DEC 021830A
IMPORTANT

FOR INFORMATION ONLY

CIVIL AFFAIRS SECTION, HQ AAI
ALGIERS

RECEIVED
F.W. & U. S/C A.G.
3 DEC 1944 078

RESTRICTED.

Route 71 open BIZERTA to route 2 at MONTE FLACONE. Route 3 open ROME to Route 76 at FOGGIA. Route 76 open. Route 4 impassable at M6732 and M6790 due floods.

HEADQUARTERS
3 - DEC 1944
A. A. C.

Lt Col Flanagan

Capt 4/12

XLIX

ACTION: Eq Comit
INFO: Chief Commissioner
C.C.S.
Neon Sec
C.A. Sec
Land Forces
Info Div
F.W. U
Tn S/C
Cml(A)
File

RESTRICTED

5173

Declassified E.O. 12356 Section 3.3/NND No. 785019

To Public Works - Utilities S/C
HQ. A.C.

RECEIVED
P.W. & U. S/C
1 DEC 1944

ROAD CONDITION REPORT

Journey From: Rome To: Terni - Perugia - Arezzo Date: Nov

From	To	Route No.	Hours Running Time	Surface Good / Fair / Poor	Interruptions or Detours specify which and give map ref.	P.O.L Map ref.	Repairs Major / Minor
All routes traveled were Main Routes And Road Conditions					Thus & rec Crep		

NOTE: In event of major road blocks or serious detours, signal Headquarters at once.
Please enter details opposite appropriate section of the journey above.

GENERAL REMARKS:

Nil.

5172

H.L Hansen Capt C.E.

Declassified E.O. 12356 Section 3.3/NND No. 785019

lic Works. - Utilities S/C
1-1 Q. A.C.

RECEIVED
P.W. & U. S/C A.F.
1 DEC 1944 078

ROAD CONDITION REPORT

To: Terni - Perugia - Arezzo Date: Nov 19-26 inclusive

Route No.	Hours Running Time	Surface Good / Fair / Poor	Interruptions or Detours specify which and give map ref.	P.O.L Map ref.	Repairs Major / Minor	Accommodations Position Capacity Quality (Good (Fair (Poor
... traveled were Main Routes and Road Conditions were Good						

This is a negative report.
W.M. 2/12

...or road blocks or serious detours, signal Headquarters at once.

...posite appropriate section of the journey above.

5172

H. L. Kingsley Capt C.E.

A

RESTRICTED

P.W + U

CAS/143
NOV 2819454

C/2206
NOV 2509254
IMPORTANT

CIVIL AFFAIRS SEC, HQ AAI

HQ AICOM

RECEIVED
P.W. & U. S/C A.C.
29 NOV 1944 078

FOR INFORMATION ONLY

RESTRICTED.

Following roads impassable owing to floods. Route 71 at R 315170 no diversion. Route 3 at R5591 no diversion except through traffic ANCONA FOLIGNO which may use route 77. Route 75 at A8344 no diversion. Green route from FOIANO R 2309 to route 73 cut at CULVERT 223222. Route 3 approx 10 miles north of CIVITA CASTELLANA no diversion. Route 67 FLORENCE FORLI still open but very muddy. At present open 4 X 4 vehs withoutchains 4 x 2 vehs with chains. Temporarily restricted to class 9. Route 16 flooded FANO SENIGALLIA area. Water 1 foot deep in places road passable at present but water still rising.

Lt Col Thompson
Opn 30/11

HEADQUARTERS
NOV 1944

Dist

Action - Hq Comdt (2)
Info - Chief Commissioner
C o S
Recon Sec
CA Sect
Land Forces
Info Div
P.W. U.

5171

Declassified E.O. 12356 Section 3.3/NND No. 785019

29 NOV 1944 FBI

RESTRICTED.

Following roads impassable owing to floods. Route 71 at P 315170 no diversion. Route 3 at N9991 no diversion except through traffic ANCONA POLICNO which may use route 77. Route 79 at A8344 no diversion. Green route from FOLIANO K 2305 to route 73 out at CULVERT 223222. Route 3 approx 16 miles north of CIVITA CASTELLANA no diversion. Route 67 FLORENCE PERLI still open but very muddy. At present open 4 X 4 vehs withoutchains 4 x 2 vehs with chains. Temporarily restricted to class 9. Route 16 flooded FANO SENIGALLIA area. Water 1 foot deep in places road passable at present but water still rising.

Lt Col Thompson
Opn 30/11

HEADQUARTERS 30 NOV 1944 A.G.O.

List

Action - Hq Comdt (2)
Info - Chief Commissioner
C o S
Econ Sec
CA Sect
Land Forces
Info Div
F.S. U.
In SC
G-4 (A)
File

5171

76

RESTRICTED
RESTRICTED

Declassified E.O. 12356 Section 3.3/NND No. 785019

RECEIVED
P.W. & G. S/C A.C.
30 NOV 1944 078

RESTRICTED

P W & G S/C

2274
NOV 29 1944

CA /146
NOV 29 1944

FOR INFORMATION ONLY

IMPORTANT

14

CIVIL AFFAIRS SEC HQ AAI

HQ ALGOM

RESTRICTED.

Route 69 closed repairs bridges K 166351 and K00637 nightly 29/30 November to 2/3 December inclusive from 2000 to 0400 hours. Route 71 now open. Route 3 now open at K9951 and A7322. Route 16 flooded but passable.

Dist

Action - Hq Comdt
Info - Chief Commissioner
G o S
CA Sec.
Land Forces
Info Div
P.W. & D.
Tn SC
G-4 (A)
File

5170

Declassified E.O. 12356 Section 3.3/NND No. 785019

RESTRICTED.

Route 69 closed repairs bridges K 166351 and K0837 nightly 29/30 November to 2/3 December inclusive from 2000 to 0400 hours. Route 71 now open. Route 3 now open at K9991 and A7338. Route 16 flooded but passable.

Dist

Action - Hq Comdt
Info - Chief Commissioner
C o S
CA Sec.
Land Forces
Info Div
P.W. & D.
Tn SC
G-4 (A)
File

5170

HEADQUARTERS
21 NOV 1944

RESTRICTED

Declassified E.O. 12356 Section 3.3/NND No. 785019

Declassified E.O. 12356 Section 3.3/NND No. 785019

RESTRICTED

Econ Dr

C/310

59/08

CIVIL AFFAIRS SEC HQ AAI INFO HQ ACC

AMG REAR 8TH ARMY
R/1924

RECEIVED
P.W. & U. S/C A.C.
28 NOV 1944 078

IMPORTANT

NOV 080830A

FOR INFORMATION ONLY

RESTRICTED.

Bridges RIMINI SAN MARINO road. Army planning remove baileys shortly. SAN MARINO will be isolated unless we can obtain 333,000 bricks to rebuild non by-passable.

Dist

Action - P Works SC (2)
Info - A/CC
Econ Sec
Industry SC
Commerce
File (2)
Float

HEADQUARTERS
8 NOV 1944
C.

Ext Thompson

Ref 28/11

Handed in Person

5169

9 NOV 1944

RESTRICTED

NOV 081530A

Declassified E.O. 12356 Section 3.3/NND No. 785019

SECRET

S/135
NOV 271300

C/2123
NOV 281016

CIVIL AFFAIRS SECTION NO. AAI

AIGCS FORM 1005 C A

RECEIVED
P.W. & U. S/C A.C.
28 NOV 1944 078

FOR INFORMATION ONLY

SECRET.

District 1 proposes closing route 76 8 hours night 2/3 December removal Bailey bridges S 260331 and S 320355. Permanent bridges will then be available

DIST

ACTION MR COMET (M)
INFO CHIEF COMMISSIONER
COS
ECON SEC
C A SEC
JAIS FORCES
INFO DIV
P.W.E.
IN SC
G-4 (A)
FILE (M)

5168

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785019

RESTRICTED

Pw+H

O/1751

RECEIVED
P.W. & U. S/C A.C.
24 NOV 1944 078

ALCOM

CIVIL AFFAIRS SECTION Hq AAI

CAS/121

ROUTINE

48/24

NOV 2410454

FOR INFORMATION ONLY

RESTRICTED.

Route 71 from incl br R542778 to excl rd junc R552869 closed permanently.

HEADQUARTERS
24 NOV 1944
A.A.I.

LIST

ACTION: Hq Comdt 2
INFO: Chief Commissioner
C.o.S.
Land Forces
G-4(A)
PW & U SC
Tn SC
File

Lt Col Thompson

Recorded on map 5167
M 29b

RESTRICTED

NOV 2411220A

Declassified E.O. 12356 Section 3.3/NND No. 785019

RECEIVED
P/V. & U. S/C A.C.
23 NOV 1944
078 C2

RESTRICTED

O/1688

AIOM

CIVIL AFFAIRS SECTION HQ AAI

CAS/117

NOV 23/1245A

IMPORTANT

FOR INFORMATION ONLY

RESTRICTED.

Route 6927 FLORENCE INCISA open 2 way. Route 63 SIENA GROSSETO open light 4 wheel drive vehicles fine weather only.

HEADQUARTERS
23 NOV 1944
A.C.

Lt Col Thompson

DISTRIBUTION

Action: HQ Comd (Tn.D.) (2)
Infor: Chief Commissioner
CofS
L. Forces
G-4 (A)
PWU
Tn S/C
File (2)
Float

51663155

NOV 23/1718

Declassified E.O. 12356 Section 3.3/NND No. 785019

RESTRICTED
PW & CA
23 Nov. 44
193
FOR INFORMATION ONLY

AIGCM.

CIVIL AFFAIRS SEC HQ AAI
CAS/116
NOV 2218554

IMPORTANT

RESTRICTED.

All roads open with exception following. Route 1 ROME TARQUINIA closed. Route 73 SIENA GROSSETO open jeeps fine weather only. Route 68 POGGIBONSI CECINA closed. Route 71 AREZZO CECINA open for 2 wh drive vehs with chains only. Route 67 FLORENCE FORLI now open all vehs to class 30.

Dist

Action - Hq Comdt (2)
Info - Chief Commissioner
G & S
Econ Sec
Land Forces
G-4 (A)
P.W. & U
File

Lt Col Thompson
Dep. 23/11

5165
HEADQUARTERS
MEDITERRANEAN
A. C.

RESTRICTED

NOV 2218554

Declassified E.O. 12356 Section 3.3/NND No. 785019

22 NOV Rec'd

078 013

SECRET

AFHQ

CIVIL AFFAIR SECTION HQ AAI

CAS/103

NOV 191440A

SECRET.

Direct bridge W 818885 on route 75 will be closed for one week 200800 to 270800. Class 40 diversion exists. Account heavy civilian traffic on PONTE FERRO over ARNO at FLORENCE on route 6927, all military traffic advised use PONTE VITTORIA on routes 2 and 67. Route 2 E south of ARNO connects routes 2 and 6927. This condition will prevail to about 1st December.

Dist

Action - Hq Comdt
Info - Chief Commissioner
G o S
Econ Sec
Tn SC
PW & U
G-4 (A)
G-4 (B)
Info Div
File

FOR INFORMATION ONLY

HEADQUARTERS
21 NOV 1944
A. C.

Road Bureau
to note.

Lt Col Thompson
Please note & file

5164

NOV 202145A

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785019

22 NOV Recd

21 NOV Recd

RESTRICTED

P. W. & M.

C/1456

48/21

ALGON

CIVIL AFFAIRS SECTION H.Q. AAI

CAS 109

NOV 21/0935

NOTE

RESTRICTED.

FOR INFORMATION ONLY

CAS/193 dated 19. Main road open single line traffic whilst Bridge #S13865 on route 75 is being repaired

DEPARTMENT OF STATE
21 NOV 1943
A. C. A.

Lt Col Thompson
Draft 20/11

DISTRIBUTION

ACTION : H.Q. CONST (2)

INFO : CHIEF COMMISSIONER
CAS
ZONE SEC
LAND FORCES
G-4 (A)
PW & U —
FILE

5163

RESTRICTED

NOVEMBER 21/1120

Declassified E.O. 12356 Section 3.3/NND No. 785019

RESTRICTED

22 NOV Recd

0 ces P.W.S. & U

G/1417

AIOCK

104/20

CIVIL AFFAIRS SEC HQ AAI

CAS/106

NOV 201555A

IMPORTANT

FOR INFORMATION ONLY

RESTRICTED.

Route 6527 FIORENCE UMBRIA open 2 way. Route 73 SIENA - GROSSETO open light 4 wheel drive vehs fine weather only.

Dist

Action - Hq Comdt
Info - Chief Commissioner
G o S
CA Sec
Econ Sec
Tn SC
PW & U
G-4 (A)
G-4 (B)
Info Div
File (2)
Float

Lt Col Thompson

Dist 21/11

5162

RESTRICTED

NOV 202015A

Declassified E.O. 12356 Section 3.3/NND No. 785019

RESTRICTED

078

P.W.-I.D.

16 Base Rpt Rcd

FOR INFORMATION ONLY

ALGON

CIVIL AFFAIRS SECTION No. AAI

GAR 83

IMPORTANT

NCV 151735A

RESTRICTED.

Road AREZZO - BIBBIENA - ARETINA - SANSEPOLCRO to 8 Army suitable only for 4 wheel drive vehs or 2 wheel drive vehs with skid & chains.

Copy to

List

Action - Hq Comdt
Info - Chief Commissioner
G o S
Q2 Sec
Econ Sec
Local Forces
Trans HQ
Trans HQ
C-in (A)
Info Div
File

C/PW.

To see

GSR.

eb/ac.

RESTRICTED

HEADQUARTERS 16 NOV 1944 5161 A. C.

NCV 152000A

Declassified E.O. 12356 Section 3.3/NND No. 785019

19 NOV Recd
078 CeB

P.W. 4 A
C/1289

AC IE

NR AMO TOSCANA REGION

143

NOV 1515154

IN CLEAR

IMPORTANT

FOR INFORMATION ONLY

Bridge on Route 1 still stands and is in general use.

LIST

ACTION: Hq Comdt 2
INFO: Chief Commissioner
C.C.S.
C.A. Sec
Econ Sec
Tn S/C
PW & U
Intn Sec
G-5(A)
G-5(B)
Info Div
File 2
Flost

HEADQUARTERS
13 NOV 1944

5160

NOV 1910004

Declassified E.O. 12356 Section 3.3/NND No. 785019

18 NOV Recd 078 Ccs.

RESTRICTED

PW U

FOR INFORMATION ONLY

90/17

ALCOM

CIVIL AFFAIRS SECTION HQ AAI

CAS/97

IMMEDIATE

NOV 171755A

RESTRICTED.

Reference our CAS/90 of 16 November. Road closure altered to 0700 hrs 20 November to 0700 hrs 21 November.

DIST

5159

RESTRICTED

NOV 172400A

18 NOV 1944

A. C.

Declassified E.O. 12356 Section 3.3/NND No. 785019

RESTRICTED

17 NOV Ref 078 C2

PW-U

C/1043 9

FOR INFORMATION ONLY

AGCOM

CIVIL AFFAIRS SECTION HQ NAF

CAS/65

NOV 15/1445A

NS7/16

IMPORTANT

RESTRICTED.

Route 71 AREZZO - KIBBIENA - BAGNO - MERCATO - CESENA suitable 4 wheel drive vehicles with skid chains only.

DISTRIBUTION

Actions: MG Comdt

Infot: Chief Commissioner
COS
CA Sec
Recn Sec
Lend Forces
Tn SO
F.W. A.U.
G-4 (A)
Info Div
File

5158

RESTRICTED

NOV 15/1748

HEAD QUARTERS 15 NOV 1944 A.F.H.Q.

Declassified E.O. 12356 Section 3.3/NND No. 785019

17 NOV Recd

RESTRICTED

078 CR

C/1072

ALCOM

FOR INFORMATION ONLY

59/16

CIVIL AFFAIRS SECTION HQ AAI

CAS/90

IMPORTANT

NOV 161505A

RESTRICTED.

Road FOLIGNO to FABRIANO via NOCERA will be closed from 0700 hours 18 to 0700 hours 19 Nov to strengthen BAILEY bridge at W 9791.

DIST

ACTION: Hq Comdt 2
INFO: Chief Commissioner
C.o.S.
Econ Sec
Land Forces
G-4(A)
P.W. & U
File

5157

HEADQUARTERS
17 NOV 1944
A. F. C.

RESTRICTED

NOV 161830A

0334