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

ACC 078.1/2/PWU

10000/150/96
(VOL. I)(NO. 1)

FILE 2, 1
OCT. 1943

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10000/150/96
(VOL. I)(NO. 1)

FILE 2, INSPECTIONS & REPORTS
OCT. 1943 – SEPT. 1944

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FILE N° 2

INSPECTIONS & REPORTS

Apparently 27 Oct 43
Ic sent 5 Oct 44

FILE N° 2

INSPECTIONS & REPORTS

OFFICE

Opened: 27 Oct 43
Closed: 5 Sept 44

10000 150 96

THIS FOLDER
CONTAINS PAPERS
FROM OCT. 43
TO SEPT. 44
CATALOGUE-

2

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Pos.	Date	Refr.	From-To	Subject
39	5/6/44	364/2	364 Wks.Sec.	Progress Report by 364 Wks. Sec Re.
40			Capt.Feldman	Progress report.
41	28/6/44		Col. Thompson	Report on Inspection to Rome & Reg.IV
42	22.6.44		Maj. Col Hare	Road Report Region V
43	23.6.44		Col Jenny	Report on Trip to Rome
44	27.6.44	364/2	Capt Feldman	Monthly Report
45	17.7.44		Col Jenny	P.W. & Hil Sub-Comm Monthly Report
46	21.7.44		Col Thompson	Report on Trip to Caserta
47	26.7.44		Maj. Hyland	Report on Trip to Region II III VIII
48	28.7.44		Col Shepherd	Report on Region VIII Roads + Bridges
49	28.7.44		" "	Report on Region IV Roads + Bridges
50	31.7.44		" "	Report from Public Relations
51	31.7.44		Col Thompson	Report on difficulties encountered in Italy
52	—	—	—	Report on S. Italy
53			P.W. & Hil Dir.	Appx Estimate for repair of war damage
54	—	—	—	List of Bridges under Construction
55	—	—	Major Hare	Report on Trip on High 7-7A-7B-7C-7G
56	24-30-7.44	—	AASS Compartment	Activities of the Compartment
57	10.8.44	—	Col. Jenny	Monthly Report
58	12.8.44		Maj. Hare	Report on High 1 and Trip to Siena
59	15.8.44		Col. Thompson	Trip to Naples + Conversation at 3 Dist
60	16.8.44		" "	Non payment of Contractors + Contracts
61	—	—	—	Elements for making the estimate for
62	—	—	—	Report on Finance Office from the day
63	—	—	—	% of inhabitants not live in their
64	1.8.44		Rome Regn	Monthly Report - July.
65	5.9.44		Col VST	Report of Activities Road + Bridges in August

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45	17.7.44		D'Ianni	P.W. Coll Sub-Comm Monthly Report
46	21.7.44		Col Thompson	Report on Trip to Agnita
47	26.7.44		Maj. Hyland	Report on Trip to Region II III VII
48	28.7.44		Lt Shepherd	Report on Region VIII Roads + Bridges
49	28.7.44		" "	Report on Region IX Roads + Bridges
50	31.7.44		" "	Report from Public Relations
51	31.7.44		Col Thompson	Report on difficulties encountered in Corp
52	—	—	—	Report on S. Italy
53			P.W. + Util Dir.	Approx Estimate for repair of war damage
54	—	—	—	List of Bridges under Construction
55	—	—	Major Horie	Report on Trip on High I-IB-IC-20-16
56	24-30-7.44	—	SAAS Compartment	Activities of the Compartment
57	10.8.44	—	Col. general	Monthly Report
58	12.8.44		Maj. Horie	Report on High I and Trip to Arina
59	15.8.44		Col. Thompson	Trip to Naples + Convention at 3 Dist
60	16.8.44		" "	Non payment of Contractors + Contracts
61	—	—	—	Elements for making the estimate for reconstruction of Italy.
62	—	—	—	Report on Governors office from the day de allies occupied
63	—	—	—	% of inhabitants that are in these Cities
64	1.8.44		Rome Region	Monthly Report - July. -
65	5.9.44		Col VST	Report of Activities Road + Bridge in Sept

1914

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1	8/II/43		Fo Director of P.W.&U.	Report on inspection of Region II
2	25/2/44		To Col.Jenny	Lack of transport.
3	6/3/44		From Lt.Gentry	Inspection of Road Pompei-Salerno.
4	14/3/44		Lt. Shepherd	Inspection of Naples to Pozzuoli.
5	6/3/44		Lt-Col.Thompson	Meeting at PBS on PBS Area.
6	15/3.44		" " "	Meeting with Lt.Col.Poe 5th Army.
7	18.3/44		Capt. Lamboie	Report on Road Ortanova-Bovino.
8	19/3/44		Maj. Perley	General report on Military Highway.
9	25/3/44		Col. Thompson	Report on visit to Compt.Puglie North.
IC	3I/3/44		Lt.Shepherd	Progress report for week ending 4/I8/44
II	7/4/44		Capt.Feldman	Progress Report for week.
12	27/4/44		Hgh.Division	Report Materials equipment. Projects.for May through September.
13	2/5/44	ACC/I05	Col. Jenny	PBS Weekly Report.
14	2/5/44		Maj. Perley	Monthly report. Campobasso-Foggia Prov.
15	I/5/44		Capt. Saul	Canal Bridges Report.
16	29/4/44		Capt. Feldman	Progress Report Week ending 29/4/44
17	7/5/44	ACC	Col. Jenny	PBS Weekly Report.
18	13/5/44		Capt.Feldman	Progress Report week ending 13/5/44
19	25/5/44		Col. Jenny	Project Status in PBS area May 20
20	16/5/44		Col. Rhodes	Meeying with Tizzano
21	26/5/44			Conference with Minister
22	28/5/44		Capt. Gamble	Extracts from Capt.Gamble Report.
23	20/5/44		Capt.Feldman	Progress Report week ending 20/5
24	9/5/44		Col. Laboon	Road & Bridge Program Report.
25	25/5/44			Capital Expenditure
26	22/4/44		Capt.Feldman	Progress Report week ending 22/4
27	31/I2 I/I5		Genio Civile	Reconstruction Report from Genio Civile.
28	26/5/44	Sal 2/5	Capt. Weeber	Statur of Contracts on Military Hgh.
29	27/5/44		Capt.Feldman	Progress Report week ending 2I/5/44.
30	2/5/44	PW/I47	Col. Jenny	Monthly report.
31	3/5/44		Lt.Col.Harthman	Bridge & Road Report.

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11	7/4/44		Capt.Feldman	Progress Report for week.
12	27/4/44		Hgh.Division	Report Materials equipment. Projects.for May through September.
13	2/5/44	ACC/I06	Col. Jenny	PBS Weekly Report.
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15	1/5/44		Capt. Saul	Canal Bridges Report.
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28	28/5/44	Sal 2/5	Capt. Weeber	Statur of Contracts on Military Hgh.
29	27/5/44		Capt.Feldman	Progress Report week ending 21/5/44.
30	2/6/44	FW/I47	Col. Jenny	Monthly report.
31	3/6/44		Lt.Col.Harthman	Bridge & Road Report.
32	11.5.44		Sgt/Natale	Report of Building Repairs. 1918
33	27/5/44		Capt.Feldman	Weekly Report week ending May 27
34	30/5/44		Maj. Perley	Monthly Report. Month of May.
35	2/6/44		10 CRE	Expenditure incurred in Road Main.
36	3/6/44		Capt. Feldman	Progress Report weekending 3/6.
37	10/6/44		Capt.Feldman	Progress Report weekending 3/6
38	12/6/44		Capt.Feldman	Bridge Report.

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RW3/Tx

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

5 September 1944

Report of Activities - Roads and Bridges - Thru 31 August 44.

I. Highways :
Maintenance, emergency repairs or Reconstruction (Miles)

Military	2950
Civilian	882
Total	3832

Notes on above:

1. The figure for civilian highways is obviously very low for the mileage improved by local A.M.G.'s and not recorded in this Sub-Commission is not reflected.

II. Bridges - Main Routes:

(A)	Destroyed	776
(B)	Completed or under Construction	230

Notes:

2. Bridge figures include main routes only and not Provincial and communal roads of local interest and improved by A.M.G..

(A) The figure for destroyed bridges includes the recently liberated Area thru Regions V and a large part of Region VIII. Since our activities are just started in much of this Northern Area, reconstruction of bridges has not yet begun.

(B) Bridges completed or reconstructed include only those structures on main routes which constituted traffic blocks. Many bridges listed as destroyed will not be rebuilt now for one of the following reasons:-

(1) Semi-permanent timber structures were constructed on permanent alignment by Military and reconstruction can be postponed indefinitely -

(2) Adequate all-weather diversions which eliminate the necessity of early attention.

(3) Large structures requiring prohibitive quantities of critical materials and equipment which can be by-passed by re-routing and and reconstruction of which can be postponed.

1917

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III. Funds expended or under obligation Lire 628,000,000

IV. Persons employed (Average) 22,532

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

1918

0012

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Director 6

This report refers to a lot of Budget & Road contracts but we have no inform & no requests for funds. M. 718.

1915

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
ROME REGION
A.P.O. 394
TCU DIV.

5A/TCU/1500/90.2

1 August 1944

MONTHLY REPORT - ROME REGION

1. Remarks. While Rome is a "whole" city, it is not a normal city as far as P.W. and Utilities are concerned. The great influx of troops, lack of necessary electric power, lack of fuel, heavy Army traffic on roads and streets not constructed for this, the bottleneck of roads around the City and war damage to the water system, make a tremendous job for Public Utilities officers. Then too because of high ranking officers who have decided to make H.Q. in Rome, a great amount of time is spent on petty jobs not in keeping with the relative impertance of the work. Cooperation with the members of the RAAC and joint use of staff, have proved a great help to all concerned. Such close coordination of effort is recommended for the future.

During the month the Transportation Section was placed under a different division allowing more time for the Director of TCU and the Administrative branch. Also during the period many civilian heads of Utilities were replaced by executive order of the Regional Commission.

Disbursing of funds by this Division was also terminated as of the end of the month. During early stages this was essential.

2. Personnel. During the month Capt. Stewart was ordered to other fields. The staff now stands as follows:
- Lt. Col. Birchett, Director
- Major Buckley, Water Section
- Major Hawker, Communication Section
- Major Michels, Public Works Section
- Major Rively, " " "
- Capt. Robb, Administrative Officer
- Capt. Rossen, Electrical Section
- Lt. Wade-Brown, " "

1914

Recommendations were made for the promotion of Capt. Rossen and Lt. Wade-Brown to the next higher grades because of excellent work done.

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

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191

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0015

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3. Inspection tours have been made by all officers of the areas and works under their command. Because of the limited area, inspection tours involve only a day or half day for completion. Included in the places inspected are the works along the Mediterranean, the Lido, Fiumicino, Terni, electric plants in the area, all works in the area and the city of Rome.

4. Military Highways in the region are Nos. 1,2,3,4,5,6,7,8. Of these No. 5 has no military significance. Work is beinf prosecuted on these military highways and repairs are well on hand. Then highway contracts are of a continuous nature since it is purely maintenance. Maintenance demands have been heavy due to heavy traffic of the 5th and 8th Armies. Work in the city consists of continuous repairs to streets with military thoroughfares given a first priority.

We have no knowledge of any contracts
J.M.
718

The Rome By-pass is a secondary road with great military importance. Contracts have been let for the repair and maintenance of of this road through the Genio Civile.

5. Secondary highways have not been given as much consideration as military Hys. since practically all petrol and asphalt were needed for the more essential 1st priority roads. When petrol is available work will be prosecuted on these roads.

6. Public Works. A building program has been begun which includes Hospitals, University and State monuments. Estimates of the work to be done has been submitted and is being checked in this office. Essential work which cannot be delayed has been approved. The approvals do not exceed the amounts laid down for approval by this office.

There are several bonificas in Rome Region which are flooded due to destruction of pumping plants by the Germans. These plants are being repaired and some have been returned to operation. There are also some irrigation works in the Agro Romano. These are being operated at night with excess hydro-electric power. The anti-malarial program is definitely tied up with the drainage of the Bonificas and close liaison has been maintained with the medical authorities concerned.

1917

7. ELECTRICAL SERVICE

1) - Power production - Rome Region now receives power from 7 hydro electric plants, in addition to the two thermal stations located in Rome.

Additions to the Hydro supply during the month included Subiaco on 21 July and Scalelle on 24 July.

Delivering energy to the network from these installations involved reconstruction work on damaged transmission lines between the respective plants and Tivoli.

The present general plan of operation of Electric production is briefly as follows:

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(a) - Hydro Power is delivered into the net-work at a fairly constant rate of approximately 16.000 Kilowatts.

(b) - One of the 10.000 kw turbines of the Società Romana di Elettricità is operated continuously. For 16 hours of the day operation is at approximately 90 to 100% of rated capacity.

(c) - The Diesel Units in the AGEA Plant are operated during periods of high demand.

(d) - One of the Steam Units in the AGEA plant is operated continuously for approximately 18 hours daily at near rated capacity. This unit supplies service for all auxiliaries in both the SRE and AGEA stations.

A new peak was reached on the 29th of July. On that day 736.000 kwh were produced with a combined peak of 36.000 Kw.

2) - Fuel.

Delivery of fuel in adequate amounts continues to be the major problem in connection with operation of the thermal plants.

Diesel oil is now shipped from Naples to Anzio by ACC schooners and from Anzio to the Power Plant at San Paolo by civilian trucks. Rate of delivery has been satisfactory during the month and the supply on hand is now equivalent to approximately twenty days operation of two engines.

Coal has been bid for at the rate of 400 tons per day. The bids have been approved by the Coal Section and accepted by [illegible], however, deliveries to Rome have not yet approached this amount. The greatest tonnage of coal delivered by rail in one week was from 23 July to 29th of July. During this period average daily deliveries amounted to 175 tons.

3) - Cooling water

The decreasing water level in the Tiber endangered the operation of the pumps which supply cooling water to the condensers in the SRE Plant.

A temporary dam has been constructed across the river and the water level increased by approximately 9 inches at the suction intakes.

It is believed that the probability of having to shut down the SRE steam plant because of low water has been successfully eliminated. 1917

4) - Electricity Rationing

A new rationing plan for non-preferential consumers was placed in effect on 23 July. Briefly, this plan provides that 1/4 of the civilian and military non-preferential consumers receive electricity on every fourth day for a period of 16 hrs.

This schedule has been successfully maintained.

5) - Classes of service

There are now 3 classes of electric service in Rome.
Preferential - (Military and civilian) 24 hours per day.
(+) Semi-preferential - 8 hours per day: from 2200 to 0600 hrs.
Turno - 16 hours every fourth day.

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(+) - additional service under "turno" every fourth day.

Approximate distribution of energy among the various classes of consumers during the first 5 days operation of the present rationing plan follows:

Military preferential and semi-preferential	- 32%
Civilian " " "	- 40%
"Turno"	- 16%
Street cars and miscellaneous	- 12%

Number of Military and Civilian Preferential (24 hour service) connections authorized by this Section now total 155, of which 64 were added during July.

Comparable figures for semi-preferential service are: total 82. Added during July 1944.

The major problem rehative to rationing is unlimited use by unauthorized consumers whose premises are served by preferential circuits.

GAS SERVICE

6) - General

On several occasions the Società Romana per il Gas has applied for permission to resume service. The latest proposal of this Company provided for 1½ hours service daily. This section estimates that gas can be supplied to the entire City for this period with a coal consumption of approximately 230 tons per day

There can be no question of the desirability of resuming the distribution of gas, and this should be done as soon as coal can be delivered to Rome in the necessary amounts.

STREET CAR SERVICE

7) - General

Operation of street cars has been continued on a restricted basis. Various schedules have been considered, and a new plan of operation which provides for longer hours of service, becomes effective on August 4. This plan will involve no increase in power demands or energy consumption.

8. Industries and factories. Power is being furnished to essential industries by the electrical Section. This includes military establishments and workshops, the Military R.R. Service, grain mills, bakeries water supply system, the tobacco factory, tram and short line R.R. Service.

There is located at the Lido a complete steel works which can transform scrap steel cannon etc. into finished steel products, such as machines, plows etc.. Efforts have been made to help this firm thru placing property out of bounds,etc. At present the property is occupied by British Units. It is believed that it could be of great use if it could operate.

9. Public Utilities
Waterworks. Water is still a major problem. The mains between the

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springs and Tivoli are in wooden troughs which will have to be replaced before the fall rains. The springs are still a mass of ruins the clearing of which has been delayed due to lack of gasoline fuel and valve stations have to be rebuilt. One main source, a pumped spring, has not yet been returned to operation. The Marcia acqueduct is furnishing 87% of normal. All other systems 100% of normal.

Due to breakes in the local systems some areas are devoid of water for periods ranging from 1 day to 10 days. Repair work is in progress all over the city. The numerous military installations with pumps have milked the mains of pressure until higher levels have no water. This situation will not be changed until the springs are functioning at 100% (estimated to be Sept.15) and military installations are no longer in Rome.

Water service has been restored to Fiumicino, the Lido, Cinecittà and the Airport. Many new mains to military installations have been installed. The Rest Camp at Foro Italia and some hospitals are short of water due to size of installed lines and change in use of buildings. Because of Military Units locating in buildings where mains are too small certain Units are suffering for lack of water. This could be avoided by units clearing with the Water Section before moving into buildings.

Main drainage. Drainage works have been repaired at the Bonifiocas and water levels are being lowered. Ditches have not been cleared due to lack of machanized equipment and fuel. The sewerage systems of Rome are being repaired where damaged by bombing at the discharge, and sewers in the city are under repair.

The main levees of the Tiber have been broken and damaged in several places. Since it is essential to have these repaired before spring rains, repairs have been approved and immediate construction ordered.

Gas. The Gas Works have been ordered to cease operations except for the work necessary to keep ovens warm. As soon as coal is available (400 tons a day have been requested) the plant will be placed in operation. At first this will be on a 1½ hour basis, later on a 2 hrs. basis and later on a 24 hour basis. It is believed that the opening of the Gas Works will releave the fuel situation which is critical in Rome since there is no coal, charcoal, wood or other fuel.

Fuel. Gasoline shortage has been critical and has hindered the work of the Public Utilities and delayed works on the water mains, roads, garbage collection and harbor repair.

Tramways. The electric lines and filobus lines are operating on a restricted schedule. Motor busses have been loaned to the armed services who have fuel for operating. This latter includes the ARC, British Units, Air Force, etc. One line with 2 busses is in operation between the Foro Italia and the city for military personnel only. See under electricity.

10. MATERIALS. - Shortage of asphalt, cement, oxygen, hydrogen and other items on the restricted list are hampering work. Unless some method

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can be devised for expediting action on the release of commodities such as thru a P.W. reserve controlled by P.W. ACC Office, the work of the Division will be delayed.

11. Transport. Enclosed is a list of vehicles used by the T.C.U. agencies. This list is not yet complete and will not be accurate until breakdowns and requisitions are straightened out. Cars for officer personnel is still not adequate.

12. Fuels. A request has been submitted to AAI Coal Section thru Col. Oxley ACC for 400 tons of coal a day for electrical and 400 tons a day for gas. For motor fuel see above.

13. Misc. Works include:
- The works on the Tiber
- The dam at the Power Plant
- The canal at Fiumicino
- The harbor at Fiumicino
- The ditches at Fiumicino
- Clearing of the Lido
- Mine removal in Rome Region is progressing according to plan.

It is hoped that schooners of 50 tons burthen will be able to use Fiumicino shortly.

14. Remarks: None.

C. R. Cundiff

1909

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Works on Roads and Bridges under the supervision of R.A.F.C. Engr. Section

	ROAD		KM.	FIRM
A. A. S. S.	1 AURELIA	From City limits to Km. 41,5	32,5	ANONIMA STRADE
	2 CASSIA	" " " " " 26,5	17,5	MARCHETTI MANRI
	3 FLAMINIA	" " " " " 28,5	19,5	ALESSANDRI
	4 SALARIA	" " " " " 23,5	14,5	I.C.E.S.
	5 TIBURTINA	" " " " " 31,0(Tivoli)	22,0	ITALSTRADE
	6 CASILINA	" " " " " 25,5(Colonna)	16,5	SPADOLA
	7 APPIA	" " " " " 25,0(Albano)	19,0	VASELLI
	8 V. DEL MARE	" " " " " 27,0(Lido)	27,0	ALESSANDRI
PROVINCE	NOMENTANA	From City limits to end	22,5	ROMAGNOLI
	PRENESTINA	" " " " Km. 28,7	17,5	CIDONIO
	TUSCOLANA	" " " " " 21,0(Frascati)	15,0	MINERE SELENIA
	PORTUENSE	From Km. 10 to Km. 27,5 (Fiumicino)	17,5	DE MARCO
	CLAUDIA	From start (Km. 17 Cassia) to Km. 21	21,0	CARTARENGIA
	TRIONFALE	From Km. 5,8 to Cassia road	5,5	IMPRESE RIUNITE
	BRIDGE CASTEL GIUBILEO	THE BRIDGE	59,0	OBELLA
CAMPIGLIA-ANZIO	FALCOGNANA	From Ardeatina to Anziate Roads	5,0	BIGELLI
	MAGLIANA BY PASS	" Bridge on Tiber to Trionfale Km. 5,8 road	17,0	TUMINI TALENTI
	GROTTA PERFETTA	" City limits to Ardeatina road	4,5	VASELLI
	ARDEATINA	From junction with Grotta Perfetta to Castel di Leva	6,55	CORINA
	ARDEATINA	From Castel di Leva to junction Falcognana road	2,45	SCARPONI
	EAST BY PASS	From Tiburtina Km. 13,5 to Salone	3,44	ITALSTRADE
		Total Km.	306.5	

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on Roads and Bridges under the supervision of R.A.A.C. Engr. Section

		KM.	F I R M	FIRM'S REPRESENTATIVE
	From City limits to Km. 41,5	32,5	ARGENTINA STRADE	MAROGLI
	" " " " " 26,5	17,5	MARCHETTI MANCINI	MANCINI
	" " " " " 28,5	19,5	ALESSANDRI	ALESSANDRI
	" " " " " 23,5	14,5	I.C.E.S.	Miss FAZI
	" " " " " 31,0(Tivoli)	22,0	ITALSTRADE	MAGISTRALI
	" " " " " 25,5(Colonna)	16,5	SPADOLA	ALBANESI
	" " " " " 25,0(Albano)	19,0	VASELLI	NICCOLINI
	" " " " " 27,0(Ido)	27,0	ALESSANDRI	ALESSANDRI
	From City limits to end	22,5	ROMAGNOLI	ANGELINI
	" " " " Km. 28,7	17,5	CIDONIO	CIDONIO
	" " " " " 21,0(Frascati)	15,0	IMPRESE SPLENDIDA	BALZANO
	From Km. 10 to Km. 27,5 (Fiumicino)	17,5	DE MARCO	
	From start (Km. 17 Cassia) to Km. 21.	21,0	CARTARECCIA	CARTARECCIA
	From Km. 5,8 to Cassia road	5,5	IMPRESE RIUNITE	VELLA
UBILEO	THE BRIDGE	59,0	CHELLA	CHELLA-SIMONCINI
	From Ardeatina to Anziate Roads	5,0	BIGELLI	BIGELLI
33	" Bridge on Tiber to Trionfale Km. 5,8 road	17,0	TURINI TALENTI	GRASSI
A	" City limits to Ardeatina road	4,5	VASELLI	NICCOLINI
	From junction with Grotta Perfetta to Castel di Leva	4,57	CORINA	CORINA
	From Castel di Leva to junction Falcognana road	2,45	ZOAGROSI	OSPPI
	From Tiburtina Km. 13,5 to Salone	3,44	ITALSTRADE	MAGISTRALI
		Total km. 306.5		

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SUBJECT: ACTIVITIES OF THE COMPARTIMENT DURING THE WEEK RUNNING FROM 24TH TO 30TH JULY 1944

1. Rome Region

(Territories of the Commune of Rome)

Ordinary upkeeps.

Upkeep is effected thru contractors. Workers utilized 549

Extraordinary Works

Reconstruction of bridge over ditch Prima Porta with a masonry arch of 12 M. span.
Contractor Alessandri Amedeo = Workers 25 = Terms of execution 31st July 1944.

2. IV Region

Ordinary Upkeep.

The upkeep already under execution under direct management, with materials supplied by the Allied Military Engineer Services, is being transformed, for the parts relative to workers, to contracting jobs.

Average number of workers 3017

The Compartiment has endeavoured ~~by the reconditioning of~~ to secure a supply of road materials inherent to the re-conditioning of the roads surface and in relation to the number of workers utilized, but difficulties persist, and in some areas have increased, in this connection, making supplies very scarce.

Extraordinary Works.

Under execution on the 16th July.

Highway No. 6 Casilina. Reconstruction of bridge with concrete arch of 20 meters span, with subsidiary masonry arch 3 meters span situated in Castellaccio locality at Kilometers 57 + 280.

Highway No. 6 Casilina. Reconstruction of bridge over the river Cosa with 4 masonry arches of meters 3.75 span each, on right deviation corresponding to the town of Frosinone.
Contractor Braccilia Pietro.
Workers utilized 2 = Terms of execution 20 Sep. 1944.

Highway No. 6 Casilina. Reconstruction of bridge over River Cosa, with one masonry arch of meters 12.50 on the left deviation corresponding

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the town of Frosinone.

Contractor Beverali Umberto.
Workers utilized 58
Terms of execution 31 August 1944

Highway No. 6 Casilina. Reconstruction of Bridge over River Melfa (Kilometers 121) with 3 masonry arches.
Contractor Qudrini Loreto.
Workers utilized 80
Terms of execution 31st August 1944.

Highway No. 6 Casilina Reconstruction of viaduct over River Melfa (Km 148) with 7 masonry arches of 7 metres span each.
Contractor ELSA
Workers utilized : 230
Terms of execution 10th of Sep. 1944

Highway No. 3 Flaminia Repairing of concrete bridge of one arch of 45 m. span over the River Treia (Km. 52+350)
Contractor Cardia Luigi
Workers utilized 65
Terms of execution 30 Sep. 1944

Highway No. 3 bis Tiberina Reconstruction of bridge of 4 meter span
Contractor Mencarelli.
Workers utilized 11 + Terms of execution 31 July 1944

Highway No. 79 Termana Reconstruction of small bridge of 3 meters span at Kilometers 39+140 at Rivodutri junction, with iron beams and concrete arch. Contractor Ceci Vincenzo + Workers utilized 12.
Terms of execution 31 July 1944.

Highway No. 4 Salaria Reconstruction of bridge with 2 arches of 7 meters span across the river Renaro (Km. 89+850) near Rieti. 1906
Contractor Scanzani Sante = Workers utilized 20
Terms of execution 15 August 1944

Highway No. 79 Termana Reconstruction of bridge over the River Vargaro (Km 39+783) with a masonry arch of 5 meters span.
Contractor Ceci Vincenzo = Workers utilized 20
Terms of execution 15 August 1944

Highway No. 4 Salaria Reconstruction of Rieti Bridge over Carese ditch Km. 364218 with 3 masonry arches, of which the central one is of 12 meters span, the two side ones of 2.30 meters span, besides another two of 1.60 meters span

Contractor Guidi Sergio

Workers utilized : 15.
Terms of execution : 30th September 1944.

Highway N°.4 Salaria. Reconstruction of Mercato bridge over the Corese Ditch (Km 46+396) with a masonry arch of 12 meters span.
Contractor Guidi Sergio:
Workers utilized : 12
Terms of execution: 30th September 1944.

Highway N°. 5 - Tiburtina-Valeria-. Reconstruction of supporting wall (Km.39 - 40) of the length of 30 meters, height 6 meters.
Contractor Sicelp.
Workers utilized: 40.
Terms of execution 15th April(?) 1944.

Highway N°.5 - Tiburtina - Valeria - Reconstruction of supporting wall (Km.60) near Arsoli of the length of 67 meters, medium height 3,50 meters.
Contractor Sicelp:
Workers utilized: 22.
Terms of execution: 31st July 1944.

Highway N°.5 - Tiburtina - Valeria - Reconstruction of supporting wall at the entrance of the destroyed railway tunnel at Km. 65+250.
Contractor Sicelp:
Workers utilized : 40.
Terms of execution: 15 August 1944.

Highway N°5 - Tiburtina - Valeria -Reconstruction of entrance to railway tunnel, collapsed, at Km. 62+650.
Contractor Sicelp.
Workers utilized : 40.
Terms of execution : 15 August 1944.

Highway N°.5 - Tiburtina - Valeria - Reconstruction of small bridge at Km; 65+250, with an arch of 5 meters span.
Contractor Sicelp.
Workers utilized: 47.
Terms of execution: 31st July 1944.

Highway N°5- Tiburtina - Valeria -Reconstruction of bridge over the River Turano near Cardoli, with 3 arches of 8 meters span each. Km 69+500.
Contractor Sicelp:
Workers utilized: 40.
Terms of execution: 31st August 1944.

Highway N°5 - Tiburtina - Valeria-Construction of masonry bridge with 2 arches of 6 meters span each, at Km. 71+456 inside the village of Carsoli, removal of ruins and placing into efficiency of road inside Carsoli and on the stretch outside Cardoli.

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Contractor Sicelp:
Workers utilized: 120.
Terms of execution: 31st August 1944.

Highway N°5- Tiburtina - Valeria - Reconstruction of 3 supporting walls, works of embenking the hillside and replacing the road into efficiency at Km; 81+300 - Km. 85 - and Km. 90 in locality Colli di Monte Bove.
Contractor Sicelp:
Wprkers utilized: 70.
Terms of execution: 15th August 1944.

Highway N°5 - Tiburtina - Valeria -Reconstruction of a small bridge with a span of 4 metere and a sewer at Km. 95+400 before arriving at Taglia - cozzo.
Contractor: Sicelp:
Workers utilized :
Terms of execution : 15th August 1944.

Highway N°5 - Tiburtina - Valeria - Reconstruction of a small bridge with masonry arch of 5 meters span at Km.101, past Taglincozzo.
Contractor Sicelp:
Workers utilized : 12.
Terms of execution ; 15th August 1944.

Highway N°6 - Casilina - Reconstruction of bridge over River Liri near Ceprano, with concrete arch of 32 meters span.
Contractor:Società Generale Immobiliare.
Workers utilized:50.
Terms of execution : 15th October 1944.

Highway N°.19 - Ternana - Construction of a planimetric rectification in order to eliminate the interruption caused by the collapse of the railwy tunnel underneath. Km.194300 in locality Marmore.
Contractor Salvati Giuseppe:
Workers utilized : 15.
Terms of execution : 10 August 1944.

Highway N°79 - Ternana - Reconstruction of Crispolti bridge over the River S.Susanna (Km.39+430) near Apoleggio, with a masonry arch of 14 meters span; the military iron beam must however be raised before this work can be executed.
Contractor Cidonio Pietro:
Workers utilized : 12.
Terms of execution ; 31st August 1944.

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Works commenced during the week

Highway N° 4 Salaria. Reconstruction of a small Masonry bridge of 6 meters span at Kilometers 16+290.
Contractor Guidi Sergio.
Workers utilised 10.
Terms of execution: 1st September 1944.

Highway N° 4 Salaria. Reconstruction of supporting wall, 40 meters long, at the 46th Kilometers.
Contractor Guidi Sergio.
Workers Utilised 10.
Terms of execution: 15th August 1944.

Highway N° 82 - Valle del Liri. Reconstruction of supporting wall, about 150 meters long, at the 15th Kilometers near Capistrello.
Contractor Landino Guido.
Workers utilised: 12.
Terms of execution: 31st August 1944.

Highway N° 2 Cassia. Reconstruction of Federette Bridge near Bolsena, at Kilometers 103+749, with two masonry arches of 8 meters span each.
Contrsctor Cidonio Elia.
Workers utilized: 12.
Terms of execution: 15 September 1944

Plans under project for the assigning of the following works

Highway N° 79 Teramana. Reconstruction of bridge over the river Velino at the 20th Kilometers near Marmore, with masonry arch of 16 meters span.

Highway N° 79 Teramana. Reconstruction of bridge over drainage canal of the Rieti plain Kilometers 37+968 with concrete arch of 17 meters span.

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Highway N° 1 Aurelia. Bridge across the Mignone river at Kilometers 84+800, before arriving at Tarquinia, in concrete, with central arch of 25 meters span and 3 side arches of meters 7-10,30-10,50 span respectively.

Highway N° 1 Aurelia. Reconstruction of bridge across the River Marta at Kilometers 93+240 part Tarquinia, with 6 masonry arches of 9 Meters span each.

Highway N° 1 Aurelia. Reconstruction of bridge across the river Arrone (Km. 105+ 280) near Montalto di Castro, in concrete with central arch of 29,40 meters span and two side masonry arches of meters 6,20 span each.

Highway N° 1 Aurelia. Bridge across the Fiora River (Km. 110+425) past Montalto di Castro, with 7 masonry arches, the central one being of meters 17,80 span and the remainder, meters, 6,00 span each.

Rome 30 July 1944

The Chief of the Compartment.
(Signed

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Parks & Gardens of Rome

TRANSPORTATION COMUNICATIONS AND PUBLIC UTILITIES DIVISION PROGRESS REPORT FOR WEEK ENDIN 1947

(1) Work Order No.	(2) Location No.	(3) Description of Work Done (include name of Contractor)	(4) Date Start.	(5) Compltd.	(6) Est. Date Compltd	(7) No. of Persons Employed each day. S	M	T	W	T	F	S
		Normal maintenance of Gardens & Parks	Continuous				638/	650/	696/	696/	699/	
		Dr. Ricci										

(Signature_____(Title)_____

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Parks & Gardens of Rome

ATIONS AND PUBLIC UTILITIES DIVISION PROGRESS REPORT FOR WEEK ENDING 15 JULY 1944

(3)	(4)	(5)	(6)	(7)							(8)	(9)
ption of Work Done name of Contractor)	Date Start.	Comp- pltd.	Est. Date Complt'd	No. of Persons Employed each day.							Total man hours	Remarks and/or materials used
				S	M	T	W	T	F	S		
intenance of Gardens	Continuous				638	650	696	696	699	645		13 carts No Motor transport

Dr. Ricci

(Signature_____(Title)_____

IOSEPH C. RIVELY
Major, Inf. USA

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Stighways & Bridges of Technical Services : Rome Commune

TRANSPORTATION, COMMUNICATIONS AND PUBLIC UTILITIES DIVISION PROGRESS REPORT FOR WEEK

(1) Work Order No.	(2) Location No.	(3) Description of Work Done (include name of Contractor)	(4) Date Start	(5) Comp-pltd.	(6) Est. Date Complt'd.	(7) No. of Persons Employed each day. S	M	T	W	T	F
		Prenestina Via repairs				10	10	10	10	10	10
		3 rd 10th & 11th. repairs				9	9	9	9	9	9
		Ostiense Via repairs				8	8	8	8	8	8
		Stone Pavement repair with				8	8	8	8	8	8
		mocadam 1st, end, 3rd, 10th				7	7	7	7	7	7
		repairs									
		Materials are difficult to obtain: Cement & Lime									
		Sand supply from Tiber is difficult: no electric power to operate sand dridge.									
		Total Workmen				260	260	260	260	260	260
		Work to begin soon on 4 bridges									

Ing. Conti

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Stighways & Bridges of Technical Services : Rome Commune

CATIONS AND PUBLIC UTILITIES DIVISION PROGRESS REPORT FOR WEEK ENDING I5 JULY I944

(3)	(4)	(5)	(6)	(7)							(8)	(9)
ion of Work Done me of Contractor)	Date Start	Comp-pltd.	Est. Date Complt'd.	No. of Persons Employed each day.							Total man hours	Remarks and/or Materials used
				S	M	T	W	T	F	S		
Via repairs				IO	IO	IO	IO	IO	IO	IO		2 carts
11th. repairs				9	9	9	9	9	9	9		2 "
a repairs				8	8	8	8	8	8	8		1 "
ent repair with				8	8	8	8	8	8	8		1 "
,end, 3rd,10th				7	7	7	7	7	7	₹		2 "
are difficult to ment & Lime y from Tiber is no electric power sand dridge.												
men												
gin soon on 4 bridges				250	250	250	250	260	260	260		48 carts

Ing.Conti

(Signature _____ (title) _____

IOSEPH C. RIVELY
Major, Inf. USA

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

NETTEZZA URBANA SERVICES

TRANSPORTATION, COMMUNICATIONS AND PUBLIC UTILITIES DIVISION PROGRESS REPORT FOR WEEK ENDI

(1) Work Order No.	(2) Location No.	(3) Description of Work Done (include name of Contractor)	(4) Date Start.	(5) Comp-pltd.	(6) Est. Date	(7) No.of Persons Employed each day. S	M	T	W	T	F	S
		Remoral of street Refuse, etc. Remoral of rubble, etc. from centro of Rome, Suburbs and at Piazza d.Pilotta, Via del Bufalo Via d.Spada d'Orlando, Via S.Caterina da Siena, Via Pallacorda and in the Colossea Area.	continuous		1096	1100	1070	1125	996	1045	1132	

Dr. A.ERCOLANA
Director N.U.

(Signature _____ (title) _____

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NETTEZZA URBANA SERVICES

ATIONS AND PUBLIC UTILITIES DIVISION PROGRESS REPORT FOR WEEK ENDING 15 JULY 1944

(3) n of Work Done e of Contractor)	(4) Date Start.	(5) Comp- pltd.	(6) Est. Date	(7) No. of Persons Employed each day. S	M	T	W	T	F	S	(8) Total man hours	(9) Remarks and/or materials used.
treet Refuse, etc. rubble, etc. from me, Suburbs and at lotta, Via del Bufalo d'Orlando, Via S.Ca= iena, Via Pallacorda and ssea Area.	Continuous		1096	1100	1070	1125	996	1045	1132			26 Carts & 4 vehicles More trucks & truck tires are urgentrly needed.

Dr. A.ERCOLANA
Director N.U.

(Signature _____ (title) _____

Ioseph C.Rively
Major, Inf.USA

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PROVINCIAL ENGINEER WORK within ROME COMMUNE BOUNDARIES

TRANSPORTATION, COMMUNICATIONS & PUBLIC UTILITIES DIVISION PROGRESS REPORT FOR WE

(1) Work Order No.	(2) Location No.	(3) Description of Work Done (include name of Contractor)	(4) Date Start.	(5) Compltd	(6) Est. Date Complt	(7) No. of persons emp each day S	M	T	W	T
Monte Mario Sta. to Cassia Hwy (Kms.6,15)		TRIONFALE Highway (Monte Mario (Impresa Riunite) (Sta. to (Cassia Hwy.	10/7/44				30	30	30	
Cassia Highway to Braccisno(Kms 23)		BRACCIANESE Hwy. (Filippo Cartareggia)	14/7/44							
From Km. 7,400 to Km. 18,000		NOMENTANA Highway (Giuseppe Romagnoli)	10/7/44				25	25	25	
From Salaria Hwy. to Flaminia Hwy.		CASTEL GIUBILEO Traversa (A. Ghella & Sons)	3/7/44			20	20	20	20	
Centocelle to Vermicino		TUSCOLANA Highway (S.I.M. Selenizza)			Progress slow: need of M	60	60	60	60	
From Km. 6,400 to Capannelle		PRENESTINA Highway Poli (Luigi Cidonio)				60	60	60	60	

Ing. Ferra

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PROVINCIAL ENGINEER WORK within ROME COMMUNE BOUNDARIES

COMMUNICATIONS & PUBLIC UTILITIES DIVISION PROGRESS REPORT FOR WEEKENDING 15 July 1944

(3) Description of Works Done (Include name of Contractor)	(4) Date Start.	(5) Compltd	(6) Est. Date Complt	(7) No. of persons employed each day S	M	T	W	T	F	S	(8) Total	(9) Remarks and or Material used
TIFALE Highway (Monte Mario Riunite) (Sta. to (Cassia Hwy.	10/7/44				30	30	30	30	30	30		1 ARMY TRUCK
CIANESE Hwy. Filippo Cartareggia)	14/7/44								20	20		1 Truck
NTANA Highway Giuseppe Romagnoli)	10/7/44				25	25	25	25	25	25		1 Truck
TEL GIUBILEO Traversa (Ghella & Sons)	3/7/44			20	20	20	20	20	20	20		2 Trucks
GOLANA Highway (I.M. Selenizza)			Progress slow: need of Materials	60	60	60	60	60	60	60		2 Trucks
NESTINA Highway Poli Prigi Cidonio)				60	60	60	60	60	60	60		2 Trucks

Ing. Ferrari

(Signature _____ Title _____

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TRANSPORTATION, COMMUNICATIONS, & PUBLIC UTILITIES DIVISION PROGRESS REPORT FOR WEEKENDING 1 5 7

(1) Work Order No.	(2) Location No.	(3) Description of Work Done (include name of Contractor)	(4) Date Started	(5) Comp-pltd	(6) Est. Date Complted	(7) No. of Persons Employed each day S	M	T	W	T	F	S	(8) To- h
							44	44	44	44	44	44	
		INSPECTION OF:											
		Hwy. Maint. (by Contract)											
		on S.S. No.1 An. Strade											
		S.S. " 2 Mambrini	continous										
		S.S. " 3 Alessandrei											
		S.S. "4 I.C.E.S.											
		S.S. " 5 Italstrade											
		S.S. " 6 Spadola											
		S.S. " 7 Vasolli											
		S.S. " 8 Alessandri											

Ing. Renzi

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MUNICATIONS, & PUBLIC UTILITIES DIVISION PROGRESS REPORT FOR WEEKENDING 15 July 1944

(3) on of Work Done me of Contractor)	(4) Date Start.	(5) Comp- pltd	(6) Est. Date Complt'd	(7) No. of Persons Employed each day S	M	T	W	T	F	S	(8) Total man hours	(9) Remarks and/or Materials used
OF:					44	44	44	44	44	44		5 inspecting motorcars
(by Contract)												
1 An. Strade												
2 Mambrini												
3 Alessandrei	conti- nous											
I.C.E.S.												
5 Italstrade												
6 Spadola												
7 Vaselli												
8 Alessandri												

Ing. Renzi

(Signature _____ Title _____

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FIUMICINO HARBOUR PROJECT

TRANSPORTATION, COMMUNICATIONS & PUBLIC UTILITIES DIVISION PROGRESS REPORT FOR WEEKEND 189R

(1) Work Order No.	(2) Location No.	(3) Description of Work Done (Include name of Contractor)	(4) Date Start.	(5) Comp-plt'd	(6) Est. Date Complt'd	(7) No. of Persons Employed each day S	M	T	W	T	F	S	Re
						9	10	11	12	13	14	15	
		Recupero di natanti affondati nel Tevere d. Fiumicino a Roma 4 Luglio					26	26	26	28	34	34	

TRASPORTI

Il giorno 10 hanno avuto inizio le spedizioni del materiale a mezzo camion.
Il giorno 10 è stato spedito un camion pesante con parte della gru No. 28 F.B.
Il giorno 11 un camion 18 BL .
Il giorno 12 sono stati spediti due camion 18 BL ed un camioncino.
Il giorno 13 sono stati spediti 2 camion 18 BL ed un camioncino.
Inviata la gru NO. 28 BL completa, una motopompa, legname, manichette, paranchi differenziali, attrezzi vari.
Il giorno 14 un 18 BL da Casalbertone.
Il giorno 15 un 18 BL ed un camioncino da Casalbertone.

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FIUMICINO HARBOUR PROJECT

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ICATIONS & PUBLIC UTILITIES DIVISION PROGRESS REPORT FOR WEEKENDING 15 July 1944

(3) Work Done (Name of Contractor)	(4) Date Start.	(5) Comp-lt'd	(6) Est. Date Complt'd	(7) No. of Persons Employed each day							(8) Total man hours	(9) Remarks and/or Materials used
				S 9	M 10	T 11	W 12	T 13	F 14	S 15		
natanti affondati n Fiumicino a Roma	4 Luglio				26	26	26	28	34	34	1392	

10 hanno avuto inizio le spedizioni del materiale a mezzo camion.
10 è stato spedito un camion pesante con parte della gru No. 28 F.B.
11 un camion 18 BL.
12 sono stati spediti due camion 18 BL ed un camioncino.
13 sono stati spediti 2 camion 18 BL ed un camioncino.
gru NO. 28 BL completa, una motopompa, legname, manichette,
differenziali, attrezzi vari.
14 un 18 BL da Casalbertone.
15 un 18 BL ed un camioncino da Casalbertone.

(Signature _____ Title _____

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Lavoro eseguito

1) Magliana
Lavoro recupero della draga del Genio Civile alla Maglina che comincia a galleggiare molto in
Si prosegue il pompaggio per la completa vuotatura. Contemporaneamente si pratica un buco a
dea palombare nella paratia stagna intermedia per vuotare il locale allagato.

2) Fiumicino
Impianto cantiere, scarico materiale arrivati. Montaggio gru NO. 28 F.B. Recupero di bettol
della R.M.arina. Ne sono state recuperate 3 in buone condizioni.
Rilievi dei primi galleggianti da salpare.

3) Cava Marangona (Civitavecchia)
Smontaggio della gru a vapore da 6 tonnellate e preparazione dei materiali da trasportare a

4) Gasalbertone
Preparazione materiali da spedirsi.

5) Ponte Milvio
Preparazione materiali da spedirsi.

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a draga del Genio Civile alla Maglana che comincia a galleggiare molto inclinata.
ggio per la completa vuotatura. Contemporaneamente si pratica un buco a mezzo
paratia stagna intermedia per vuotare il locale allagante.

carico materiali arrivati. Montaggio gru NO. 28 F.B. Recupero di battolina in cemento
sono state recuperate 3 in buone condizioni.
lleggianti da salpare.

vecchia)
a vapore da 6 tonnellate e preparazione dei materiali da trasportare a Fiumicino.

li da spedirsi.

li da spedirsi.

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SEWERS DEPT.

TRANSPORTATION, COMMUNICATIONS & PUBLIC UTILITIES DIVISION PROGRESS REPORT FOR WEE

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Work Order No.	Location No.	Description of Work Done (include name of Contractor)	Date Start.	Comp-pltd	Est. Date compltd	No of Persons Employ each day S	M	T	W	T	F
							167	160	145	140	13
		Maintenance of Sewers :									
		Via della Paglia-Viale Baccelli-Viale Giulio Cesare- Via delle Fratte- Via Rubattino- Via Branca Via del Governo Vecchio- Via dei Modelli.									
		Primavalle Sewer Maint. difficult due to insuffiecient water									
		Repairing War damages at:									
		Via Pellegrino Matteucci- Mercati Generali- Via del Porto Fluviale			Ing. Scalfati						

(Signature _____

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SEWERS DEPT.

MUNICATIONS & PUBLIC UTILITIES DIVISION PROGRESS REPORT FOR WEEKENDING 15 July 1944

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on of Work Done name of Contractor)	Date Start.	Comp-pltd	Est. Date complted	No of Persons Employed each day S	M	T	W	T	F	S	Total	Remarks & or Material used
ce of Sewers :					167	160	145	140	135	130		7 carts and 11 motorcars and trucks
a Paglia-Viale -Viale Giulio Ce- a delle Fratte- ttino- Via Branca Governo Vecchio- Modelli.												
e Sewer Maint. t due to cient water												
War damages at:												
egrino Matteucci- Generali- Via o Fluviale		Ing. Scalfati										

(Signature _____ Title_____

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GIARDINO ZOOLOGICO

TRANSPORTATION, COMMUNICATIONS AND PUBLIC UTILITIES DIVISION PROGRESS REPORT FOR WE 1997

(1) Work Order	(2) Location No.	(3) Description of Work Done (include name of Contractor)	(4) date Start.	(5) Comp-pltd.	(6) Est. Date	(7) No. of Persons Employed each day. S	M	T	W	T	F
1		General routine services: Animal care, garden service, food supply transporting, and general sweeping, hygienic, & hydraulic services.	Continuous			75	75	75	75	75	75

Dr. Crudi
Director

Signature_____(title)_____

Jos
Maj

0045

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

GIARDINO ZOOLOGICO

OMMUNICATIONS AND PUBLIC UTILITIES DIVISION PROGRESS REPORT FOR WEEK ENDING 15 JULY 1944

1697

(4)	(5)	(6)	(7)							(8)	(9)
on of Work Done me of Contractor)	date Start.	Comp- pltd.	Est. Date	No.of Persons Employed each day.							Total man hours	Remarks and/or materials used.
				S	M	T	W	T	F	S		
utine services:				75	75	75	75	75	75	75		2 vehicles Situation not critical.
e, garden service, y transporting, and eeping, hygienic, & services.	Continuous											Food and trans= sport is mini= mun required for present.
			Dr. Crudi Director									

Signature_____(title)_____

JOSEPH C. RIVELY
Major, Inf.USA

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

Col Thompson

63

To mention some of the most important:

LITTORIA PROVINCE

CASTELFORTE	100% uninhabitable in winter
FORMIA	80%
GAETA	60%
TERRACINA	60%
ITRI	80%
FONCI	25%
CISTERNA	100%
LITTORIA	30%
ANZIO E NETTUNO	70%

Dale Downing

ROMA PROVINCE

VELLETRI	60%
TOWNS round LAZEOLI	50%
VALDEMONTE	95%
CIVITAVECCHIA	70%
TIVOLI	50%
SUBIACO	50%
PALESTRINA	20%
CAVE	40%

FROSINONE PROVINCE

FROSINONE	60%
CASSINO	100%
GUARCINO	20%
CECCANNO	20%
CEPRANO	25%
PONTECORVO	90%
TERNI	80%
VITERBO	20%

1893

A large problem

Translation by: P/c. Raffin.

MINISTRY OF PUBLIC WORKS
GENERAL OFFICE INSPECTORATE OF THE GENIO CIVILE
COMPARTMENT OF LAZIO & UMBRIA

REPORT ON THE ACTIVITIES OF THE OFFICE OF FROSSINONE FROM THE DAY THE ALLIES ENTERED THE TOWN TO TODAY.

The activities of the office of the Genio Civile of Frossinone from the day of the liberation by the Allied troops to date, has been briefly reflected on the attached schemes:

1) 75 projects of first priority already executed forthe amount of £ 12,451,443.00
2) 92 Jobs under way for the amount .....£ 58,342,000.00
3) 23 Estimates prepared,and submitted ~~x~~ for approval, for a total amount of lire .....£ 82,597,000

4) 19 Estimates being prepared and to be submitted for approval for a total amount of lire 77,260,000

The clearance of rubble and demolition of dangerous buildings are under way in all Comunes of the Province and are proceeding rapidly likewise the works for the reactivation of the traffic on the roads.

Regarding the innabitation of Cassino, in order to reactivate civil life in the zone devastated by belligerant actions and reconstruct a first lot of house I have provided for the preparation of a project covering the construction of 20 small houses in masonry of two or three rooms each for a total number of 500 rooms.

In order to make these small houses habitable I thought it was opportune to repair the existing acqueduct so as to give the population hydric services I gave instructions to commence the necessary works. as per Art. 70 of Procedure 25 May 1895 for the works of urgency while the relative estimates will be prepared.

About the restoration of the hygienic system in the valley of Cassino, taking in consideration the submission of the estimate 10 July 1944 signed by Engr. Angelini covering the systemation of the Rapido and other water Streams with relative bridgesand clearance of the areas actually flooded and keeping present the opinion expressed by Allied Headquarters I have given instructions to receive bids for awarding a contract for the most urgent works for a total of lire 2,000,000

1892

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the day of the liberation by the Allied troops to date, has been briefly reflected on the attached schemes:

1) 75 projects of first priority already executed forthe amount of £ 12,451,443.00
2) 92 Jobs under way for the amount .....£ 58,342,000.00
3) 23 Estimates prepared,and submitted as for approval, for a total amount of lire .....£ 82,597,000

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The clearance of rubble and demolition of dangerous buildings are under way in all Comunes of the Province and are proceeding rapidly likewise the works for the reactivation of the traffic on the roads.

Regarding the inhabitation of Cassino, in order to reactivated civil life in the zone devestated by belligerant actions and reconstruct a first lot of house I have provided for the preparation of a project covering the construction of 20 small houses in masonry of two or three rooms each for a total number of 50m rooms.

In order to make these small houses habitable I thought it was opportune to repair the existing acqueduct so as to give the population hydric services I gave instructions to commence the necessary works. as per Art. 70 of Procedure 25 May 1895 for the works of urgency while the relative estimates will be prepared.

About the restoration of the hygienic system in the valley of Cassino, taking in consideration the submission of the estimate 1892 10 July 1944 signed by Engr. Angelini covering the systemation of the Rapido and other water Streams with relative bridgesand clearance of the areas actually flooded and keeping present the opinion expressed by Allied Headquarters I have given instructions to receive bids for awarding a contract for the most urgent works for a total of lire 2,000,000

One job executed by the Office of Prossinone with rapidity is the repairs with available materials the syphon of the aqueduct of Simbrivio which is serving 30 Comunes; of which 24 have already received water ~~Services~~ Are under way the works of repair of the aqueduct itself. With the same rapidity are proceeding the works of repairs of the Consorzial Aqueduct "Interanna " that serves the Comunes of: S. Giorgio at Liri - S. Apollinare - S;Ambrogio - S. Andrea -Vallefreda and the Zone of Cervaro

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MINISTERO DEI LAVORI PUBBLICI

UFFICIO GENERALE D'ISPEZIONE DEL GENIO CIVILE

COMPARTIMENTO PER IL LAZIO E L'UMBRIA

RAPPORTO SULL'ATTIVITA'SVOLTA DALL'UFFICIO DI FROSINONE DAL GIORNO DELL'ENTRATA DEGLI ALLEATI AD OGGI

L'attività svolta dall'Ufficio del Genio Civile di Frosinone dal giorno della liberazione da parte delle truppe alleate a tutt'oggi é stata sinteticamente raccolta negli uniti quadri che comprendono:

1)- I lavori di prima urgenza già eseguiti in N° 75 per un importo complessivo di L. 12.451.443,00.-

2)- I lavori in corso di esecuzione in N° 92 per un importo di L.58.342.000,00.-

3)- Le perizie redatte e già presentate per l'approvazione in N° 23 per un ammontare di L. 82.597.000,00.-

4)- Le perizie in corso di studio e da sottoporre all'approvazione in N° 19 per un importo complessivo di L. 77.260.000,00.-

I lavori di sgombro delle macerie e demolizione degli edifici pericolanti sono in corso di esecuzione in quasi tutti i Comuni della Provincia e procedono con alacrità, come del pari procedano con alacrità quelli inerenti al ripristino del transito lungo le strade.

Per quanto concerne l'abitato di Cassino, affine di ripristinare la vita civile nella zona devastata dagli effetti bellici e costituire il primo nucleo abitabile ho disposto la compilazione di un progetto comprendente la costruzione di N° 20 casette in muratura a 2 e 3 ambienti per complessivi N° 50 vani.

Ai fini poi dell'abitabilità delle dette casette ho riconosciuto opportuno di far riparare l'acquedotto esistente e di provvedere all'alimentazione idrica della popolazione dando disposizione per 1697
l'inizio delle opere all'uopo necessarie, ai sensi dell'Art.70 del

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1)- I lavori di prima urgenza già eseguiti in N° 75 per un importo complessivo di L. 12.451.443,00.-

2)- I lavori in corso di esecuzione in N° 92 per un importo di L.58.342.000,00.-

3)- Le perizie redatte e già presentate per l'approvazione in N° 23 per un ammontare di L. 82.597.000,00.-

4)- Le perizie in corso di studio a da sottoporre all'approvazione in N° 19 per un importo complessivo di L. 77.260.000,00.-

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Ai fini poi dell'abitabilità delle dette casette ho riconosciuto 1891
opportuno di far riparare l'acquedotto esistente e di provvedere all'alimentazione idrica della popolazione dando disposizione per l'inizio delle opere all'uopo necessarie, ai sensi dell'Art.70 del Regolamento 25 maggio 1895 per i lavori di urgenza mentre verranno compilate le relative perizie.

Circa poi il risanamento igienico della piana di Cassino, tenendo conto della presentazione della perizia 10 luglio 1944 a firma Ing.

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Angelini inerente alla sistemazione del Rapido e degli altri corsi d'acqua con le relative opere d'arte per lo sgrondo delle zone attualmente allagate, e tenuto conto ancora del parere espresso del Comando Alleato ho dato disposizione perché sia effettuata una licitazione, privata per l'appalto dei lavori più urgenti per un importo di Lire 2.000.000,00.-

Un lavoro che é stato eseguito dall'Ufficio di Frosinone con notevole alacrità é il ripristino con mezzi di fortuna del sifone dell'acquedotto del Simbrivio che alimenta 30 Comuni. Di questi 24 hanno avuto già l'acqua.

Sono in corso i lavori per la sistemazione definitiva dell'acquedotto stesso.

Con pari alacrità procedono i lavori per la riparazione dell'acquedotto Consorziale "Interanna" che alimenta i Comuni di S.Giorgio al Liri - S. Apollinare - S. Ambrogio - S.Andrea Vallefredda e la zona rurale di Cervaro.

L'ISPETTORE GEN. DI COMPARTIMENTO
(A.Alicata)

Alicata

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(1)

MINISTERO DEI LAVORI PUBBLICI
CORPO REALE DEI GENIO CIVILE
Ufficio di Frosinone

E L E N C O

dei lavori eseguiti in Provincia di Frosinone dalla liberazione da parte delle truppe Alleate alla data odierna. ==

IMPORTO COMPLESSIVO L. 12.451.443,00

Fiuggi 10 agosto 1944

L'INGEGNERE CAPO

1899

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N° d'ord.	OGGETTO DEI LAVORI	IMPORTO	ANNOTAZIONI	N° d'ord.	
1	Lavori dipendenti dai danni di guerra consistenti in sgombero delle macerie, nelle demolizioni di edifici pericolanti eseguiti a garanzia della pubblica incolumità negli stabili di: Acuto-Alatri-Amaseno-Aquino-Arce-Arnara-Arpino-Attina-Ausonia-Belmonte Castello-Casalattico-Casalvieri-Castel Liri-Castelnuovo-Castrocielo-Ceccano-Ceprano-Cervaro-Colle S.Magno-Corenno-Esperia-Falvaterra-Ferentino-Fiuggi-Fontana Liri-Fonte Chiari-Frosinone-Giuliano-Monte S.Giovanni Morolo-Paliano-Piglianello-Pico-Piedimonte-Pofi-Pontecorvo-Ripi-Roccasecca-S.Ambrogio-S.Andrea-S.Apollinare S.Donato-S.Elia-S.Giorgio-S.Giovanni-S.Vettore-Settefrati-Sgurgola-Sora-Strangolagalli-Supino-Terelle-Vallecorsa-Valleroma-Valmontone-Valle Rotonda-Veroli-Vicalvi-Villa Latina-Villa S.Lucia-Viticuso.	L.	8.951.443,00	I controfondi<u>ci</u>ti lavori sono stati compiuti con il concorso delle Autorità Comunali sotto la sorveglianza del Genio Civile	4 5	Ripristino di Fiuggi Ripristino detto di F
2	Provvidenze di urgenza per la sistemazione del piano viabile e delle deviazioni create dalla guerra nelle seguenti strade: Strada Prenestina nel tratto Frosinone-Serrone - Strada Tiburtina nel tratto Guarcino Piano di Arcinazzo - Strada Frosinone-Sora - Strada Frosinone Ceccano -Strada Paliano Anagni - Strada Pontecorvo Esperia - Strada Pico Pastena Castro dei Volsci - Strada Atina Pontecorvo	L.	2.500.000,00	L'importo deve essere ancora finanziato		
3	Ripristino del Sifone del Consorzio del Simbrivio per alimentare Anagni Fiuggi Serrone Sgurgola	L.	300.000,00	I lavori per la sistemazione della rete della conduttura sono in corso di esecuzione		
	A ripertare	L.	11.751.443,00			

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ANNOTAZIONI	N° d'ord.	OGGETTO DEI LAVORI		IMPORTO	ANNOTAZIONI
I controfondi=ti lavori sono stati compiutti con il concer=so delle Auto=rità Comunali sotto la sor=veglianza del Genio Civile		Riporto	L.	11.751.443,00	
	4	Ripristino dell'acquedotto vecchio di Fiuggi	L.	350.000,00	
	5	Ripristino provvisorio dell'acque=dotto di Frosinone	L.	350.000,00	
		Importo complessivo	L.	12.451.443,00	

L'importo deve essere ancora finanziato

I lavori per la sistemazione della rete delle condutture sono in corso di esecuzione

1884

(2)

MINISTERO DEI LAVORI PUBBLICI
UFFICIO DI FROSINONE

E L E N C O

Lavori in corso di esecuzione della provincia di Frosinone dalla data della liberazione delle truppe alleate alla data odierna.

IMPORTO COMPLESSIVO L. 58.342.000,00

Firenze 10 agosto 1944

L'INGEGNERE CAPO

1888

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

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N.ro d'ord.	OGGETTO DEL PROGETTO	Importo presuntivo	Stato di avanzamento	Data presuntiva di ultimazione dei lavori	ANNOTAZIONI
1	I P O N T I				
1	Frosinone - Ponte di accesso all'abitato di Frosinone (N.53)	1.000.000	45%	15/9/44	Autorizzato
2	Fiuggi - Acuto - Ricostruzione del Ponte in cemento armato (n.14)	1.650.000	40%	10/9/44	id.
3	Acuto - Anagni Passerelle in legno (n.15)	172.000	40%	30!8/44	id.
4	Pontecorvo - Passerella in legname e rampe di accesso (n.50)	3.700.000	90%	31/7/44	non autorizzato
5	Ceprano Falvaterra Passarella in legname a tre luci (n.49)	1.850.000	2%	10/11/44	da presentare il progetto
6	Sora - Atino passerella provvisoria in legname (N.55)	400.000	50%	15/9/55	
	II S T R A D E				
7	Sistemazione indispensabili e provvedimenti urgenti alle strade della Provincia	5.000.000			non ancora autorizzato
	III L A V O R I V A R I				
8	Lavori dipendenti dai danni di guerra da eseguire in				

N.ro d'ord.	OGGETTO D
	Rip
9	Sora - rip acquedott di distri
10	Frosinone della fog
11	Frosinone della con
12	Frosinone del Carce

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

...ta pre...ntiva ...ulti...zione ...i lo...ri	ANNO=TAZIONI	N.ro d'ord.	OGGETTO DEL PROGETTO	Importo presun=tivo	Stato di avanza=mento	Data presun=tiva di ul=timazione	ANNO=TAZIONI
			Riporto	53.000.000			
		9	Sora - riparazione dello acquedotto e della rete di distribuzione	870.000	80%	30/8/44	
5/9/44	Auto=rizza=to	10	Frosinone - Riparazione della fognatura	2.000.000	50%	30/9/44	
0/9/44	id.	11	Frosinone - Riparazione della condottura	1.000.000	50%	30/9/44	
0/8/44	id.	12	Frosinone - Riparazione del Carcere	1.000.000	50%	15/9/44	
1/7/44	non au=torizza=nato		SOMMANO L.	58.342.000			
0/11/44	da pre=sentare il pro=getto						
5/9/55	non an=cora autoriz=zato						

1887

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1	I P O N T I						Ripo
						9	Sora - rip acquedotto di distrib
1	Frosinone - Ponte di accesso all'abitato di Frosinone (N.53)	1.000.000	45%	15/9/44	Auto= rizza to	10	Frosinone delle fogn
2	Fiuggi - Acuto - Ricostruzione del Ponte in cemento armato (n.14)	1.650.000	40%	10/9/44	id.	11	Frosinone della cond
3	Acuto - Anagni Passerella in legno (n.15)	172.000	40%	30!8/44	id.	12	Frosinone del Carcer
4	Pontecorvo - Passerella in legname e rampe di accesso (n.50)	3.700.000	90%	31/7/44	non au toriz= zato		S
5	Ceprano Falvaterra Passarella in legname a tre luci (n.49)	1.850.000	2%	10/11/44	da pre= sentare il pro getto		
6	Sora - Atino passerella provvisoria in legname (N.55)	400.000	50%	15/9/55			
	II S T R A D E						
7	Sistemazione indispensabili e provvedimenti urgenti alle strade della Provincia	5.000.000			non an= cora autoriz zato		
	III L A V O R I V A R I						
8	Lavori dipendenti dai danni di guerra da eseguire in tutti i Comuni della Provincia	40.000.000			id.		
	A riportare	53.000.000					

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			Riporto	53.000.000			
	Auto=	9	Sora - riparazione dello acquedotto e della rete di distribuzione	870.000	80%	30/8/44	
15/9/44	rizza to	10	Frosinone - Riparazione della fognatura	2.000.000	50%	30/9/44	
10/9/44	id.	11	Frosinone - Riparazione della condottura	1.000.000	50%	30/9/44	
30!8/44	id.	12	Frosinone - Riparazione del Carcere	1.000.000	50%	15/9/44	
31/7/44	non au= toriz= zato		SOMMANO L.	58.342.000			
10/11/44	da pre= sentare il pro getto						
15/9/55							
	non an= cora autoriz zato						
	id.						

1887

(3)

MINISTERO DEI LAVORI PUBBLICI
CORPO REALE DEL GENIO CIVILE
Ufficio di Frosinone

E L E N C O

dei progetti presentati per la relativa approvazione e finanziamento

IMPORTO COMPLESSIVO L. 82.597.000,00

Fiuggi 10 agosto 1944

L'INGEGNERE CAPO

1886

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

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N.ro d'ord.	P R O G E T T I P R E S E N T A T I		IMPORTO	DATA DI PRESENTA= ZIONE	AP
	I P O N T I				
1	Frosinone - Ponte di accesso	(n.53)	1.000.000,00		
2	Acuto-Anagni - Passerella	(" 15)	172.000,00		
3	Fiuggi - Acuto - Ponte	(" 14)	1.650.000,00		
4	Pontecorvo -Passerella in legno	(" 50)	3.700.000,00	20/7/44	non
5	Sora-Atina - Passerella in legno	(" 35)	400.000,00	4/8/44	rest modi
6	Frosinone Alatri - Ponte in calcestruzzo	(" 7)	2.000.000,00	4/8/44	in a prov
7	Pitocco - Guarcino - Ponte in muratura	(" 8)	3.000.000,00	4/8/44	"
8	Sora - Ponte in muratura	(" 43)	3.000.000,00	4/8/44)	rest
9	Acuto-Piglio - Ponte in calcestruzzo	(" 13)	1.300.000,00	4/8/44)	comp
10	Sora - Ponte	(" 44)	2.730.000,00	4/8/44)	dise
	II L A V O R I V A R I				
11	Frosinone - Riparazione carcere		1.000.000,00		
12	Frosinone - Riparazione fognatura		2.000.000,00		
13	Frosinone - Riparazione acquedotto		1.000.000,00		
14	Fiuggi - Riparazione acquedotto		305.000,00		
15	Sora - Riparazione acquedotto		970.000,00	4/8/44	in a prov
16	Cassino - Sistemazione del fiume Rapido e risana= mento della piana		9.800.000,00	20/7/44	rest osse
17	Sora - Riparazione ospedale		3.430.000,00	25/7/44	rest rett
18	Paliano - Riparazione carcere		4.870.000,00	3/8/44	rest rett
19	Frosinone - Riparazioni edifici pubblici ed im= pianto elettrico		31.800.000,00	25/7/44	in a appr
20	Frosinone - Nuovo serbatoio acqua potabile		3.500.000,00	7/8/44	"
21	Acquedotto Interamna(Pignataro-S.Giorgio al Liri S.Apollinare-S.Ambrogio e centrale di Cervaro)		4.000.000,00	20/7/44	"
22	Riparazione edificio ditta Inglese Emilio in So= ra da adibirsi ad Uffici Tribunale e R.Procura		470.000,00	10/7/44	già
23	Riparazione fabbricato adibito a sede Genio Ci= vile in Frosinone		500.000,00	14/7/44	
		TOTALE	82.597.000,00		

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IMPORTO	DATA DI PRESENTAZIONE	DATA DI APPROVAZIONE	INIZIO DEI LAVORI	FINANZIAMENTO DEI LAVORI
1.000.000,00		19/7/44	20/7/44	In attesa di finanziamento
172.000,00		19/7/44	20/7/44	" " " "
1.650.000,00		19/7/44	20/7/44	" " " "
3.700.000,00	20/7/44	non autorizzato		
400.000,00	4/8/44	restituito con modifiche		
2.000.000,00	4/8/44	in attesa di approvazione		
3.000.000,00	4/8/44	" "		
3.000.000,00	4/8/44)	restituiti per		
1.300.000,00	4/8/44)	completare i		
2.730.000,00	4/8/44)	disegni		
1.000.000,00		19/7/44	20/7/44	In attesa di finanziamento
2.000.000,00		19/7/44	iniziato	" " " "
1.000.000,00		19/7/44	"	" " " "
305.000,00		19/7/44	ultimato	Finanziato
970.000,00	4/8/44	in attesa di approvazione	iniziati	
9.800.000,00	20/7/44	restituito con osservazioni		
3.430.000,00	25/7/44	restituiti per rettifiche		
4.870.000,00	3/8/44	restituito per rettifiche		
31.800.000,00	25/7/44	in attesa di approvazione		
3.500.000,00	7/8/44	" "		
4.000.000,00	20/7/44	" "		
470.000,00	10/7/44	già autoriz.		
500.000,00	14/7/44			
82.597.000,00				

(4)

MINISTERO DEI LAVORI PUBBLICI
UFFICIO DI FROSINONE

E L E N C O

dei progetti in corso di compilazione inerenti alle opere da eseguire nella provincia di Frosinone in dipendenza dei danni di guerra.

IMPORTO COMPLESSIVO L. 77.260.000

Fiuggi 10 agosto 1944

L'INGEGNERE CAPO

1884

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

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N.ro d'ord.	OGGETTO DEL PROGETTO	IMPORTO	DATA DELLA PRESENTAZIONE	N.ro d'ord.	O

I

PONTI UNGHITI

1	Atina - Cassino Ponte sul Rapido (N.41)	1.500.000	31/8/44	17	Olevano
2	Sora Atina - Ponte sul Fibreno detto Tapino (n. 35)	1.000.000	10/9/44		LAVO
3	Sora - Ponte sul Liri (n.43)	6.000.000	31/8/44		
4	Frosinone Castelliri - Ponte Bassiano (n.3)	1.800.000	31/8/44	18	Frosinone per alloc
5	Veroli - Ponte alla Madonna del Giglio (n.1)	1.500.000	31/8/44	19	Frosinone legname
6	Pofi - Divio Valle Corsa Ponte sul Sacco (n.23)	2.700.000	15/9/44		
7	Frosinone Ceccano Ponte sul Sacco (N.21)	3.500.000	25/9/44		
8	Pontecorvo Ponte sul Liri nell'abita= to (N.34)	6.000.000	15/9/44		

II

PONTI DI MINORE URGENZA

9	Ceccano - Ponte sul Sacco (n.22)	6.000.000	30/9/44
10	Ausonia Pignataro - S.Giorgio al Li= ri (36)	5.500.000	30/9/44
11	Pignataro - S.Giorgio al Liri (n.46)	4.000.000	30/9/44
12	S.Apollinare S. Ambrogio (n.5e)	6.500.000	30/9/44
13	Piglio - Arginaro (12°)	2.300.000	30/9/44
14	Piglio - Arginaro (11)	5.000.000	30/9/44

III

PONTI MINORI

15	Sgurgola (n.51)	2.900.000	28/8/44
16	Morolo (n. 53)	3.000.000	25/8/44

A riportare 57.400.000

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DATA DELLA PRESENTAZIONE	N.ro d'ord.	OGGETTO DEL PROGETTO	IMPORTO	DATA DELLA PRESENTAZIONE
		Riporto	57.400.000	
31/8/44	17	Olevano	2.300.000	30/8/44
10/9/44		XV		
31/8/44		LAVORI VARI		
31/8/44	18	Frosinone - ripsrazione degli edifici per alloggio degli impiegati ..	16.360.000	30/8/44
31/8/44	19	Frosinone - sistemazione baracche in legname	1.200.000	30/8/44
15/9/44				
		TOTALE	77.260.000	
15/9/44				
15/9/44				
30/9/44				
30/9/44				
30/9/44				
30/9/44				
30/9/44				
28/8/44				
25/8/44				

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

APPROXIMATE ESTIMATE OF THE EXPENDITURE FOR THE REPAIR OF WAR DAMAGES THROUGHOUT ITALY RELATIVE TO THE WORKS LISTED BELOW:-

1° STATE HIGHWAYS & AUTOSTRADAS

a) Ordinary and Extraordinary Maintenance (Estimated from the preceding years) Annually £ 1,500 Mil.
b) Bridges ..... " 10,000 "

2° SECONDARY ROADS

a) Annual Maintenance 2,000
b) Bridges 12,000

3° BUILDINGS

a) Private Houses ..... 120,000 "
b) Public Buildings ..... 17,500 "
c) Churches & Monuments ..... 100 "

4° RECLAIMED LANDS (Bonifiche) ..... 1,000 "

5° HYDRAULIC WORKS (Stream Control & Irrigation).. 1,000 "

6° AQUEDUCTS, SEWERS & CEMETERIES

(Hygienic Works) ..... 2,500 "

7° PORTS (Including Sunken Ships). ..... 5,000 "

TOTAL... £ 172,600 Mil.

1 Includes Construction Equipment in the Amount of £ 200,000,000
1 1 Includes Port Equipment in the Amount of .... £ 100,000,000

STATE HIGHWAYS

(Bridges)

Location	N° Bridges	Span						
		M. 15	M. 30	M. 60	M.100	M.300	M.500	M.1000
Sicily	57	39	10	6	-	-	-	-
Calabria	38	26	6	4	2	-	-	-
Lucania	38	32	2	4	-	-	-	-
Campania	148	110	25	10	3	-	-	-
Puglie	22	14	5	3	1	-	-	-
Lazio Umbria	203	153	30	15	4	1	-	-
Abruzzi Molise	150	114	25	10	1	-	-	-
Marche	120	85	20	15	-	-	-	-
Toscana	200	90	70	30	10	-	-	-
Emilia	160	96	32	20	5	2	1	4
Piemonte Liguria	250	126	80	25	10	7	2	-
Lombardia	250	140	63	20	15	5	3	4
Veneto	260	130	85	24	14	3	3	1
	1897	1155	453	188	65	18	9	9

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SECONDARY ROADS

1879

(Provincial Kms. 42,200, Comunal Kms. 110,300)

93 Provincies with an average of 130 destroyed, heavily damaged, and slightly damaged bridges. Total round figure N° 12,000.

			Millions
Bridges			
Culverts	8,120 at £ 250,000		2,030
Small	2,500 at £ 800,000		2,000
Medium	1,000 at £ 2,000,000		2,000
Large	300 at £ 8,000,000		2,400
Exceptional	80 at £ 50,000,000		4,000
		£	12,430
Roads			
Repairs to road surface			1,560
	Total	£	14,000

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1878

HOUSES & PUBLIC BUILDINGS

1° HOUSES

760,000	Destroyed Rooms	at about £ 65,000 =	£ 50,000	Mil.
1,000,000	Heavily Damaged	at " £ 40,000 =	40,000	Mil.
2,200,000	Damaged	" " £ 15,000=	33,000	Mil.
			£ 120,000	Mil.

2° PUBLIC BUILDINGS

29,000	Rooms Destroyed	at about 70,000 =	£ 2,000	Mil.
110,000	Heavily Damaged	" " £45,000 =	5,000	Mil.
520,000	Damaged	" " £20,000 =	10,500	Mil.
		Public Bldgs.....	£ 17,500	Mil.
		Houses	120,000	
		Total	£ 137,500	Mil.

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STATE HIGHWAYS AND AUTOSTRADAS

(Annual Expenditure Normal)

Length Kms. 21,700

Ordinary Maintenance	£	286	Mil.
Extraordinary Maintenance	£	180	"
Total	£	466,000,000	

For estimating prices there should be taken in consideration the great deterioration of the roads caused by the war and long stretches that must be reconstructed increasing the expenses to..... £ 1,500,000,000

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1878

Span	N°Bridges	Cost Linear m.	Cost per Bridge	Total
m.1000	9	150,000	150,000,000	1,350,000,000
500	9	150,000	75,000,000	675,000,000
300	18	150,000	45,000,000	810,000,000
100	65	150,000	15,000,000	975,000,000
60	188	130,000	7,800,000	1,466,000,000
30	453	100,000	3,000,000	1,359,000,000
15	1155	80,000	£,200,000	1,385,000,000
			Total Bridges £	8,014,000,000
Per other various works such as:- Retaining Walls, Tunnels, etc.£				1,986,000,000
			£	10,000,000,000

Total.

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

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16 August 1944

Subject: Non payment of Cantonieri and Contractors.

To : Director, P.W.&Util. Sub-Comm.

1. This matter has been discussed with our representatives in Region III, C.R.E.s 52 Works Lt. Col. Owen and Genio Civile, Caserta. Information obtained is about as follows: A.G. 8th Army, upon withdrawn from this area provided funds for payment through 15 June. Field forces of 3 District assumed supervision of these works, apparently assuming that financing had been arranged. The Region had taken no action toward financing in the absence of any official request from the Military Authorities.

2. Region III has now presented forms ACC/1 providing funds for payment of these obligations for period 16 June thru 15 August and these documents have been approved in this office and returned to Region. However, Lt. Col. Hensley is unwilling to authorize payment to all the claimants until he makes a thorough investigation of the validity of each case or until Lt. Benideric gives him a statement covering all work authorized by A.G. 8th Army. His investigation is proceeding.

3. No action has been taken with reference to any such unpaid obligations in Region IV and V since no information is available. The matter is being followed up, however, and any such instances reported will be handled in same matter.

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

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

15 August 194*

Report of Inspection Trip - Naples, Salerno, Avellino, Foggia, Benevento, Caserta, Rome. - August 11, 12, 13th 1944.
Lt. Col. Thompson, and Lt. Shepherd.

Persons Contacted:

Lt. Col. Brundon	- 3 District
Major, Osborne	- 3 District
Lt.Col. Hensley	- Region III.
Capt. Saul	- Region III.
Capt. Hibbord	- Region III.
Capt. Weeber	- Region III.
Lt. Col. Robertson	- Prov. Commissioner - Salerno
Major, Benning	- Public Works Officer, - Salerno.
Col. Temperly	- Provincial Commissioner - Foggia
Major, Boucher	- Field Engineer - Foggia.
Capt. Lambie	- Field Engineer - Foggia.

Route 7 - Rome to Velletri.

Road in fair condition generally except for detour at Genzano due to blown bridge. Considerable materials on job and fairly adequate numbers of men working. Edges are giving way in places and surface wearing through. Must be given constant attention.
Velletri - Terracina - Formia - Same conditions exist. Situation can be controlled by immediate and unceasing maintenance. Section through Pontine Marshes shows some foundation failure due to water conditions. Probably can be held if properly maintained.
Formia - Capua - Road in excellent condition considering past and present traffic. Contractor's workmen on job and are supplied with adequate supplies of stone and bitumen.

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Route 87 - Caserta - Naples.

This stretch of road definitely under control. Except for slight "rolling" due to heavy traffic and hot weather, surface is in very good condition. Contractor's men at work. Traffic appeared to be equal to or in excess of that observedon any previous inspection. Both crushed stone and bitumen stocked on project.

Route 18 - Naples - Salerno

(a) Autostrada from Naples to Pompei shows definite signs of improvement. Surface is in good condition, curbs largely replaced where necessary and drainage corrected.

(b) Pompei - Salerno - Road in very good condition. Contractor's men at work. Emergency repairs all in hand and road should cause no further trouble if normal maintenance forces are retained and furnished small quantities of materials required.-
Cava Bridge - Route 18.
Concrete Arch (Single)
Foundations in and work is well under way on arch centering material situation is satisfactory. Contractor states that bridge will be completed by 1 October 44. This is possible but in the opinions of the writer, completion by that date will require more workmen and progress than was observed at time of inspection. This has been discussed with Field Engineer in Charge-

Route 88 - Salerno - Avellino.

Section Salerno S. Severino not inspected.-
Section S. Severino - Avellino- Road in satisfactory condition. Contractor's men at work and materials stocked on project. Emergency repairs well in hand but maintenance force will be required at all times. Bridge - Route 88 over N.R. at MR. 650490 - Old alignment being improved by relocation of blown overpass. Two dangerous curves being eliminated. Work well in hand and will be completed in September.-

Route 7 - Avellino - Ponte Calore.

This section has been under contract to contractor Lualdi for several Months but conditions are not satisfactory. Region III has now caused a contract to be awarded to a new contractor and work is proceeding . New directives from 3 District provide for seal coating this section this Summer, but extensive patching must be effected first.

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Patching is proceeding and seal coating materials is being stocked on project. Region has been instructed to give this close attention.

Bridges - Route 7 - Avellino - Ponte Calore.-

Three bridges on this section are well in hand. Foundations are complete, materials adequate and work progressing. All should be open to traffic by end of September.

Route 90- Ponte Calore - Ariano.

This section reflects much improvement after having been trouble some in the past. Surface and edges have been repaired and is now ready for seal coating. Materials for seal course are being placed and placing will start immediately.

Bridges - Route 90.

Ponte Calore - Km. 0+00. Contract awarded for reconstruction of two spans - No work started except stone procurement and cutting. Reconstruction recently laid on by 3 District - Temporary bridge satisfactory and should cause no trouble.

Ponte Bellito - Km. 14+00 work well under way on reconstruction of 3 Arches.- Foundation about completed and work starting on superstructure. Diversion satisfactory and all weather

Route 90 - Ariano - Bovino.-

This Section, particularly between Ariano and Boundary line between two and Three Districts shows remarkable improvement Thru lack of proper attention the surface had become badly pot-holedand called for almost complete re-surfacing. During the past 30 days practically all patching has been completed and materials are now on project for seal coating. This operation should proceed without further problems since all factors are now under contract. Bovino - Foggia - Road Generally good except for spots where surface needs attention Maintenance work proceeding and materials are now on hand for seal coating a certain sections where necessary.

Route - Foggia - Lucera.

Entire section in fairly satisfactory condition. Cantonieri working and have patching will in hand. This section is to be seal coated this summer for which 2 District is supplying bitumen. Aggregates now being produced for this operation.

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Route 7 - Ponte Calore -- Benevento :

Surface and shoulders on this section in very good condition. Shows evidence of good work on part of contractor. It will be necessary to keep a maintenance contractor or adequate Cantonieri employed however since traffic is heavy , edges of pavement in particular must be watched.
Bridges: Ponte Calore - Benevento section.
(a) Km. 264 - Two arch reconstruction. Small brick arch completed work well under way on larger tufa arch. Very good all weather diversion.
(b) Km. 278 - Melo - One arch reconstruction - stone arch now complete - workmen finishing retaining walls and railing. Good diversion and bridge can be opened to traffic any time.
(c) Km. 260 - Sabato - 5 arches reconstruction in brick - 3 Arches completed , Centering placed in other two. Has been delayed waiting on brick allocation but 3 District advises brick now being shipped. Arches will be completed in two weeks. Diversion satisfactory and all-weather.
(d) North Benevento - Calore River - Three arch, brick reconstruction now complete final work being done on walls. Bridge now being used by traffic.

Route 7 - Benevento - Caserta:-

Road in fair condition but needs steady maintenance. Some n noticeable surface breaks and beginnings of edge failures. Presents no serious problem and is greatly improved one condition 60 days ago.
Bridges : Benevento - Caserta section.
(a) Km. 257 - Corvo - 2 arch reconstruction now complete except for surfacing. Diversion good and bridge can be used any time if required.
(b) Km. 253 - Single arch - Now complete and under traffic very good job.
(c) Km. 250+250 - 3 arch construction . One arch complete and work well under way on others. Good diversion.
(d) Km. 249 Ceretello - Three arches now complete - Brick job well done- Work being completed on walls and surfacing Will be open to traffic in ten days.
(e) Km. 237 - Single arch Bridge - Complete except for walls and surfacing. Good diversion and bridge can be used any time required.
In general the progress on bridge reconstruction in Region III is extremely gratifying. No trouble.

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should be encountered with the coming of seasonal high waters for on those few bridges where completion will not have been accomplished, the diversions are satisfactory and all weather.

Route 7 - Caserta - Capua.

This section of road which has caused much trouble in past is now under control and in excellent condition throughout.

Route 6 - Road Jnc. Spartimento - Rome.

That prat of this route lying with Region III is in fair condition but must constantly be maintained. Contracts have been placed for emergency repairs and maintenance and contractors are at work.
No report is being rendered at this time on the section from Region IV boundary to Rome since it was travelled after night fall and a proper inspection could not be accomplished. It is obviously in need of immediate and extensive repairs however an inspection will be made by an Officer of this HQ. within a week at which time a detailed report will be rendered.-

Discussions:

(1) With Lt. Col. Hemsley.-
(a) Work incomplete and not financed left by AMG - 8th Army Arranged to finance all this work and paymentwill be approved by Reg. Engr. after proper investigation.
(b) Trucks on loan to Genio Civile maintenance and storage.
(c) P.O.L. products Advised Reg. Engr. of new procedure now being released for obtaining these products.
(d) General discussion of problems; -

(2) With HQ. 3 District.

(a) Unpaid accounts left behind by AMG 8th Army. - Arranged for handling . Discussed means of ensuring that no similar incidents occur in future.
(b) Transfer of Capt. Feldman - Explained necessity for Transfer to their satisfaction. Some doubt was expressed by them as to Capt. Saul's ability to successfully handle the work.

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(c) New road Priorities which will be published in near future by 3 District.

(d) Seal Coating work on Route 7 and 7B. Naples - Avellino-Ariano.

(e) Ceva Bridge - Route 18 -

(3) With Major, Boucher.

(a) His early transfer to L.O. 1 District and assumption of full responsibility for roads in Foggia Area by Capt. Lawbie.-

(b) Seal Coating on various routes as laid on by 2 District letter 14CE/101 dated 10 August 44.

(c) General Problems. -

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

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

CLH/fx

12 August 1944

Subject: Report on Highway No. 1 and trip to Siena Region 8.

To : Lt. Col. V.S.Thompson,
Chief, Public Wks. Div.

1. Highway No. 1, Region IV.

A. Capt. Crook of the 345th Engr. Regt. Bn. Commander has charge of all maintenance on Highway No. 1 in Region 4. In a meeting with Capt. Gentry, all matters pertaining tothis Highway were discussed.

B. Capt. Crooks is getting the names of two contractors who are being awarded the maintenance of Highway No. to Kilometer No. 124. All matters pertaining to proper maintenance of Highway No. 1 in Region 4 have been ironed out by this Officer.

2. Relative to maintenance of Highway No. 1 in Region No. 8, Lt. Col. Harris C.E. has charge of all this work assisted by 73 Road Construction Coy. All matters of this maintenance is being arranged by Capt. Brownlee and Lt. Col. Harris. Believe that men and material will immediately be placed on the Road.

3. A. Made trip to Piombino and visited with C.O. 345th Regt. Engrs. and then with Capt. Brownlee to Siena.

B. Met Major, Lee. He is desireous of having contracts for bridges on Highway 1 forwarded to him.

C. I advised it OK. for Major Lee to block all materials occurring for Road and Bridge work or Utilities. Unless advised to the contrary by this Office.

D. Requested Telephone Directory of the ACC.

Coleman L. Harris
Major C.E.
Area Engineer.

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

10 August 1944

SUMMARY OF ACTIVITIES DURING JULY 1944.

1. REORGANIZATION. (Remarks)

(a). The June report of this Sub-Commission, para.1 (sub-paras.i to vi) set out in detail the complete re-organisation of its Engineering Staff and their respective responsibilities. Reasons were given for the more or less separate and independent organisations for the carrying out of engineering work that had been set up at the end of 1943 and in the early part of 1944, together with reasons why unification and integration of all activities could be better carried out under a senior engineer officer in each region, designated the Regional Engineer. The change came into operation on the 15th June, and the month of July served to demonstrate its soundness. In particular, diminution in the detailed work that had to be dealt with at H.q. in previous months (often by senior officers) has been marked. More frequent tours of inspection on the part of the four senior officers at H.q. should be possible but up to the end of July, at any rate, such tours were exceedingly difficult to arrange. During a part of the month, the Deputy-Director of the Sub-Commission (Lt. Col. G. E. Rhodes, R.E.) was absent from duty through illness; secondly, there was transfer of the office to a new location (Naples to Rome); and, thirdly, many immediate and pressing problems in Rome and its vicinity presented themselves.

The new Minister of Public Works appointed in June, Sig. Mancini, kept in close touch with the Director, and the mild comments and criticisms made about him in the June report (para.1) may perhaps now be modified to some extent, since a better knowledge of the working of his own Department has certainly resulted in quicker and more appropriate action by him in specified directions. There is now no intention to establish the "Superior Technical Council" there mentioned, and neither is there any intention to alter the status and position of Sig. Tinsano, the present Director General. He has also sent out some useful and strong Directives to his Staff.

(b) Personnel.

Para.2 of this report gives lists of officers as on 31 July 1944, together with comments indicating transfers or alterations contemplated. Portion A shows the H.Q. list, whilst portion B gives the Regional lists. The numbers shown are 17 and 43 respectively, giving a total of 60 at the end of the month. The total establishment should be 74. Personnel and staffing questions have taken up an increasingly large amount of time, due not only to the rapid moves of the armies (advance planning of new regions) but also to major changes in policy (laid down by higher authority).

The re-posting of officers from Southern Regions to field areas in the North is sometimes made more difficult by the fact that as soon as news of the [illegible] is received, there may be a protest from higher ranking officers on the spot. [illegible] this (1) Capt. Baldwin, transfer from Region III; (2) Lt. Butcher,

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...ny unification and integration of ... under a senior engineer officer in each region, designated the Regional Engineer. The change came into operation on the 15th June, and the month of July served to demonstrate its soundness. In particular, diminution in the detailed work that had to be dealt with at H.Q. in previous months (often by senior officers) has been marked. More frequent tours of inspection on the part of the four senior officers at H.Q. should be possible but up to the end of July, at any rate, such tours were exceedingly difficult to arrange. During a part of the month, the Deputy-Director of the Sub-Commission (Lt. Col. G. E. Rhodes, R.E.) was absent from duty through illness; secondly, there was transfer of the office to a new location (Naples to Rome); and, thirdly, many immediate and pressing problems in Rome and its vicinity presented themselves.

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The re-posting of officers from Southern Regions to field areas in the North is sometimes made more difficult by the fact that as soon as news of the change is received, there may be a protest from higher ranking officers on the spot. To take only 3 examples of this: (1) Capt. Feldman, transfer from Region III; protest from the Chief Engineer(Armies), of No.3 District C.M.F. (2) Lt. Butcher, from Region II; protest from Regional Commissioner, (3) Major Spann, from Region VI; correspondence from Regional Commissioner. (4) Maj. Crowther from Region I, protest from Regional Commissioner.

In the case of Region VI, in fact, the only other Public Works officer had been posted to other and quite different duties without consultation with the Sub-Commission some time previously, and he was not immediately available, therefore, to take Major Spann's place.

(c) In short, compliance with the dictates of an ever-changing policy, administrative and geographical changes in the Regions, and the demands of the forward

Northern Regions for a competent Public Works staff adequate in numbers has constituted, and still does constitute, an almost insoluble problem. The number of engineer officers available was barely sufficient to cover the Southern part of Italy and the Islands even a few months ago. Mere perusal of these monthly reports (in sequence) proves to demonstrate that in this short time duties devolving on the Sub-Commission, as a whole, have increased by probably 1000%. The only possible alleviation or solution would appear to be amalgamation of the Southern Regions, as indeed is now contemplated, handing over to Italian agency a largely increased measure of responsibility engineering and technical (with which is also closely associated financial responsibility), and by leaving to the few Public Works officers still remaining a diminishing responsibility for what is going on, viz.- in proportion to the greatly extended areas they will have to cover, albeit in a mainly advisory and supervisory capacity. In some parts of Italy, borrowing a nautical phrase, the crew must cease to run the ship, and they must be reduced to a mere "care and maintenance party."

(a) The demand for additional officers for the forward areas is insistent and continuous. On 28 June, for example, the Executive Commissioner (Brig.Lush) on returning from a visit to the 5th and 8th Armies and Region VIII, wrote to the effect that there is a "universal demand for the immediate despatch of electrical engineers to Numbers 5 and 8, in order to re-establish hydro-electric systems."

2. Nominal Roll of Officers.

(A) At Headquarters, and on temporary duty elsewhere:-

Lt. Col. L. A. Jenny,	C.E.	(A) Director, Sub-Commission
Lt. Col. G. E. Rhodes,	R.E.	(B) Deputy Director, Sub-Commission

Public Works Division.

Lt. Col. V. S. Thompson, R.C.E.	(B) Chief, Public Works Div.
1st Lt. R. W. Shepherd	(A) Asst. to Chief P.W. Div.
Major N. W. Hyland	(A) P.W.O. South.
Major C. L. Basic	(A) P.W.O. North.

Utilities & Adm. Div.

Lt. Col. W. M. Lapper	(B) Chief, Utilities & Adm.Div.
Capt. L. W. Laughlin	(A) Asst. to Chief, Util. & Adm. Div.
Major H. W. Westwood	(B) Headquarters.
Capt. A. E. Proudy	(B) Headquarters.
Major M. O. Wooster	(A) Elec. Util. O. Operations.
Major E. J. Penny	(A) " " " Generation.
Major V. S. Benton	(A) " " " Transmission.
Capt. H. J. Rossen	(A) T/D Region IV.
Capt. R. A. Ryan	(A) Elect. Util.Officer. South
Major H. Larson	(A) T/D Region IV
Major R. A. Bell	(A) Elect. Util. Officer

(B) On present information and subject to correction the following Public Works Officers are permanently assigned to Regions as shown:

Region I.	Lt. Col. C. P. Bolick	(A) Regional Engineer Officer.
	Major D. A. Boyd	(B) Public Works Officer.
	Major A. Crowther	(B) Elec. Util. Officer.

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continuous. On 28 June, for example, the Executive Commissioner (Brig.Lush) on returning from a visit to the 5th and 8th Armies and Region VIII, wrote to the effect that there is a "universal demand for the immediate despatch of electrical engineers to Numbers 5 and 8, in order to re-establish hydro-electric systems."

2. Nominal Roll of Officers.

(A) At Headquarters, and on temporary duty elsewhere:-

Lt. Col. L. A. Jenny, C.E.	(A) Director, Sub-Commission
Lt. Col. G. E. Rhodes, R.E.	(B) Deputy Director, Sub-Commission

Public Works Division.

Lt. Col. V. S. Thompson, R.C.E.	(B) Chief, Public Works Div.
1st Lt. R. W. Shepherd	(A) Asst. to Chief P.W. Div.
Major N. W. Hyland	(A) P.W.O. South.
Major C. L. Basic	(A) P.W.O. North.

Utilities & Adm. Div.

Lt. Col. W. M. Lapper	(B) Chief, Utilities & Adm.Div.
Capt. L. W. Laughlin	(A) Asst. to Chief, Util. & Adm. Div.
Major H. W. Westwood	(B) Headquarters.
Capt. A. E. Proody	(B) Headquarters.
Major M. O. Wooster	(A) Elec. Util. O. Operations.
Major E. J. Berry	(A) " " " Generation.
Major V. S. Renton	(A) " " " Transmission.
Capt. H. J. Rosson	(A) T/D Region IV.
Capt. R. A. Ryan	(A) Elect. Util.Officer. South
Major H. Larsen	(A) T/D Region IV
Major R. A. Ball	(A) Elect. Util. Officer

(B) On present information and subject to correction the following Public Works Officers are permanently assigned to Regions as shown:

Region I.	Lt. Col. C. P. Bolick	(A) Regional Engineer Officer.
	Major D. A. Boyd	(B) Public Works Officer.
	Major A. Crowther	(B) Elec. Util. Officer.
	Major W. H. Gamble	(B) Highways.
Region II	Major W. Knight	(B) Regional Engineer Officer.
	Lt. J. W. L. Butcher	(B) Elec. Util. Officer
	Lt. P. M. H. Stephens	(B) T/D Highways.

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Region III.	Lt. Col. L. J. Hensley	(A)	Regional Engineer Officer.
	Major L. R. Denning	(B)	Public Works Officer.
	Capt. R. P. Weeber	(A)	Highways.
	Capt. R. N. J. Hibbard	(B)	Highways.
	Capt. E. B. Feldman	(A)	Highways.
	Capt. A. G. A. Saul	(B)	Highways.
	1st Lt. P. A. Sbrolla	(A)	Elec. Util.Officer.
Region IV.	Col. E. J. Edwards	(B)	Regional Engineer Officer.
	Lt. Col. C. de C.H.Findlay	(B)	Public Works Officer.
	Major A. G. Evans	(B)	Public Works Officer.
	Capt. T. F. Spriggs	(A)	Public Works Officer.
	Capt. J.S.O.Wilson-Heathcote	(B)	Public Works Officer.
	Lt.Col. J. E. Breth	(A)	Elect. Util. Officer.
	Capt. P. D. Kelv	(A)	Elect. Util. Officer.
	Major A. G. Perley	(B)	Highways.
	Capt. G. R. Brownlee	(A)	Highways.
	Capt. W. R. Gentry	(A)	Highways.
Rome Region.	Lt.Col. C. R. Birchett	(A)	Engineer Officer.
	Major A. E. Michel	(A)	Public Works Officer.
	Major G. P. Buckley	(B)	Public Works Officer.
	Major J. C. Rively	(A)	Public Works Officer.
	Lt. E. P. Wade-Brown	(B)	Elect. Util. Officer.
Region V.	Lt.Col. C. A. Latimer	(A)	Regional Engineer Officer.
	Major J. E. Foden	(B)	Public Works Officer.
	1st Lt. J. H. Walsh	(A)	Public Works Officer.
	Major J. S. Bennett	(B)	Elect. Util. Officer.
	Major G. Boucher	(B)	Highways.
	Capt. J. L. Lambie	(B)	Foggia & Campobasso Prov.
	Capt. R. M. Walker	(B)	Highways.
Region VI.	Capt. E. E. Smith	(A)	Public Works Officer.
Region VII.	Major W. F. Chamberlin	(A)	Regional Engineer Officer.
Region VIII.	Major P. S. L. Lee	(B)	Regional Engineer Officer.
	Capt. P.R.C. Stephens	(B)	Elect. Util. Officer.
	Lt. L. J. Hodges	(B)	P. W. Officer.
Region IX.	Major W. M. Spann	(A)	Regional Engineer Officer.
	Capt. E. H. Rogers	(A)	Elect. Util. Officer.

Remarks:

(a)	Capt. D. M. Gaither	(A) Assigned to A.M.G. 5th Army.
(b)	Major W. M. Spann	(A) Assigned to Region IX as Regional Engr.
(c)	Lieut.C'W.Hidins	(B) Assigned to Staff Economic Sect.
(d)	Capt.W.R.Gentry	(A) Assigned to Region IV as Highways Officer.
(e)	Capt.E.H.Rogers	(A) Assigned to Region IX as Elec.Util. Officer.
(f)	Lieut.F.M.H.Stephens	(B) Assigned to H.Q.A.C.C.Public Works Sect. and placed on temporary duty Region II as Highways Officer.

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	Capt. T. R. Bromilow	(A)	Highways.
	Capt. W. R. Gentry	(A)	Highways.
Rome Region.	Lt.Col. C. R. Birchett	(A)	Engineer Officer.
	Major A. E. Michel	(A)	Public Works Officer.
	Major G. P. Buckley	(B)	Public Works Officer.
	Major J. C. Rively	(A)	Public Works Officer.
	Lt. E. P. Wade-Brown	(B)	Elect. Util. Officer.
Region V.	Lt.Col. C. A. Latimer	(A)	Regional Engineer Officer.
	Major J. E. Fodon	(B)	Public Works Officer.
	1st Lt. J. H. Walsh	(A)	Public Works Officer.
	Major J. S. Bennett	(B)	Elect. Util. Officer.
	Major C. Dawchor	(B)	Highways.
	Capt. J. L. Lambie	(B)	Foggia & Campobasso Prov.
	Capt. R. M. Walker	(B)	Highways.
Region VI.	Capt. E. E. Smith	(A)	Public Works Officer.
Region VII.	Major W. F. Chamberlin	(A)	Regional Engineer Officer.
Region VIII.	Major P. S. L. Lee	(B)	Regional Engineer Officer.
	Capt. P.R.C. Stephens	(B)	Elect. Util. Officer.
	Lt. L. J. Hodges	(B)	P. W. Officer.
Region IX.	Major W. M. Spann	(A)	Regional Engineer Officer.
	Capt. E. H. Rogers	(A)	Elect. Util. Officer.

Remarks:

(a) Capt. D. M. Gaither — (A) Assigned to A.M.G. 5th Army.
(b) Major W. M. Spann — (A) Assigned to Region IX as Regional Engr.
(c) Lieut.C'W.Atkins — (B) Assigned to Staff Economic Sect.
(d) Capt.W.R.Gentry — (B) Assigned to Region IV as Highways Officer.
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1. Meetings and Conferences.

There were many conferences with the Minister (Sig.Mancini) and with the Director General of Public Works (Sig.Tiranno) during the month. Some principal points dealt with were the following:-

(a) Shortage of hours worked at the chief Offices of the Genio Civile in Rome, viz, between 8.30 AM and about 1.30 PM (a similar system obtained in Naples and was the cause of occasional difficulties). Arrangements now made for at least a nucleus staff, with responsibility, to remain on duty till 5 PM daily.

Incidentally this kind of thing,so difficult for us to understand, is a root cause of frequent failure on the Italian side to " get things done". With a higher supervisory staff working such short hours it is easy to understand that their example is followed by many others,in lower grades. The net result is curtailment of effort and output, and little progress. One would have thought with the country in its present condition, and as it has been for a long time past, that hours of work might have been nearly doubled. It has been pointed out more than once that this Sub-Commission only achieves results by, and through Italian executive agency. If this is weak and ineffective, or does not work reasonably hard, then those results will be the less, in direct proportion.

(b) Very little work was found in hand on the Pontine Marshes (anti-malarial measures) in the first week of July. The Director General of the Ministry was instructed to arrange for a considerable labor force immediately.

As to the financing of this, estimated at over 40 M.L., the A.C.C. Finance Officer with the Ministry of Finance refused approval. Both the Agriculture Sub-Commission and the Malaria Control Branch of the Public Health Sub-Commission consider these works (clearing of obstructions in channels etc. making diversions and other things) to be absolutely essential. The matter has therefore been taken up specially with the Finance Sub-Comission in discussion and by letter. However, after 1 month's delay up to this writing, no approval has been received as yet.

NOTE:- On 6 Aug. 44 PRB (A.C.C.) in a news summary stated:-

> "Owing to the flooding of the Pontine Marshes and the shortage of quinine, the first cases of pernicious malaria have been reported in Rome". (See also para. 4 (c) of this report.)

(c) Re-arrangements of responsibilities and duties of Genio Civile officials as between certain provinces in Region IV and V were recommended i.e. to the Director General.

(d) Further, he was advised to put Italian engineers of considerable experience in general charge of the country as divided into 3 areas, South Italy to include Regions 1, 2, 3 and 7; Central Italy, Region 4 including Rome, 5, 6 and 8; and North Italy, Regions 9, 10, 11 and 12. These engineers will be designated "Directors" and will be responsible directly to Sig. Tiranno. The Compartimento Engineers will continue to be called "Inspectors General".

(f) Inspections and surveys by the Genio Civile superior staff being dependent entirely on transport facilities, the Minister was again pressed (as had repeatedly happened in the last few months) to go ahead with the requisitioning of civilian cars for the purpose, especially in view of the considerable number of them now available in Rome.

(g) The Minister was reminded about the Town Planning position in its relation to war damage. As to this, reference should be made to the general report of this Sub-Commission para 6 (d-e) where the matter was fully set out. In the

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With a higher supervisory staff working such short hours it is easy to understand that their example is followed by many others, in lower grades. The net result is curtailment of effort and output, and little progress. No would have thought with the country in its present condition, and as it has been for a long time past, that hours of work might have been nearly doubled. It has been pointed out more than once that this Sub-Commission only achieves results by, and through Italian executive agency. If this is weak and ineffective, or does not work reasonably hard, then these results will be the less, in direct proportion.

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As to the financing of this, estimated at over 48 M.L., the A.C.C. Finance Officer with the Ministry of Finance refused approval. Both the Agriculture Sub-Commission and the Malaria Control Branch of the Public Health Sub-Commission consider these works (clearing of obstructions in channels etc. making diversions and other things) to be absolutely essential. The matter has therefore been taken up specially with the Finance Sub-Commission in discussion and by letter. However, after 1 month's delay up to this writing, no approval has been received as yet.

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(d) Further, he was advised to put Italian engineers of considerable experience in general charge of the country as divided into 3 areas, South Italy to include Regions 1, 2, 3 and 7; Central Italy, Region 4 including Rome, 5, 6 and 8; and North Italy, Regions 9, 10, 11 and 12. These engineers will be designated "Directors" and will be responsible directly to Sig. Tupone. The Compartimento Engineers will continue to be called "Inspectors General".

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(g) The Minister was reminded about the Town Planning position in its relation to war damage. As to this, reference should be made to the general report of this Sub-Commission para.6 (ix) where the matter was fully discussed. In the result plans have now been received of Naples, Matera and Reggio (Calabria).

(h) Estimates of expenditure were asked for covering 3 months for the operation of garages serving cars and trucks used extensively (on military highways work). This will probably be debited against the 600,000,000 lire fund that was established some months ago.

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(i) He was instructed to organise complete records of the materials, transport and so on, that has been and is being furnished by the Allied Armies for the needs of his Department, so as to avoid differences and misunderstandings after the war.

(j) Under "Defascistisation" the Minister was remided of the recent Decree and informed of definite steps he must now take, in conformity with the instructions issued to this and all other Sub-Commissions. Continuous pressure will be applied in this direction.

(k) The Ministry appeared to be doing little or nothing in the way of planning, and above all financing such things as the rehabilitation of electric power plants; a need which is perhaps more important than any. Ports, public utilities generally and other things also need similar consideration. Promises given that coordinated plans will be prepared and a regulated system of financing, in conjunction with the Italian Finance Ministry.

(l) Attempts were made to clear up a chaotic condition that had arisen in various places through non-payment of the wages of "Guardiani" gangs. Also concerning the dismissal of some of them without good reason.

(m) Reconnaissances by the Sub-Commission have indicated particularly difficult road and bridge conditions between Subiaco and Cerreto and the towns of Gioia and Norcsino. The Director General was told to take instant and urgent action.

(n) Lists of equipment required for various harbors in Central and South Italy were again asked for, this request having been previously made on numerous occasions in the last few months.

(o) Lists of firms and contractors who had collaborated with the Germans (24 in number in Rome) were handed to the Minister on 19 July.

The first meeting of Regional Engineers was held at Naples on 12 June and the second at Rome on 21 July 1944.

A summary of the various Regional Engineers' reports is given herewith in annex. 9 et seq. The second meeting was even more useful than the first, since it followed several weeks' experience of the working of the new organisation. Questions of policy and procedure were settled and numerous questions of detail.

4. Miscellaneous Matters.

(a) Cost of War Damage (Repairs).

Considerable work was done (end of July) in the preparation of a very approximate estimate expressed in dollars of the expenditure Italy may have to incur, by way of reconstruction and rehabilitation, within the first 12 months after termination of the war. The results were set out in detail in a letter to the Vice-President, Economic Section, dated 5 August and it is sufficient here to give merely the gross totals, viz. south of the Pisa-Rimini line 1092 and north of that line 1643 (millions of dollars). The total thus stands at 2704, millions of dollars of which the cost of imported plant and materials may amount to 943, and the local cost (Italian) 1761 millions of dollars. Needless to say, these figures are dependent on wide-ranging assumptions, e.g. the damage the Germans are likely to inflict in North

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Italian Finance Ministry.

(l) Attempts were made to clear up a chaotic condition that had arisen in various places through non-payment of the wages of "Cotidiani" gangs. Also concerning the dismissal of some of them without good reason.

(m) Reconnaissances by the Sub-Commission have indicated particularly difficult road and bridge conditions between Subiaco and Gerocino and the towns of Cave and Nerosimo. The Director General was told to take instant and urgent action.

(n) Lists of equipment required for various harbours in Central and South Italy were again asked for, this request having been previously made on numerous occasions in the last few months.

(o) Lists of firms and contractors who had collaborated with the Germans (24 in number in Rome) were handed to the Minister on 19 July.

The first meeting of Regional Engineers was held at Naples on 12 June and the second at Rome on 24 July 1944.

A summary of the various Regional Engineers' reports is given herewith in annex. 9 et seq. The second meeting was even more useful than the first, since it followed several weeks' experience of the working of the new organization. Questions of policy and procedure were settled and numerous questions of detail.

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(b) Electric Power (destruction)

Damage to electric power facilities in South Italy was severe, but fortunately the largest hydro-electric development there was unharmed. As the enemy withdrew northward, deliberate destruction became more methodical and complete. This matter was referred to in Para. 7 of the June report where a short tabular statement was given of approximate averages concerning war damages to different classes of public works. That statement can now be supplemented by a more specific example.

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Within the areas of Regions IV, V and VIII (A.C.C.) only a very small fraction of the power facilities so far inspected are found to be usable. The position at the end of July appeared to be that electricity requirements for essential users (control Ltr 1) might be of the order of 706 million KWH. The maximum possible power that can be generated, after some repairs, seems to be only about 100,000 KWH. This, 6/7ths of the plant is destroyed.

(c) A.M.S.S. (Dissolution)

Reference has been made in previous reports of the suppression of the A.M.S.S. (roads), a Fascist creation, and its amalgamation with the Genio Civile as one organization. A Decree was received from the Minister at the end of July outlining his scheme to bring this about, set out in technical and legal phraseology. It seems at last that this change is really about to take place. It is one thing the Sub-Commission has pressed for for a considerable time; not on political grounds, but on grounds of plain convenience, better organization and expediency.

(d) Planning. (policy)

The Sub-Commission pointed out in a letter 19 July 1944 (to Economic Section) that, following A.F.H.Q. directives, the A.C.C. was not to engage in long term planning but to concentrate its efforts on first aid projects which could be executed in a short time. However, industries cannot be started even on a most limited scale in a country like Italy, dependent almost wholly on electricity, unless and until electric power plants are themselves first "rehabilitated". Such power stations, whether hydro or steam-driven, have been damaged or completely wrecked on the scale above indicated. It is not possible, by any means or methods known to engineering science, to put those plants again into operation with "first aid repairs". The task must be embarked on to the extent of 90 or 100%. Otherwise one may as well leave it completely alone. Rehabilitation of power plants as a whole in South, Central and North Italy may take each from 1 to 3 years. Finally, the Sub-Commission has asked for guidance, the matter being of absolutely over-riding importance to the immediate future of Italy. If industries cannot be re-started, unemployment will increase, the country will become poorer and poorer; and Allied shipping will be needed to bring in imports, for which Italy will not be able to pay. Electricity, for power purposes, is the "key".

(e) Salvage of ships. (Refer to March report para 12(a), and later months).

This operation (raising merchant ships in harbors) was being organized by this Sub-Commission, corresponding to standard practice of the Italian Public Works Dept., when after a reference of the whole matter to the Commander-in-Chief, Mediterranean Station through the Naval Sub-Comm., we were instructed to take no further action.

On 10 July the C. in C. notified that all Royal Naval Salvage personnel and resources are being withdrawn from Sicily and from the "toe" of Italy, and advised A.C.C. (this S.C.) to resume activity. He is delegating authority for the commercial salvage of Italian vessels (not Allied) in E. Sicily and in Calabria. An Admiralty Memorandum M.F.H. 43 of 27 Feb.44 is to be strictly adhered to.

NOTE: We received no order. We were asked - since we had shown an interest - "Would we resume?". We answered "yes" - if they will issue to us instructions. (No such instructions received yet).

5. HIGHWAYS AND BRIDGES (MILITARY PRIORITY LIST) AND PUBLIC WORKS.

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Sub-Commission has pressed for a considerable time, not on political grounds, but on grounds of plain convenience, better organisation and expediency.

(d) Planning (Policy)

The Sub-Commission pointed out in a letter 15 July 1944 (to Economic Section) that, following A.F.H.Q. directives, the A.C.C. was not to engage in long term planning but to concentrate its efforts on first aid projects which could be executed in a short time. However, industries cannot be started even on a most limited scale in a country like Italy, dependent almost wholly on electricity, unless and until electric power plants are themselves first "rehabilitated". Such power stations, whether hydro or steam-driven, have been damaged or completely wrecked on the scale above indicated. It is not possible, by any means or methods known to engineering science, to put these plants again into operation with "first aid repairs". The task must be undertaken on to the extent of 90 or 100%. Otherwise one may as well leave it completely alone. Rehabilitation of power plants as a whole in South, Central and North Italy may take each from 1 to 3 years. Finally, the Sub-Commission has asked for guidance, the matter being of absolutely over-riding importance to the immediate future of Italy. If industries cannot be re-started, unemployment will increase; the country will become poorer and poorer; and Allied shipping will be needed to bring in imports, for which Italy will not be able to pay. Electricity, for power purposes, is the "key".

(e) Salvage of ships. (Refer to March report para 12(e), and later months).

This question (raising sunken ships in harbors) was being organised by this Sub-Commission, corresponding to standard practice of the Italian Public Works Dept., when after a reference of the whole matter to the Commander-in-Chief, Mediterranean Station through the Naval Sub-Comm., we were instructed to take no further action.

On 10 July the C. in C. notified that all Royal Naval Salvage personnel and resources are being withdrawn from Sicily and from the "toe" of Italy, and asked A.C.C. (this S.C.) to resume activity. He is delegating authority for the commercial salvage of Italian vessels (not Allied) in E. Sicily and in Calabria. An Admiralty Memorandum M.F.H. 43 of 27 Feb.44 is to be strictly adhered to.

NOTE: We received no order. We were asked - since we had shown an interest - "Would we resume?". We answered "yes" - if they will issue to us instructions. (No such instructions received yet).

5. HIGHWAYS AND BRIDGES (MILITARY PRIORITY LIST) AND PUBLIC WORKS.

(a). The position at the end of June was noted in para.5 of the report for that month. Including Region VI, the re-building of 44 additional bridges was begun in July. Of these, 22 were in Regions III and IV. Some present difficult engineering problems, since they are modern long span-structures, requiring special equipment and preparation for their restoration.

(b). Contracts in hand at the end of July numbered 238, an addition of 84 during the month. These represented a sum of 140.5 million lire, bringing the total value

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of contracts let (to 31 July) to nearly 500 million lire. This includes some miscellaneous work, as distinct from highways and bridges. (NOTE:- In this report M.L. = millions of Lire).

(c) Early in July special inspections were made by the Chief of this Division (Lt.Col.Thompson) of the following highways, including bridges, in the recently liberated areas:-

Route 1 - Rome to Grosseto
" 2 - " " S. Lorenzo Nuovo
" 3 - " " Narni
" 4 - " " Antrodoco
" 5 - " " Avezzano
" 6 - " " Cassino
" 7 - " " "
" 17 - Civita to Popoli
" 74 - Arbegna to S. Lorenzo Nuovo

Preliminary rehabilitation plans immediately followed.

(d) Transport for official inspection purposes was somewhat improved by the requisitioning of civilian vehicles in Rome, and by allocation of 8 Utility cars from Numbers 2 and 3 Districts. The former required extensive repairs which were still in hand at the end of July, and the 8 military vehicles (Class 3 category) also requiring major repairs. It is hoped that at least four of them can be regularly available.

Lorries and trucks acquired from Nos.2 and 3 Districts (Army) for the transport of engineering material (in number 100) have been difficult to maintain in service owing to lack of spare parts, and wide-spread difficulties in supplies of petrol, oil, and lubricants. Probably not more than 50% of these vehicles can be kept in running condition at any one time.

There have also been most severe difficulties about supplies of P.O.L. to such private transport vehicles as have been brought into use by firms of contractors. To try and solve this, there were several meetings with officers of the Petroleum Section A.F.H.Q. in July. As a result, some special method of dealing with these supplies (involving military contracts) may be established.

(e) On the arrival of the Sub-Commission in Rome lists of experienced public works contractors were compiled, taking account not only of past experience, but also present available equipment and materials. In general, the equipment situation is better than it was south of Naples, but one is confronted with the inevitable and acute shortage of transport vehicles. Further, in recently liberated areas, many firms having adequate equipment and organisation, were found to have been closely associated with the Germans and with Fascism. An effort has been made to "screen" these, but sheer necessity may compel some of these firms to be used on occasion. Even so, efforts are being made to ensure that their employment does not result in large profits to individuals with questionable records.

6. ELECTRICAL DIVISION. 1864

(a) Staff.

(1) The staff of this Division moved from Naples to Rome early in July. To

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" 17 - Rieti to Terbli
" 74 - Arbegna to S. Lorenzo Nuovo

Preliminary rehabilitation plans immediately followed.

(d) Transport for official inspection purposes was somewhat improved by the requisitioning of civilian vehicles in Rome, and by allocation of 8 Utility cars from Numbers 2 and 3 Districts. The former required extensive repairs which were still in hand at the end of July, and the 8 military vehicles (Class 3 category) also requiring major repairs. It is hoped that at least four of them can be reasonably available.

Lorries and trucks acquired from Nos.2 and 3 Districts (Army) for the transport of engineering material (in number 160) have been difficult to maintain in service owing to lack of spare parts, and wide-spread difficulties in supplies of petrol, oil, and lubricants. Probably not more than 50% of these vehicles can be kept in running condition at any one time.

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6. ELECTRICAL DIVISION.

(a) Staff.

All the staff of this Division moved from Naples to Rome early in July. To offset the serious lack of Officer personnel several first-class Italian electrical engineers were engaged, viz. with technical qualifications and experience, some of them having served with electrical companies operating in Northern Italy.

(b) War Damage.

Damage to electrical Power Stations and equipment throughout Central Italy is found to be most serious. Preliminary reconnaissance surveys have been made, on which some rehabilitation plans may be formulated. At some plants repairs have already started. At all important sites removal of debris and broken machinery is actively in hand. Some equipment can be repaired, but large quantities of the heavier and more complicated types of plant will have to be imported from the U.S. or from the U.K. It is just possible that some factories in

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Northern Italy (when they are reached) may be able to replace their original manufactures, i.e. plant and machinery.

Arrangements made to requisition a number of small oil-operated portable plants, ranging in size from 25 KW to 2000 KW. Their installation is merely a temporary "stop-gap" until transmission line service can again be restored. They will then be transferred to other places for similar service.

The position in Rome was outlined in para.6 of the June report. To ensure the maximal output of electricity from the two thermal stations serving the City a steam supply inter-connection was made between plants used by two different Companies. The Sub-Commission gave technical advice, and also supervised the construction of a dam across the River Tiber raising the water level of the river, so as to improve the supply of cooling water to the two plants. (This matter is referred to in Rome Region report, para.15 (d) later.)

(c) Rates (to Consumers).

On page 15 of the June report a summary was given of the rate increases allowed to various electricity, water, and gas Companies. Arrangements have now been made with the Italian Ministry of Public Works to give preliminary consideration to all such requests in future, rather than have them wholly dealt with by this Sub-Commission. We consider it sound policy to get the Ministry interested in their own problems, particularly as such matters are of vital importance to all industries and to the general public.

The indications are that there will be many such applications imposing increased charges to consumers. (The June report shows that 20 were received whilst the Sub-Commission had its headquarters in Naples.) After consideration by the Italian Ministry their recommendations will be seen by this Sub-Commission and endorsed or otherwise, after consultation with other interested Sub-Commissions.

(d) Power Rationing.

The reasons for this as applied to South Italy and to the Naples area were fully noted in previous monthly reports. The position in Rome City is such that a very strict rationing scheme is necessary. Requests for supplies are screened by a Committee set up under the Rome Area Command and the Rome Region, in collaboration with this Sub-Commission. (Fuller details will be found in the Rome Region report para. 13 (d) later in this report.)

Electrical consumption in South Italy is now under complete control, and the geographical areas and Companies into which it is divided are keeping within the allocations made. Complete sets of graphs have been prepared and are being sent to all interested parties early in August. Similar graphs covering Central Italy are under preparation. Advice and assistance has been given to other Sub-Commissions A.C.C. on the possibility of electrical supplies to numerous industries, and establishments essential to the war effort.

(e) Actual Damage.

The extreme seriousness of the position may be realised (following the preliminary surveys and studies made) when it is stated that only about 10% of the original power plant is in operating condition in Central Italy, out of a total of over 600,000 KW. Almost all this damage has resulted from deliberate demolition and mining by the retreating Germans.

(f) Finances.

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The reasons for this as applied to South Italy and to the Naples area were fully noted in previous monthly reports. The position in Rome City is such that a very strict rationing scheme is necessary. Requests for supplies are screened by a Committee set up under the Rome Area Command and the Lazio Region, in collaboration with this Sub-Commission. (Fuller details will be found in the Rome Region report para. 13 (2) later in this report.)

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(f) Finances.

A fund is being arranged so that the Electricity Companies may carry out urgent reconstruction and repair works, in conjunction with the Finance Sub-Commission ...S.C. and the appropriate Ministries of the Italian Government.

(g) Local Resources Board (Italian).

The Electrical Sub-Committee of this Board allocated power to the various areas

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of Central and Southern Italy for the month of August. Its meetings are attended by Lt. Col. LAPPIN, Chief of the Electrical and Utilities Division of this Sub-Commission.

(b) Central Electricity Board.

Information was received in July that the Board is to be dissolved and its functions transferred to this Sub-Commission. To coordinate the work of the Sub-Commission with military requirements an advisory committee known as the "Electrical Reconstruction Committee, Italy" has been formed under A.M.G.I. and presided over by the Chief Engineer of A.M.G.I. and the Chief of our Elect. Div. is Vice Chairman. Dissolution of the C.E.B. results in an additional burden of heavy responsibility on this Sub-Commission. Its Electrical Division is being, in consequence, largely reorganized and strengthened.

(i) Miscellaneous.

The Sub-Commission was represented at meetings of the Malaria Control Committee, and a meeting for the allocation of coal supplies (held at A.M.G.I., N.A.). At the latter the procedure for coal supply and its transportation were clarified.

The Psychological Warfare Board asked for assistance in providing material for use in a magazine published by them. Part of a future issue will be devoted to damage done to electric power systems in Italy by the Army. Its purpose is to inform the Italian people, and to portray to them, in picture form, some of the reasons why there is so acute a shortage of electricity.

7. REGIONAL REPORTS.

Region I - Sicily. (Regional Engineer Lt. Col. Bolick).

(a) A part of the Regional Engineer's time, in July, was devoted to efforts to regularize a large number of Public Works projects that had been carried out under A.M.G. auspices, i.e. from September 1943 onwards. Some of the works were completed months ago, but when contractors submitted their bills it was found that the schemes had not passed through the usual channels of the Genio Civile (Provveditorato alle O.O.P.P.) Under the Italian system not only have proper plans and estimates to be prepared, but sanctioning Decrees for each individual scheme are necessary. Time was spent, therefore, in finding out where the schemes were as to exact location, why they were necessary, and the authority that did, in fact, authorize their execution. The Regional Engineer considers that much more such work will be necessary, in order that the records of the Genio Civile may be maintained. (The matter is, in a way, the removal of "skeletons in the cupboard"). An example was the very extensive work of repairing bomb damage in the streets and main sewerage system of Palermo City, carried out under the orders of the Municipal Engineer, whereas it should have been done with the knowledge and approval of the Genio Civile. Finally, the latter refused to pay. Smoothing out of this confusion requires time and patience. Matters became so bad in recent months, contractors being owed so much money by the Comune of Palermo, that there was grave danger of a certain bank "foreclosing". Had that happened, all debris clearance and urgent war damage repair work would have stopped. Over the Island, generally, this particular situation has improved much in recent weeks.

(c)

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(b) Acquedotto Favarese. 1863

A special investigation was made in connection with the Genio Civile of an aqueduct supplying a number of towns on the south coast of Sicily, including Licata. At the Platani River there is a crossing by means of a bridge, and in the operations of July 1943 this was destroyed. There was also other damage caused by a landslide. To rebuild the bridge carrying the aqueduct, and to construct a tunnel at the landslide site, will cost about 1½ million lire. The water position is serious in all the Communes supplied by the aqueduct. To the town of Licata water is having to be carted. Apart from the high cost of the scheme, its execution will require considerable quantities of cement, which is in very short supply. It is being carefully considered by the Regional Engineer, and in due course will be put to the Sub-Commission for approval.

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(c) Messina and Province.

Inspection about the middle of July showed that from the initiation of the work of clearing Messina, in October 1943, a sum of about 100 M.L. has been spent. There was a considerable civilian staff in the Messina Office of the Regional Engineer, but most of this was discharged in July, leaving remaining clearance works in the hands of the local Genio Civile engineers (in whom the Regional Engineer has full confidence).

The Prefect of Messina is in the habit of putting forward large schemes for approval, but the Regional Engineer has laid it down as a general policy that previously approved projects must in general be well in hand, and indeed 75% completed, before other schemes are considered.

Note:-

As to this, on 5 August 1944, the new High Commissioner for Sicily called at the H.Q. of the Sub-Commission here in Rome, to put forward a special plea that he should be given powers to sanction schemes in the Island, in amounts up to say 10 M.L. He was on the point of leaving Rome to take up his new appointment at Palermo, relieving Sig. Musotto who was appointed to the High Commissionership only a few months ago. The new Commissioner was told that there is, under present circumstances and having regard to the acute shortage of critical structural materials (steel, iron, timber, cement, etc.), little likelihood of his request being granted.

Demolition and debris clearance are also going on in eight of the communes in the vicinity of Messina where severe war damage occurred. The same applies to the City of Catania, and in three communes adjacent.

(d) Palermo Province.

Work on all interruptions on provincial roads is nearing completion, i.e. restoration to normal. It is reported that the Genio Civile have carried out these "very satisfactorily".

(e) Military Highways.

Three special road repair estimates were submitted to H.Q. during the month and design and estimates for three bridges of major importance, with plans and technical details.

(f) Palermo - Messina Road.

Progress on this is far from satisfactory. The amount of work remaining under the heading of bridges is very considerable. At the Furo crossing, the delaunching of the Bailey bridge was begun on 24 July. Road traffic is diverted to the new girder deck bridge. At the Motta crossing, the C.R.E. (Armies) urgently wanted the Bailey bridge that had been there for a long time, to send it to forward areas in north Italy. The Bailey was de-launched on 12 July by which time a temporary foot-bridge had been constructed for the use of foot-passengers.

(g) Materials.

The output of the asphalt works at Regusa is limited by shortage of machinery to pulverise the rock and explosives to quarry it. Shortage of explosives, generally, militates against the proper working of many stone quarries. There are two large cement works on the Island, but coal and transport shortage limits the output. There are pine forests on the slopes of Mt. Etna, but it is almost impossible to get transport for the delivery of trees to the mills. Numerous

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The output of the asphalt works at Trapani is limited by shortage of machinery to pulverise the rock and explosives to quarry it. Shortage of explosives, generally, militates against the proper working of many stone quarries. There are two large cement works on the Island, but coal and transport shortage limits the output. There are pine forests on the slopes of Mt. Etna, but it is almost impossible to get transport for the delivery of trees to the mills. Numerous foundries in Sicily can produce castings and some steel; scrap iron and steel are available, but there is a most severe shortage of coal and coke for smelting purposes.

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(h) Transport.

The situation shows no change as compared with previous months. It is extremely serious. The Regional Engineer is keeping up a "continual pressure". This is particularly essential where work on bridges is concerned, because in less than 3 months the rainy season will start again, torrents and rivers fill even down in heavy flood, and partially completed works are particularly susceptible to flood damages.

(i) Increased accommodation in Prisons.

This was referred to in Para.6 (vi) of the June Report. Additional accommodation was required for about 3000 prisoners, a proportion of these to be accommodated at Caltanisetta, Favignana and Augusta in Sicily. Work was already started on the first of these, and the Genio Civile are preparing plans and estimates for the two latter under general guidance of the Regional Engineer. Towards the end of the month a proposal was received to use the Island of Ustica for prison purposes and the Sub-Commission sent an officer there to make an investigation.

(j) Expenditure incurred.

Expenditure on public works in Sicily, mainly restoration and repairs connected therewith, so far as is possible to ascertain it, amounted to just over 733 M.L. This was from the date of occupation i.e. 1943 to 30 April 1944. (Figures for May, June and July are under preparation and will be submitted later). It is interesting to note that, of the figure mentioned, about 344 M.L. were spent on bridges and roads restoration, 84 M.L. on removal of debris and demolitions, and 97 M.L. on restoration of public buildings. Aqueducts and water supply involved 26 M.L., and main-drainage repairs 41 M.L.

(k) Electricity.

Referring to para.9 (vi) of the June report, which gave data concerning power stations both hydraulic and steam-driven, the Regional Engineer furnishes similar data in considerable detail for the month of July. Also as to volumes of water held in reserve at the principal high level reservoirs.

Close checks are maintained on repair works (mentioned in the June report) in hand at Milazzo, Porto Empedocle and Catania steam-driven electric power stations. The Porto Empedocle plant was expected to be restored to full service by the end of July. Repairs to the tunnel at the San Carlo Hydro-Electric Station made good progress, 58 meters of various classes of work having been completed, with 31 meters still remaining.

(l) Projects in hand.

Referring to the information given in the June report, para.9 (vii) the 132 projects there mentioned have now been increased to 172. Of these, there are only two exceeding in value 5 M.L. each, and there are six schemes of between 1 M.L. and 5 M.L. each. Of the remainder, a very large proportion are below 0.1 M.L. each. The gross total amounts to 60 M.L. The figure includes 19 schemes of repairs to churches, all in Palermo with the exception of three that are at Messina. These church repairs have only been undertaken under the general control of the Regional Engineer, at the express request of the Monuments & Fine Arts Sub-Commission. For the rest, the list of 172 projects comprises almost every class

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(j) Expenditure incurred.

Expenditure on public works is chiefly, rapidly restoration and repairs connected with war damage, so far as is possible to ascertain, amounted to just over 735 M.L. for the period the date of occupation in 1943 to 30 April 1944. (Figures for May, June and July are under preparation and will be submitted later). It is interesting to note that, of the figure mentioned, about 34 M.L. were spent on bridges and roads restoration, 84 M.L. on removal of debris and demolitions, and 97 M.L. on reconstruction of public buildings. Aqueducts and water supply involved 26 M.L., and main-drainage repairs 41 M.L.

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(l) Projects in hand.

Referring to the information given in the June report, para.9 (ii), the 132 projects there mentioned have now been increased to 172. Of these, there are only two exceeding in value 5 M.L. each, and there are six schemes of between 1 M.L. and 5 M.L. each. Of the remainder, a very large proportion are below 0.1 M.L. each. The gross total amounts to 60 M.L. The figure includes 19 schemes of repairs to churches, all in Palermo with the exception of three that are at Messina. These church repairs have only been undertaken under the general control of the Regional Engineer, at the express request of the Monuments & Fine Arts Sub-Commission. For the rest, the list of 172 projects comprises almost every class of work, e.g. water-works, bridges, public buildings, demolition of dangerous buildings, lighthouses, hospitals, ports and harbours, etc.

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8. Region II (Regional Engineer Major Knight).

(a) The Regional Engineer has taken over responsibility for Foggia Province which up to recently was in A.M.G. territory.

(b) On 23 July Lt. Stephens (B) reported to the Regional Engineer for duty. The

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services of 2 Italian engineers have also been obtained to assist, in view of the volume of work in hand.

(c) Materials (Quarries).

Quarries operated by a large firm of contractors SALCOI under the Regional Engineer are now producing the quantity of stone chippings contracted for. Another quarry on the Barletta - Canosa Road that was intended to open has now been abandoned because the Army would not permit the use of 1 km. of a closed section of the approach road to be used by the lorries. The Army has requisitioned another quarry at Altamura, for use of the Regional Engineer's contractors. Two additional stone-crushers were obtained in July with a combined output of 80 tons in a 10-hour day.

(d) Potenza Province.

A new surfacing of Route 96 from Potenza to Tolvi was started, several kms. being completed and two crushers for the production of chippings were also found.

Throughout July, extensive patching and repairing went on along the whole length of Route 96 from Cravina boundary through Tolve, Potenza Pito. A Rome firm of contractors has a local office in Taranto (Messrs. Rotundi) and the Rome office placed a credit of 1,25 M.L. in the bank at Taranto to enable their manager there to operate.

(e) Military Highways.

On all these, maintenance work progressed "very satisfactorily" in July. Shortage of bitumen for the re-surfacing of Route 16, Bari to River Ofanto has compelled cessation of further work, but the worst portions of the road have now been completed. Similarly, the same type of work on Route 98 from Canosa to Bari can only proceed as far as Ruvo. Two other stretches of highways (military priority) were contracted for, viz. between Bitetto and Adolfia. Experimental work was done on the road between Bitonto and Bitetto with emulsion produced at a factory in Bari using olive oil to break down the bitumen. (This experiment is being carried out at the special request of the Chief Engineer, No.2 District (Amalfi)).

(f) Bridges.

At the River Ofanto on Route 16 the new bridge made good progress (built up to 6 feet). Demolition of the old bridge over the same river Route 98 was completed. Certain other bridge works were seriously delayed in July owing to cement shortages.

(g) Provincial and Communal Highways.

The Genio Civile have a program for Bari Province and the C.R.E. (Army) is providing certain materials and equipment. The same applies to Communal highways in Brindisi Province. At Taranto, the C.R.E. has two road construction companies which he wished to keep fully employed. The Regional Engineer agreed to these companies doing certain work previously as the responsibility of the Genio Civile (presumably the C.R.E. is keeping an account of this expenditure with a view to eventual recovery of the cost from the Italian Government).

(h) Other Works.

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(h) Other Works.

At prisons and hospitals in Bari, Taranto and Lecce, special works are required and patchwork and schemes were avoided. Alterations to the specifications were made in certain cases to avoid the use of critical materials. Similarly, schemes for repairs to post office buildings and barracks for firemen at Brindisi were approved, and minor buildings, water works and main-drainage and sewerage items at several other places.

(i) Electricity.

An increased allotment of electric energy was made to the Apuglia area and the Foggia Paper Mill can now be operated. There was trouble with the employees of the Pugliese Electricity Co. over wages, which was settled by the Regional Labor Officer (at any rate temporarily).

The Regional Engineer reports that the public generally had paid little attention to the Decree published by the Italian Government requiring persons who wanted continuation of supply to make a special application. The position will have to be brought to their notice much more seriously very soon by cutting off supplies, since the number of applications received has been disproportionately low.

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9. REGION III. (Regional Eng. Lt.Col. HENSLEY)

(a) Territorial Changes.

On the 20th July the Provinces of Benevento and Avellino were handed over to the control of the Italian Government, together with Naples Province, excluding the Port and City.

(b) Labour, contractors etc.

No. III District (Armies) had difficulties concerning labour, and the Cantoniari. There were two specific complaints concerning the Venafro and Frosinone areas, but in point of fact these concern Region IV and not Region III. (No. 3 District was advised accordingly.)

All contractors working, principally on roads and bridges in Region III, were called to a conference at Caserta during the month. This proved useful, and similar meetings will be held monthly in future. Personal contact was established, and the Regional Engineer was able to answer questions on policy, supplies of materials, and systems of execution and control.

A second conference was held at Caserta, attended by provincial representatives of the Genio Civile throughout the Region; plans were made for the following month (August), and a program defined.

(c) Personnel.

Capt. Feldman, an officer with considerable experience of highways and bridges problems, was transferred to one of the new Northern regions, and also an enlisted man. Two Italian civilians were taken on in their place. More will have to be engaged in the near future.

(d) Inspection tours.

Detailed inspections were made (personally by the Regional Engineer) in Benevento Province and in Salerno Province. In the former a certain reservoir, supposed to have been subjected to war damage, was found to have no connection with that at all, the damage having occurred four years ago through a landslide. Road conditions and all bridges as far as Campobasso were examined, and discussions followed with the Provincial Commissioner. Route 7 (Bis) was also gone over on the following day. Apart from severe lack of cement for the making of concrete the progress position was found to be "excellent".

Salerno Province was noted as almost equally satisfactory, save that a bridge project, the principal one in Agripoli, had not been started. Necessary arrangements were made.

At Aversa the Military Railways Service was assisted to overcome severe water shortage difficulties, which were hampering supplies of water to the locomotive depot there. A pump was quickly installed and a contractor put to work (a deputation from the Military Railways Service had attended at the HQ. of the Sub-Commission a day or two previously, in order to explain the seriousness of the situation at Aversa).

(e) Works in hand.

An extremely heavy amount of work is in hand in this region. The volume and complexity of it can only be appreciated by examination of various series of tabulated

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(e) Works in hand.

An extremely heavy amount of work is in hand in this region. The volume and complexity of it can only be appreciated by examination of various series of tabulated statements. Several thousand workmen are engaged, dozens of contractors, and the aggregate cost runs to many scores of million of lire. At the end of July, for example, there were 48 special road construction contracts, the majority of them ranging from 1 to 5 million lire each, and with onecontract of 12.5 million lire. (Included in the 48 are 13 contracts in preparation, but not yet finally let.)

Similarly, there were 25 bridges actually in hand, two for which tenders were being invited, and one scheme in preparation (plans and calculations).

On highways carrying military priorities there were (by the middle of July)

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18 bridge projects in hand, of which five were over half completed. Two Bailey bridges (portable) were removed by the Army to forward areas during the month, and at three other sites the present Bailey bridges can be removed in due course.

(f) Naples City.

This was referred to in para. 11 of the June report in detail. The Regional Engineer generally superintended about 20 repairs and building works in the City of Naples, of an urgent nature carried out by the Municipality; also street repairs to the number of 22. A work mentioned in the June report in para. 11 (iii), Stella Polare, was completed after considerable difficulties in getting the balance of 50 tons of cement required, and co-ordination of the street works with underground works in hand by gas, railway, and water companies. The new water main was practically completed.

Naples was largely without water for about 36 hours during the month, due to a breakdown of the aqueduct many miles away from the City. Very special efforts were made by the Regional Engineer to get the Water Company to complete the emergency repairs. These were successful, and the City was relieved from a situation that was rapidly becoming serious in the very hot weather.

Further, a tunnel was lined with cement at Capodimonte which will in itself constitute a water storage, and ensure a supply to consumers on higher levels surrounding the City. This tunnel will also enable the Commune of Chisiano to have a supply of water, which it has never had before.

(g) Gas Supplies.

Referring again to para. 11 (vii) of the June report (concerning gas) supplies were given to 12 additional streets in Naples. Coal for the works came in regularly in July, and at the end of the month there was a stock sufficient for the next two months.

(h) Electricity.

Para. 11 of the June report noted that 650 applications for continued supplies had been received. In July there were 247, of which 79 were rejected and four were deferred. Acceptance or refusal of such applications, as has been noted in previous monthly reports, has a direct bearing on the amount of energy available for essential war industries and the due functioning of public utilities. The power allocation for July (Region III) was 14 million units, which was nearly 2½ million less than that for June. The Regional Engineer protests against this reduction, since essential industries will be started in the autumn. He considers that consumption of electricity by the Armed Forces ought to be "as carefully rationed as civilian consumption". The new 5,000 K.V.A. transformer installed at Torre Annunziata (see last month's report) unfortunately failed, and the electrical load in the area will therefore not get the relief that was anticipated. The breakdown is being investigated.

(i) Communications.

The report contains information about telephone and telegraph services in some detail (presumably to be dealt with by the Sub-Commission primarily concerned).

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The report contains information about telephone and telegraph services in some detail (presumably to be dealt with by the Sub-Commission primarily concerned).

10. REGION IV. (Regional Engineer, Col. Edwards.)

(a) The report gives some details about transportation and communications, which will be taken note of by the Sub-Commissions concerned. (As indicating road traffic, under the former, it is reported that over 3,400 tons of goods were hauled in July, this includes 2,486 tons of food-stuffs. In addition 361 persons and their baggage were transported.)

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(b) Projects (Value).

During July about 20 schemes in the three Provinces of Frosinone, Littoria and Rome were approved for urgent execution.

At the end of the month further schemes amounting to 41 million lire were under preparation; of these, 38 million represented rehabilitation of water-works, mostly in the heavily damaged Province of Littoria. The total of 82.5 million lire covers buildings, water, main drainage, damages and debris clearance, together with a small amount for electricity and Bonifica (anti-malarial) measures.

The figure does not include any expenditure on roads and bridges.

(c) Personnel.

The Genio Civile by the end of July had a fairly complete staff in the three Provinces mentioned, and also in Viterbo, Rieti and Terni. The Regional Engineer has largely staffed his own office with Italian personnel. (Weekly progress reports now arranged for from the Genio Civile of the six Provinces.)

(d) Water Supplies etc.

Water supply difficulties reported in Perugia, and three pumps were installed. Maps prepared showing all demolished and damaged bridges in the two Provinces of Rieti and Viterbo. Some repair works were started under A.M.G. (Army) auspices, which will be continued. A scheme to cost four million lire for urgently needed water supplies in Rome Province, (outside the city) was under preparation. For Anzio and Nettuno a one million lire scheme is well advanced (water supply) and one of the three new pumps started work. Distribution systems require considerable overhaul.

Reconnaissances made and agreement reached in principle for a three million lire scheme to rehabilitate water supplies to 11 separate communes round Colli Laziale, water from the large Simbrivio Aqueduct will shortly be available for the towns of Velletri, Palestrina, Cave and Lariano (which in the meantime are in serious difficulties).

The Genio Civile instructed to give first priority to water supplies, and secondly main drainage. In four towns they have been allowed to begin salvage and debris removal schemes.

Small aqueduct at Fiuggi repaired (on a bridge) and supply now normal. The Simbrivio Aqueduct, which serves 24 communes and 300,000 people temporarily repaired where it crosses the Aniene River, and now delivering water to 14 out of 24 Communes. Further repair works still in hand, also at the Ceprano and Sora Aqueducts, both in Frosinone Province. At Frosinone town pumps and motors were repaired, temporary tanks provided, repairs done to rising main, and a further scheme will enable water to be delivered to higher parts of the town. Numerous other water rehabilitation schemes in hand viz. - at S. Giorgio, S. Appolinario in Frosinone Province, and for Terracina, Fondi, Itri, Gaeta, Formia, Minturno, and other places in Littoria Province. The Genio Civile made little progress up to the 15th July, and the Regional Engineer, therefore, arranged for the Professor of Hydraulics at Rome University (Prof. Colosimo) to make special inspections.

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Generally, it is expected that restoration of water supplies to these towns may cost anything up to 13 million lire.

(e) Other works.

In Frosinone town a 20 million lire scheme was submitted for buildings (reconstruction) in order to enable the Provincial Administration to re-start.

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There is a 14 million lire scheme also for other building repairs, together with a scheme for repair of 4 urgently needed public buildings in the town of Littoria.

A project was received from Terni just before it was due to revert to Region IV. This is taken as a good augury of coming Genio Civile activity there.

(f) Electricity.

Out of a total of over 660,000 K.V.A. installed, the effective output at the end of July was only 33,000 K.V.A. A measure of the destruction carried out by the enemy in this part of Italy. Figures include the large hydro-electric plant at Terni of 385,000 K.V.A., practically completely destroyed. One station at Scalelle of 8,000 K.V.A. resumed operation on 27th July, but the advantage has scarcely been felt because of the enormous demand for electricity in Rome City and its surroundings, and the drop in water-levels at the hydro-electric storage reservoirs. Small steam-plants generating electricity near Civitavecchia and Rieti are being repaired, but these will only give 2,500 K.V.A. Data and information on other small generating stations in outlying districts being collected. In the south of the Province distribution lines have been extended to Frosinone and power may have to be passed to these from stations north of Rome; this will tend to reduce the quantity available for Rome itself, and north thereof.

(g) Highways and bridges.

For Route 1 a maintenance contract was arranged, after some difficulties owing to exceptionally high wages being paid in Civitavecchia.

On Route 2 250 men were at work at the end of July with tunnel entrances being reconstructed at Viterbo and Bolsena.

On Route 3 a maintenance contract has been taken over from the Eighth Army A.M.G.

On Route 4 contracts have been let for 3 bridges and the filling of craters; 3 more bridges to begin by the first week in August.

On Route 5 Cantonieri personnel have been increased and special repairs will be finished by the end of August. Contracts let for complete re-building at three demolitions, these involving over 20,000 cu/yds of rock excavation. There are also retaining walls and tunnel entrances.

On Route 6 contracts prepared for the bridge at Melfa River. Work at Ceprano bridge delayed owing to shortage of cement.

On Route 7 maintenance is by 2 contractors, one of these employing over 300 men.

On Route 82 (Arce/Avezzano), there are 47 demolitions in a length of 70 km. Tenders received for repairing half of these (also 11 bridges on this road being built by the Provinces, under local arrangements).

Generally, in the Region, 59 bridges are under construction, with a completion date for the larger ones of 1st November next.

(h) Remarks.

The Regional Engineer reports, apart from general transport difficulties, as

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the drop in water-levels at the hydro-electric storage reservoirs. Small steam-plants generating electricity near Civitavecchia and Rieti are being repaired, but these will only give 2,500 K.V.A. Date and information on other small generating stations in outlying districts being collected. In the south of the Province distribution lines have been extended to Frosinone and power may have to be passed to these from stations north of Rome; this will tend to reduce the quantity available for Rome itself, and north thereof.

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Generally, in the Region, 59 bridges are under construction, with a completion date for the larger ones of 1st November next.

(h) Remarks.

The Regional Engineer reports, apart from general transport difficulties, as follows:-

> "Enormous difficulties due to breakdown of organisations were successfully overcome in the matter of passes, permits and control. All this latter was work which should not fall on this Division (Public Works)."

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11. ROME REGION. (Regional Engineer Lt-Col. BIRCHETT)

(a) Whilst Rome remains a "whole" city, one of the few Capitals in Europe which the tide of war has swept round, or gone over, it is not a normal city so far as many things are concerned. Electric power is notably lacking, and there is little or no fuel. A population much greater than normal coupled with a considerable influx of troops, heavy military traffic on roads and streets not constructed for it, together with considerable damage to the water supply system, have presented the Regional Engineer with innumerable problems. Again, because many high-ranking officers have decided to make their headquarters in Rome, time has had to be spent on minor works, under orders, that were perhaps not in keeping with their relative importance. There has been joint and very profitable use of engineering personnel as between the C.R.E. (British) and the R.A.A.C. (American), in conjunction with Col. Birchett's staff. (The latter consists of only seven officers, British and American, in addition to Lt-Col. Birchett.)

Because of the comparatively limited area inspection tours are usually carried out in a few hours, including those as far away as the coast on the west.

(b) Highways.

Routes 1 - 6 are in the Rome Region, all of military importance except No. 5. Heavy traffic of the Fifth and Eighth Armies has involved equally heavy repairs, mostly on contract. The by-pass road round Rome is of considerable importance, and the Genio Civile have been specially instructed as to its maintenance.

Numerous secondary highways have been neglected, since practically all transport, petrol supplies and asphalt were needed (June and July) for the other highways mentioned.

(c) Buildings etc.

A moderate building program was begun, concerning hospitals, the University and certain State monuments. Only essential work has been approved. There are several "Bonifica" (anti-malarial) works in the Rome Region which remain flooded, owing to destruction of pumping plants by the enemy. Some have been repaired and are now operating, under liaison with the Medical Authorities. Certain irrigation works in the Agro Romano are obtaining water by allowing only night pumping, when some electricity can be spared.

(NOTE:-

(i) As to the "Bonifica" works, FTR/R10 of 7 Aug 44 stated that:

Rome: "Pernicious malaria has re-appeared for the first time in many years, but there is no quinine."

(ii) Refer also to para. 3 (b) this report.)

(d) Electrical.

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Because of the comparatively limited area inspection tours are usually carried out in a few hours, including those as far away as the coast on the west.

(b) Highways.

Routes 1 - 5 are in the Rome Region, all of military importance except No. 5. Heavy traffic of the Fifth and Eighth Armies has involved equally heavy repairs, mostly on contract. The by-pass road round Rome is of considerable importance, and the Genio Civile have been specially instructed as to its maintenance.

Numerous secondary highways have been neglected, since practically all transport, petrol supplies and asphalt were needed (June and July) for the other highways mentioned.

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(ii) Refer also to para. 3 (b) this report.)

(d) Electrical.

Rome is now receiving power from two steam plants and a certain amount from seven hydro-electric plants. Damaged transmission lines between the plants and Tivoli have been repaired.

For the steam plants delivery of fuel continues to be a major difficulty. Diesel oil was shipped in July from Naples to Anzio by A.C.C. schooners, and from Anzio to Rome by civilian trucks. Coal is required at the rate of 400 tons a day, and this has been approved by the Coal Allocation Section. The greatest average delivery in July, however (over seven days) was at the rate of only 175 tons.

In the Tiber River there is a seasonal drop in the water-level. A temporary dam had to be constructed to raise the level, in order to ensure a supply of

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cooling water to the condensers; it is hoped that this will enable the steam plant to operate until the autumn rains.

Under electricity rationing City users have been classified into three categories, i.e.

1. Preferential (military and civilian) 24 hours per day;
2. Semi-preferential, 8 hours per day;
3. Others 16 hours every fourth day.

The number of preferential consumers was increased by 44 in July, making a total of 155.

(e) Gas service.

The "Societa Romana del Gas" has repeatedly asked permission to resume service; their latest proposal is for the whole City, for only 1½ hours out of the 24. This would require 240 tons per day of coal, which is not available at present.

(f) Tramways.

Trams and trolleybus services have continued on a limited basis, but a new operational plan provides longer hours as from 1st. August, without increasing the consumption of electricity. (Of the total electrical energy now available for Rome, about 12% is required for the running of street-cars.)

(g) Water-supply.

This is still a most serious problem. Mains between the springs at Tivoli are now in wooden troughs, which will have to be replaced before the autumn. Springs at the source are still a mass of ruins. Valve stations have to be re-built. One principal source, a spring requiring pumping, is out of action. Nevertheless, the Marcia Aqueduct is now furnishing 87% of its normal quantity, and the other systems almost their normal. High level areas of the city are frequently without water because of local breaks in distribution mains, or more frequently because Army units with pumps have almost emptied the mains, depriving higher levels of city pressure. There can be no improvement until this practice ceases, and until the springs and the main aqueduct are again operating at 100% efficiency. Units containing large numbers of men frequently move into buildings or establish residential camps, in places where the existing mains are too small to afford proper supplies. There are serious difficulties and complaints. (The Regional Engineer suggests that if Units would be more careful to consult his Department before taking over buildings, on this question, there would be less trouble.)

(h) Other works.

There was some damage to the main-drainage system, which is still under repair. Banks defining the River Tiber were broken and damaged in several places; reconstruction is in hand.

(i) Materials.

All repair works have been hampered by shortage of cement, asphalt, oxygen and other things.

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(h) Other works.

There was some damage to the main-drainage system, which is still under repair. Bombs defining the River Tiber were broken and damaged in several places; reconstruction is in hand.

(i) Materials.

All repair works have been hampered by shortage of cement, asphalt, oxygen and other things.

It is hoped that schooners of 50 tons will be able to use Fiumicino port shortly, where the canal and harbour are now under repair and 15 small sunken vessels are being raised. A plan was made for the removal of enemy mines in Rome Region area generally and this is being carried out.

(j) Miscellaneous.

About 650 people are employed on normal maintenance of gardens and parks in Rome, but only 13 horse drawn vehicles were available and no motor transport. For refuse removal about 1100 people are employed, this work also gravely impeded by having only 26 available and no motor vehicles.

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(k) Mines (clearance).

An Italian mine clearance unit began work about mid-June, and at the end of July were working in the Lido di Roma area. Two of the men have been killed, leaving 36 at work.

12. REGION V (Regional Engineer Lt-Col. Latimer).

(a) Territorial Changes.

Region V now includes Ancona but physically the Eighth Army retained full control over that Province and also Macerata, immediately south of Ancona. For it Province was taken out of Region V to operate as a special entity, with public ... in it under the control of separate Engineer. One officer, a captain, has been left in Foggia Province to assist in the still remaining heavy work there on highways and bridges. Campobasso Province was returned to Italian Government control, though remaining within Region V. Regional headquarters moved forward to Aquila but public works officers had been working from forward positions for some time previously. This saved considerable time through reduced travel distances.

(b) Highways and Bridges.

In July there were no changes in the priority lists concerning military highways. Route 16 along the coast remains a first priority. The Regional Engineer expresses surprise that Routes 5 and 17 have not been dropped from the military priority list. He expected to get a revised list from the Chief Engineer, (Lt-Col. Lindsey) within a few days. From a supplies standpoint as distinct from positive military requirements, certain lateral highways were being studied in order to re-establish these lines, either by temporary bridges, road diversions, or other expedients. In Macerata Province more than 100 bridges reported destroyed. Highways and bridges work occupied so much time in July that little attention could be devoted to other classes of public works except that of a temporary housing scheme for Isernia (Campobasso Province).

(c) Electricity.

Destruction of the Terni group of hydro-electric stations 1858 caused serious problems particularly in Aquila, which was largely dependent on Terni. In the meantime an allotment of 400 KW from elsewhere was received, subject to withdrawal at any time since Ancona may need this energy later. Major Bennett is specially mentioned as having done exceptional work in connection with both electricity and water supplies.

Other works.

Surveys of several cement plants, brick works, etc. were undertaken with a view to giving them electricity and getting them back into production. Water supply problems were acute throughout the northern [illegible]

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Other works.

Surveys of several cement plants, brick works, etc. were undertaken with a view to giving them electricity and getting them back into production. Water supply problems were acute throughout the northern part of Region V, the Genio Civile being instructed to give this the highest possible priority at many places, up to the point where at least an absolutely minimum supply could be made available.

Damage to drainage and storm water sewers was extensive particularly in Pescara, where bomb damage caused basements to be flooded with sewage and open drainage ditches were over-flowing. In the hot weather of July this was particularly dangerous to health; remedial measures were further complicated by the presence of numerous mines and booby-traps. As to gas-works, no attempt has been made to re-operate though in Pescara a stock of gas coal was found.

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13. REGION VI - SARDINIA. (Regional Engineer, Capt. Smith).

(a) General.

The situation in Sardinia was dealt with in some detail in recent monthly reports of this Sub-Commission and there is little of special interest to add concerning activities in July, though steady progress is reported in most directions.

Major Spann was transferred from Sardinia to become Regional Engineer of Region IX as from 11 July. Capt. Smith took his place. The latter is now the sole representative of the Public Works and Utilities Sub-Commission, with special responsibility for the heavy clearance and reconstruction work still going on in Cagliari, and a general responsibility for works in hand over the rest of this very large island.

(b) Highways and Bridges.

No important change. Three roads have been resurfaced providing access to Airports, to a military hospital, and to various U.S. and Ordnance dumps. Roads used by military vehicles through Cagliari have been fully cleared and repaired. As noted in previous reports secondary and inter-communal highways are deteriorating rapidly, due to shortages of bitumen and other repair materials. The Head of the Genio Civile (Sig. Buttini) visited Rome in July to consult with his Ministry, and on his return transfer of the responsibilities of the A.A.S. to the Genio Civile was put actively in hand.

(c) Buildings.

A comprehensive scheme for reconstruction of damaged school buildings etc. in Cagliari was approved in June, in connection with the Provincial Commissioner who urgently desired action to be taken. Street repairs in the city made considerable progress. In Cagliari debris had been cleared by the end of July to the extent of 63%, with demolition and clearance of particular sites to the number of 12, 69 in progress, and 38 remaining to be started. Six works of sewer repair were finished and two remained in hand. Buildings such as markets, slaughter houses, public latrines and also buildings belonging to the Municipality of Cagliari were put in hand.

The position regarding electricity referred to in previous monthly reports showed no change; figures furnished of the precise quantity of water now available (storage) at the hydro-electric reservoirs.

(d) Miscellaneous.

The water situation in Cagliari is likely to become critical by October. The Municipality has permitted gross wastage of water and it is necessary now to put on them very considerable pressure in the direction of a rationing scheme, and drastic steps to reduce losses. The Regional Commissioner (Brig. Carr) had interested himself closely in the matter and was assisting the Regional Engineer to the maximum by administrative action. (A complete technical report dated 20 July 1944 is furnished, but need not be dealt with here. In a technical and [illegible] the matter is complicated. It is being studied by Major

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very large island.

(b) Highways and bridges.

No important change. Three roads have been resurfaced providing access to Airports, to a military hospital, and to various Q.M. and Ordnance dumps. Roads used by military vehicles through Cagliari have been fully cleared and repaired. As noted in previous reports secondary and inter-communal highways are deteriorating rapidly, due to shortages of bitumen and other repair materials. The head of the Genio Civile (Sig. Buttini) visited Rome in July to consult with his Ministry, and on his return transfer of the responsibilities of the A.A.S... to the Genio Civile was put actively in hand.

(c) Buildings.

A comprehensive scheme for reconstruction of damaged school buildings etc. in Cagliari was approved in June, in connection with the Provincial Commissioner who urgently desired action to be taken. Street repairs in the city made considerable progress. In Cagliari debris had been cleared by the end of July to the extent of 63%, with demolition and clearance of particular sites to the number of 72, 69 in progress, and 38 remaining to be started. Six works of sewer repair were finished and two remained in hand. Buildings such as markets, slaughter houses, public latrines and also buildings belonging to the Municipality of Cagliari were put in hand.

The position regarding electricity referred to in previous monthly reports showed no change; figures furnished of the precise quantity of water now available (storage) at the hydro-electric reservoirs.

(d) Miscellaneous.

The water situation in Cagliari is likely to become critical by October. The Municipality has permitted gross wastage of water and it is necessary now to put on them very considerable pressure in the direction of a rationing scheme, and drastic steps to reduce losses. The Regional Commissioner (Brig. Carr) had interested himself closely in the matter and was assisting the Regional Engineer to the maximum by administrative action. (A complete technical report dated 20 July 1944 is furnished, but need not be dealt with here. In a technical and engineering sense the matter is complicated. It is being studied by Major Westwood at this HQ., an officer with special knowledge of hydraulic problems.)

The point is that the Allied garrison in Cagliari has imposed on itself a strict water rationing system, whilst the local authority has not imposed such a system as yet on the public.

As previously reported, the gas-plants at Cagliari and Sassari remain inoperative through lack of coal and, to a minor extent, lack of repairs and material. Some tramway services in and around Cagliari continued, but they may have to be reduced to something even smaller in the near future through lack of certain essential materials.

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The clearance of Cagliari City has been slowed down by the departure of military transport (of the Italian Army) to the mainland. Transport generally for engineering and structural materials is becoming progressively worse because vehicles either have no pneumatic tires, or are using old tires that give continual trouble.

As to materials, the Island has sufficient supplies of cement, bricks and tiles; a glass factory is under construction now at Cagliari, where certain raw materials are available.

14. REGION VII. (Regional Engineer Major Chamberlin.)

(a) General.

The new Inspector General of the Genio Civile (Calabria Compartimento) was very active in July in organising his engineering staff to deal with, and in some cases solve, present restrictions on controlled and critical materials (steel, timber, cement). The recently appointed Minister of Public Works (Signor Mancini) visited Calabria during the month and conferred with the principal Genio Civile officials; he stressed the point that rehabilitation and housing problems, if they are to go ahead, must be restricted to schemes for which there are local supplies of materials.

Captain Brownlee was transferred to Region VIII and in his place Major Chamberlin engaged an Italian engineer who is proving satisfactory. (A constant difficulty is in making arrangements for him for food and lodging, on necessary tours of inspection.)

(b) Highways and Bridges.

No change in military priorities. At the end of July heavy repairs were in progress on 62 km. of road, with minor repairs on 490 km. Six bridges were being rebuilt viz. Angitolo, Nesima, Amato, Patrace, Virtu and at Bisiliac. Normal progress on all these except the one at Virtu. Tenders being invited for another bridge. Value of work in hand at end of July on military highways and bridges amounted to 36.5 million lire with disbursements already made 9.5 millio lire.

1857

On secondary highways approvals were given to an expenditure of 0.75 million lire, this including two large retaining walls and the widening and improvement of a curve on Route 19. Repairs on the Neto River Valley Road progressed to the point that traffic time was reduced to half of what it was before. Further schemes amounting to over 2 M.L. for secondary roads and bridges were under consideration.

(c) Buildings etc.

Projects numbering 16 were approved, estimated total cost 3.4 M.L. This includes extended accommodation for the prison at Reggio Calabria required by Public Safety Sub-Commission. (This was referred to in the June Report, paras, ...hospital, school, two government

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(c) Buildings etc.

Projects numbering 16 were approved, estimated total cost 3.4 M.L. This includes extended accommodation for the prison at Reggio Calabria required by Public Safety Sub-Commission. (This was referred to in the June Report, paras. 6 and 15). Other building works included a hospital, school, two government buildings, one group private houses and two special demolition works.

(d) Anti-Malarial Measures.

This was referred to in para. 4, June report. Excellent results are reported, with cases of malaria much below those of the last 2 years.

(e) Electricity.

Cuts in the allotment of energy for July coupled with extreme drought made the situation serious. In order to stay within the given allotment, drastic measures were taken, viz. refusal of all applications, cutting off power, consumers

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who had not made application by 14 July and all electrical heating units consuming more than the 200 units per month; cutting off of electricity of various groups of towns for many hours daily.

The Monfalcone industrial plant produces hydrogen for the R.A.F., and for this purpose requires about 500,000 units per month. The works also produce super-phosphates, and a little under 2,000 tons of this per month would increase the electrical demand to 1.3 million units monthly.

(f) Materials and Transport.

Demands for cement had not been met except on bridges (military Railways) even several weeks after application had been made. The transport situation for structural materials remains even more serious than was indicated in the last part of para. 25, June report. Three trucks taken away by the Italian 31st Army Corps in June were not returned, 5 trucks are completely out of operation due to tire shortage. To cover the great distances in the Region, with its numerous engineering activities, the Regional Engineer reports there are now only 6 trucks available.

15. REGION VIII (Regional Engineer Major Lee, R.E.)

(a) General

Public Works activities were confined to the Fifth Army area and preliminary surveys were made (with approval of Fifth Army A.A.G.) in the Provinces of Livorno, Pisa and Siena. All work done has been subject to Army agreement.

Capt. Stevens (Electrical) replaced Capt. Kalr who was transferred after reporting sick. Capt. Brownlee (Highways) and Lt. Hodges (Public Works) joined the Region in the first week of July.

(b) Highways and Bridges.

Fifth Army A.A.G. asked the Regional Engineer to put the Genio Civile to work on Route 1 (coastal road) and the transverse highways Routes 73 and 74. Labour gangs of the Cantonieri were re-established. Engineer section of the Fifth Army have taken over responsibility for certain transportation and the supply of stone chippings and bitumen, and also the maintenance of some detours and temporary bridges. No representative of the late A.A.G.S. was found until the 25 July; this official was at once given definite responsibilities, under the Genio Civile. Plans and estimates being prepared for the reconstruction of 3 bridges on Route 74. The Regional Engineer reported that civilian contractors could not complete three other bridges within a short period of 30 days, and so the work was undertaken by the 92nd Engineer Battalion (American).

(c) Public Works.

Reconnaissances were made at 21 towns and essential repairs put in hand, often of a minor but essential nature. Mainly water-supply, sewers, and the clearance of debris. (Temporary) arrangements were made for the supply

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(c) Public Works.

Reconnaissances were made at 21 towns and essential repairs put in hand, often of a minor but essential nature. Mainly water-supply, sewers, and the clearance of debris. Temporary arrangements made for the pumping of water, prior to electricity being made available. The Genio Civile supervising staff found inadequate, and the local Head was told by the Regional Engineer to increase the number immediately.

(d) Electricity.

No real start could be made on this problem until 17 July when Capt. Stevens arrived. Allocation of available power is being made on first priorities, working in with the Provincial Commissioner and the Supply Officer. There are coal mines at Ribolla, and certain mercury mines and others to which electric power is expected to be supplied shortly. Larderello (where electricity is generated from natural

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steam") and thermo-stations at Piombino and Rosignano offer prospects of some supplies. At the first of these turbines and generators and transformers require repair, together with transmission lines. One unit giving 3,000 KW might be ready by 15 August and a similar one by 15 September. The other two had not been fully investigated by the end of the month. The Rosignano plant is required by the Royal Navy for power at Leghorn. Further reports will be submitted.

Close contact was maintained with the Manager of the Soc. Elettrica di Valdarno in Siena, and the Company is being assisted in the re-establishment of transmission lines at various points and in the bringing in of 2,000 KW to Siena City from Mero Montoro. Small hydro electric plants were being investigated and a sub-station at Siena was under repair.

16. REGION II (Regional Engineer Major Spann).

(a) Remarks.

Major Spann (transferred from Region VI) opened an office at the temporary HQ. of the Region at Orvieto on 22 July. From then to the end of the month he was engaged in collection and study of available data on the Region generally, together with attendance in Rome at the Regional Engineers' meeting on 24 July where additional information was obtained from handbooks and records. The last five days of July were spent "in the field" with Major Lee (Regional Engineer, Region VIII) in order to make contact with A.M.G. Fifth Army officers and to get first hand information as to how best to face various problems as they arise. Similar contacts with A.M.G. Eighth Army to be made early in August.

17. Fifth and Eighth Armies A.M.G.

The following are extracted from preliminary reconnaissance notes, furnished at various times during July:-

1855

Fifth Army A.M.G.

(a) On 6 July Capt. Gaither reported that the main water aqueduct supplying Siena City was broken about the middle of June. City on reduced supply since then. Repair works well in hand under joint Genio Civile and A.M.G. (Public Works) supervision. Special fittings being cast in a foundry in Siena. Hoped that full supply of water would be available by last week in July. (Very high pressures in aqueduct militated against quick restoration.)

(b) Electric Power Sources at Valdarno near Florence cut by enemy on 27 June. Two transformers of 2,000 KW each, damaged. Telephonic request made to Base Area Command (Engineer Service) for a power supply over network, or for a motor-generator suitable for Siena.

(c) Report 24 July said that in Piombino repairs to water-supply [illegible]

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16. REGION IX (Regional Engineer Major Spann).

(a) Remarks.

Major Spann (transferred from Region VI) opened an office at the temporary HQ. of the Region at Orvieto on 14 July. From then to the end of the month he was engaged in collection and study of available data on the Region generally, together with attendance in Rome at the Regional Engineers' meeting on 24 July where additional information was obtained from handbooks and records. The last five days of July were spent 'in the field' with Major Lee (Regional Engineer, Region VIII) in order to make contact with A.M.G. Fifth Army officers and to get first hand information as to how best to face various problems as they arise. Similar contacts with A.M.G. Eighth Army to be made early in August.

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(c) Electric Power Sources at Valdaro near Florence cut by enemy on 27 June. Two transformers of 2,000 KW each, damaged. Telephonic request made to Rome Area Command (Engineer Service) for a power supply over network, or for a motor-generator suitable for Siena.

(c) Report 14 July said that in Florence repairs to water-supply and main-drainage were in hand. Steel works extensively damaged but large stocks of steel might be salvaged.

Provincial Commissioner reported that important mineral mines in Grossetto Province were practically undamaged except that the electricity supply had been destroyed. Mines producing lignite and pyrites, manganese and copper. Large stocks of raw materials found and quantities of equipment awaiting dispatch to Germany.

A.M.G. Eighth Army.

On 7 July reports received (period up to 30 June only) mentioned terms of

1856

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Mariciano and Citta della Pieve. The former with a population of 17.000 was undamaged, but water-supply under repair. At the second there was no electricity and mills were out of operation. On 25 July report received that Arezzo town was about 30% damaged with only 1,500 inhabitants left. No electricity. Water supply repairable to serve lower levels only. Otherwise wells would have to be brought back into use. On 2 August (position up to 22 July) reports stated that bridges would have to be rebuilt in Terni Province on the Orvieto Mani Road.

In Arezzo Province the water aqueduct required repairs but the portions of it were still under fire of enemy. Electricity supplies, unlikely for a considerable time, complicates problem of milling grain. In Province of Florence the town of Castel Fiorentino was 20% destroyed, and 20% repairable. Population 15,000 of which only 150 remained in town. Water supplies out of operation and no electric light. In Perugia Province the town of Citta di Castello with a normal population of 35,000 was damaged about 20%, but repairable. Practically whole population remained in the town. No electricity for light or power, or for 3 mills. (This town normally receives electricity from the plant at Terni, destroyed by enemy.)

L.A. [illegible],
Lt-Colonel, C.E.
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L.A. JERRY,
Lt-Colonel, C.E.
Director.

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OBJECT: ACTIVITIES OF THE COMPARTMENT DURING THE WEEK RUNNING FROM 24TH TO 30TH JULY 1944

56

1. Rome Region

(Territories of the Comune of Rome)

Ordinary Upkeeps.

Upkeep is effected thru contractors. Workers utilized 549

Extraordinary Works.

Reconstruction of bridge over ditching Prima Porta with a masonry arch of 16 meters span.
Contractor Alessandri Amedeo - Workers 25 - Terms of execution 31st July 44

2. IV Region

Ordinary Upkeeps.

The upkeep under execution under direct management, with materials supplied by the Allied Military Engineer Services, is being transformed for the parts relative to workers, to contracting jobs.
Average Workers N° 3017.

The Compartment has endevaoured to secure a supply of road materials inherent to the re-conditioning of the roads surface and in relation to the number of workers utilized, but difficulties persist, and in some areas have increased in this connection, making supplies very scarce.

Extraordinary Works.

Under execution on the 16th July.

Highway N° 6 Casilina. Reconstruction of bridge with concrete arch of 20 meters span, with subsidiary masonry arch 3 meters span situated in Castellaccio locality at Kilometers 57+280.

Highway N° 6 Casilina. Reconstruction of bridge over the river Cosa with 4 masonry arches of meters 3.75 span each, on right deviation corresponding to the town of Frosinone.
Contractor Bracaglia Pietro. - Workers utilized 2 - Terms of execution 20 Sept. 44.

Highway N° 6 Casilina. Reconstruction of bridge over River Cosa with one masonry arch of meters 12.50 on the left deviation corresponding to the town of Frosinone.
Contractor - Beverali Umberto.- Workers used. 58 - Terms of execution 31/8/.

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Highway Nº 6. Casilina. Reconstruction of Bridge over River Melfa Kilometer 121) with 3 arches masonry.
Contractor Quadrini Loreto.
Workers Utilized 88.- Terms of execution 31 st August 1944.

Highway 6 Casilina. Reconstruction of viaduct over River Melfa Km. 148, with 7 masonry arches of 7 meters span each.
Contractor ELSA - Workers used 230 - Terms of execution 10th of Sept. 44.

Highway Nº 3 Flaminia Repairing of concrete bridge of one arch of 45 m. span over the River Troia (Km. 52+350)
Contractor - Cardia Luigi. - Workers used 65 - Terms of execution 30th Sep

Highway Nº 3bis Tiberina Reconstruction of bridge of 4 meters span
Contractor Mencarelli . Workers used 11 - Terms of execution 31 July 44

Highway Nº 79 Ternana Reconstruction of small bridge of 3 meters span at Kilometer 39+140 at Rivoduti Junction, with iron beams and concrete arch. Contractor - Ceci Vincenzo - Workers used 12 - Time for completion 31 July 1944.

Highway Nº 4 Salaria. Reconstruction of bridge with 2 arches of 7 meters span across the river Renaro Km. 89+150 near Rieti.
Contractor Scansoni Santo - Workers used 20 - Time for completion 15/8/44

Highway Nº 79 Ternana Reconstruction of bridge over the River Vargaro (Km. 39+783) with a masonry arch of 5 meters span. Contractor Ceci Vincenzo - Workers used 20 - Time for completion 15 August 1944.

Highway Nº 4 Salaria Reconstruction of Rieti Bridge over Carese ditch Km. 36+218 with 3 arches masonry of which the central one is of 1, meters span the two side ones of 2.30 meters span, ~~the~~ besides another two of 1.60 meters span. Contractor Guidi Sergio - Workers used 15 - Time for completion 30th September 1944.

Highway Nº 4 Salaria. Reconstruction of arcuato bridge over the Cor Corese Ditch Km. 46+396 with a masonry arch of 1, meters span.
Contractor Guidi Sergio - Workers used 12 - Time for Completion 30th Sept44

Highways Nº 5 Tributina Valeria. Reconstruction of supporting wall Km. 39+40 of the length of 30 meters height 6 meters.
Contractor SICELP - Workers employed 40 - Time for Completion 15th April 4

Highway Nº 5 Tributina - Valeria. Reconstruction of supporting wall Km. 60 near Arsoli of the length of 67 meters medium height of 3.50 metrs
Contractor SICELP - Workers employed 22 - Time for completion 31 July 1944

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Highway N° 5 Tiburtina - Valeria. - Reconstruction of supporting wall at the entrance of the destroyed railway tunnel at Km. 65+250 Contractor SICELP - Workers employed 40 - Time for completion 15 /8/44

Highway N° 5 Tiburtina - Valeria. Reconstruction of entrance to r railway tunnel collapsed) at Km. 62+650 Contractor SICELP - Workers employed 40 - Time for completion 15 August 1944.

Highway N° 5 - Reconstruction of small bridge at Km. 65+250 with an arch of 5 meters span. Contractor SICELP - Workers employed 47 - Time for completion. 31 st July 1944.

Highway N° 5 - Reconstruction of bridge over the River Turano near Carroli with 3 arches of 8 meters span each Km. 69+500 Contractor SICELP - Workers employed 40 - Time for Completion 31/8/44

Highway N° 5. Construction of masonry bridge with 2 arches of 6 meters span each at Km. 71+456 inside the village of Carsoli removal and placing into efficiency of road inside Carsoli and on the stretch outside Carsoli. Contractor SICELP - Workers used 120 - Time for completion 31 st. August 1944.

Highway N° 5. Reconstruction of 3 supporting walls, works of enbanking the hillside and replacing the road into efficiency at KM. 81+300 - Km. 85 - and Km. 90 in locality Cotli di Monte Bove. Contractor SICELP - Workers employed 70 - Time for completion 15th 8 - 44

Highway N° 5. Reconstruction of a small bridge with a span of 4 meters and a rewer at Km. 954400 before arriving at Tagliacozzo. Contractor, SICELP - Workers employed - Time for completion 15/8/44.

Highway N° 5. Reconstruction of a small bridge with masonry arch of 5 meters span at Km. 101 pas st Tagliacozzo. Contractor SICELP Workers employed 12 - Time for completion 15th August 1944.

Highway N° 6 Casilina - Reconstruction of bridge over River Liri near Ceprano with concrete arch of 32 meters span. Contractor Soc. Gen. Immobiliare - Workers employed 50 - Time for completion 15th October 44.

Highway N° 19 - Ternara - Construction of a planimetric rectification in order to eliminate the interruption caused by the collapsed of the railway tunnel underneath .-Km. 19+300 in locality Marmore. Contractor Salvati Giuseppe+ Workers employed 15 - Time for completion 10 /8 /44.

Highway N° 79 Ternana. Reconstruction of Crispolti bridge over the River S. Susanna Km. 39+430 near Apoleggio with a masonry arch of 14 meters span. The military iron beam must however be raised before this work can be executed. Contractor Cidonio Pietro - Workers employed 12 - Time for completion 31st August 1944.

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rkes co enced during the week.

Highway 4 Salaria Reconstruction of a small Masonry bridge of 6 meters span at Kilometer 36+290 ; Contractor Guidi Sergio - Workers employed 10 - Time for completion 1st September 1944

Highway N° 4 Reconstruction of a supporting wall 40 meters long at the 46th Kilometer. Contractor Guidi Sergio - Workers employed 10 - Time c for completion 15 August 1944.

Highway N° 82 Valledel Liri. Reconstruction of supporting wall, about 150 meters long at the 15th Kilometer near Capistrello. Contractor Iandisc Guido - Workers employed 16 - Time for completion 31st August 1944

Highway N°2 Carria Reconstruction of Poderetto Bridge near Bolsena at Kilometer 103+749 with two masonry archer of 8 meters span each. Contractor Cidonio Elia - Workers employed 12 - Time for completion 12 September 1944.

Plans under project for the assigning of the following works.

Highway N° 79. Reconstruction of bridge over the river Velino at the 20 th Kilometer near Marmore , with masonry arch of 16 meters span.

Highway 79 Reconstruction of bridge over drainage canal of the Rieti plain Kilometer 37+968 with concrete of 17 meters span.

Highway N° 1. Aurelia. Bridge across the Mignone river at Kilometer 64+800 before arriving at Tarquinia in concretewith central arch of 25 meters span and 3 side arches of meters 7 + 4050 --10,50 - span respectively .

Highway N° 1. Reconstruction of bridge across the River Marta at Kilometer 93+240 part Tarquinia with 6 masonry archer of 9 meters span each.

Highway N° I. Reconstruction of bridge across the River Arcone Km. 105+280 near Montalto di Castro, in concrete with central arch of 29 meters span and two side masonry archer of meters 6,20 each.

Route 1. Bridge across the Fiora River kM; 110+425 part Montalto di Castro, with 7 masonry archer, the central one being of meters 17.80 span and the remainder meters 6.00 span each.

Rome 30 July 1944

1852

The Chief Compartment

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File
53

TO: Lt. Col. Thompson .

SUBJECT : Report on inspection trip over Hgh 7 - Hgh N° 7A & 7 B, Hgh N° 90, Hgh N° 16&Hgh N° 5 to Rome - Hgh N° 4,N° 7 from Rome to Naples.

1. A. Practically all of road needs heavy maintenance with at least 2 kilometers needing entire re-surfacing. Road through Velletri very bad. Heavy maintenance needed between kilometers 53 & 54.

B. Bridge at Fondi needs to have floor worked on.

C. Bridge over Garigliano river in good shape. No man working on this bridge.

D. Only about 30 men working on the road from Rome to Capua.

E. On 7B there were 150 men working on the Road, 25 men on ditch and 125 men on top. This section is in fairly good shape.

F. Highway 7A to Caserta from Capua is much improved. The whole length has been patched and in many places the entire width- The surface is fairly rough, however, it is generally in good shape except in a few places where the contractors are actually laying asphalt. Men at work 200 5 contractors working

2. Highway N° 7 from Caserta to Benevento-Benevento to Foggia on Hgh 90.

A. Between Caserta and Mondolini 50 men working on Tucci Contract- surface getting in very good shape. This section will require considerable maintenance.

B. Bridges at Fiume Isolero
3 Arch Span-Contractor Annino
Work has not started.

2. San Martino Bridge - Abutments finished - Arch 157 complete; total lot 45% complete; no people working.

3. Carrettetto Bridge- 95% complete-work excellent; completion date 8th August. 30 people working. False work being taken out and being built.

1851

4. Casse Cantoniori Bridge. 1st Arch completed.

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2nd Arch 10%, 3rd Arch not started Bridge 40% Complete 25 men working.

5. Senatella Bridge . Kilometer N° 251+750 Constructing 3 Arch Bridge - 1 large & 1 small arch complete - 60 labo ers working. 70% complete Completion date 3 Sept1; 1944 Work very satisfactory.

6 Tofarielle Bridge. Completed 1 July 1944

7. Corvo Ponte - 80% Complete Estimated completion date Sept 1 44 45 Men working -

8. Ponte Sabato Benevento : 3 Archs completed - 4th Arch started on framing Date est. completion oct. 25 1944 Work satisfactory except for progress.

9.Ponte Calore: 3 Archs out of six Arch bridge completed, 90% Complete 10 men working Contractor waiting on stone - Campanelli & Compoti Contractors are not pushing this job at all. Estimated completing date 25 Dec.4.. Recommend letter be written to speed up constructions of this job. Original completion date 1st July 44.

10. Ponte Atovila. Kilometers(264) Est. Completion date 18th Oct. 44. 60 men & boys working. Work on abutments & retaining walls as necessary. The center Arch and the frame for small arch are finished Per cent complete 25% This bridge is all rock.

11. Mele bridge. 1-60 Arch Span. 70 people working on bridge & in Quarry. Percent complete 95% Est. Completion date 15th Aug.44.

12. Ponte Calore N° II. 2 Spans to be built. Work not started. Contractor working on stone Est. date completion Jan 1 44. 25 men working A letter should be written relative to the progress of this structure.

13 Ponte Melitto. 5 spans to be const.work started on one pier. Rock being handled from Fountain Quarry 50 men working. Est date completion Jan. 1, 44.

14. All the Highway N4 7 and highway N° 90 to Foggia is in fair shape with exfeption of app. & k Kilometer on the Ariano-Bovino Road. This section should be finished in 30 days or sooner. The section through Ariano should have another application of asphalt. 205 men working on Ariano Bovino Road.

1859

3. Highway 16. Foggia to Termoli.

A. The ist 16 kilometers from Foggia is full of holes & needs to be under contract - 25 men working.

B. Work by DCRE from the 1st 16 kilometers

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out of Foggia to Serracapriala Maintenance on this section is good.

C. Bridge at Fiume Fortore under constructions. 30 men working Est. date compl. 1st October 44.

D. From Serracapriala Saccrione Bridge Road in Fair conditions but from Serracapriala to Fiume Biferno bridge, the road is full of pot holes & very bad. Should begotten contract at once.

E. Bridges at Nuova Cliternia and at the Fiume Saccione have not been started. Bailey bridge has been removed at River Biferno & one way traffic on diversion- 25 men working on bridge and estimated 90 days to complete.

F. From Fiume Biferno to Termoli road is in fair condition.

4. Highway N° 16 from Termoli to Pescara.

A. From Termoli to 10,5 kilometers North of Termoli, High is good. Diversion starts at this point and goes to the Frigno River Bridge which has good diversion. This entire stretch of road is under construction by the DCRE with English pioneer Const.Co Their work being done is exfellent and relieves a very bad situation. From Frigno River Bridge to Vasto the road is good with the exception of a 6 KM stretch entering Vasto which is very bad.

B. Vasto to Sangro River is very bad- Sangro River to F. Fellerino bridge gravel road and not in good shape but passable. From Ortona to Pescara the road is in fair shape but continuous maintenance necessary. No men working on this stretch.

C. 1 . Arch Bridge Finished at St di Lebba.

2. Work started on Sjello Bridge - 8 Arch construction

3. Work started on 4 arch's at Bridge at I Osento

4. Work started 18 3 pepan bridge over Sangro River.

5. Indian Engineer Company is constructing 4 span new type Bailey Bridge over I Fellerino River or masonry Piers.

6. Moro River Bridge plans being made.

7. Bridge at Ortona- plans being made

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8. 8 other bridge plans being made for bridges between Moro River & Pescara.

5. Highway N° 5 to Rome from Pescara.

A. Highway is in good shape to diversions below Popoli Minimum Maintennance is necessary.

B. Bridge: 8 Bailey Bridge are noted on road to Popoli. One bridge has a diversion. There is no information relative to when the bridge will be taken out.

C. Popoli to intersection Hgh 17 and Hgh 5 is good/ Bridge is over the River at this point and diversion is necessary around to Raino which is possible when this bridge is finished the entire road to Rome over Route 5 will be open. No work being done on this bridge.

2. 100 men working from Raino Fiume Alterno Bridge- Several very ba bad or close places side hill cuts are on this stretch of road. Difficul for a large car and should not be made at night. Bridge, where file is widened will be easily passable. Crossing not too good.

3. Road fairly good all the rest of the way to Rome. Side hill cuts are all being widened and in satisfactory manner but not complete.

4. Bridge noted at Castro Dijerno near Cerchio near intersections hgh to Aquila and Hgh 5 Diversion good in dry weaher at this last place and no bridge at Dijern. No other bridges to Avezzano.

5. 6 bridges are noted on the road between Avezzano and Rome and all being worked on. All diversions are good and road is in very good shape with the exception of actually incompleted sections where work is being done.

HLR

1848

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Route 7 6 Aug 44

54

1.	Ponte Isclero	Km 237	Not started	
2	Ponte S. Martino	Km 247	Arch finished	60% done
3	Ponte Ceretello	Km 249	Arches finished	96%
4.	Casa Cantoniera	Km 250+250	Arch done feeds finished	40%
6	Infari lla	Km 253	Complete except small bit	parapet
7	Cervo	257	Arches completed	80% done
8	Sabate	260	3 Arches done out of brick	50%
9	Calore Benevento		Archen done walls and rail not	90%
8	Le Tavole	Km 264	1 Arch finished 1 not	40%
9	Melo	278	Arch complete	98%
10	Calore Ponte 90	Km 0+00	Cutters start	5%
11	etete Ponte 90	Km 14+00	and working on piles	10%
12	Zego Route 7	Km 295	not started Osborne says " No"	
13	Marotta Route 7	296	Filing done	60%
14	Premolizzi	300	excavation complete	15%
15	Sabate	301	"	15%
16	Schiava 7 bis	55	Arch in place. Brick started	25%

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18/35

53

APPROXIMATE ESTIMATE OF THE EXPENDITURE FOR THE REPAIR OF WAR DAMAGES THROUGHOUT ITALY RELATIVE TO THE WORKS LISTED BELOW:-

Million Dollars

	S.of Pisa-Rimini Line		N.of Pisa-Rimini Line		Total	
	Local Cost	Cost of Imports	Local Cost	Cost of Imports	Local Cost	Cost of Imports
State Highways	6.45	2.20	4.85	1.50	11.30	3.70 (a)
State Highway Bridges	27.86	----	67.14	5.00	95.00	5.00 (b)
Other Highways	6.80	2.40	10.20	3.60	17.00	6.00 (c)
Other Highways Bridges	36.00	----	84.00	----	120.00	----
Buildings - Private	480.00	53.00	615.00	68.00	1095.00	121.00 (d)
Buildings - Public	65.70	7.30	85.95	9.55	151.65	16.85 (d)
Churches	0.45	0.05	0.45	0.05	0.90	0.10 (d)
Ports, Incl. raising vessels	31.50	3.50	13.50	1.50	45.00	5.00 (e)
Reclaimed Lands (Bonifiche)	2.50	0.50	5.00	1.00	7.50	1.50

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18 "

E ESTIMATE OF THE EXPENDITURE FOR THE REPAIR OF WAR DAMAGES THROUGHOUT ITALY

RELATIVE TO THE WORKS LISTED BELOW:-

Million Dollars

	S.of Pisa-Rimini Line		N.of Pisa-Rimini Line		Total	
	Local Cost	Cost of Imports	Local Cost	Cost of Imports	Local Cost	Cost of Imports
	6.45	2.20	4.85	1.50	11.30	3.70 (a)
dges	27.86	----	67.14	5.00	95.00	5.00 (b)
	6.80	2.40	10.20	3.60	17.00	6.00 (c)
ridges	36.00	----	84.00	----	120.00	----
te	480.00	53.00	615.00	68.00	1095.00	121.00 (d)
c	65.70	7.30	85.95	9.55	151.65	16.85 (d)
	0.45	0.05	0.45	0.05	0.90	0.10 (d)
ing vessels	31.50	3.50	13.50	1.50	45.00	5.00 (e)
Bonifiche)	2.50	0.50	5.00	1.00	7.50	1.50

	S.of Pisa-Rimini Line		N.of Pisa-Rimini Line		Total	
	Local Cost	Cost of Imports	Local Cost	Cost of Imports	Local Cost	Cost of Imports
Stream Control & Irrigation	1.35	0.15	2.75	0.25	4.10	0.40
Aqueducts, Sewers & Cemeteries	5.40	1.60	12.00	3.00	17.40	4.60
Electrical - Power Stations	38.00	153.00	76.00	302.00	114.00	455.00
Electrical - Switching Stations	15.50	60.00	30.50	120.00	46.00	144.00
Electrical - Transmission	12.00	48.00	24.00	96.00	36.00	144.00
Total	729.51	331.70	1031.34	611.45	1760.85	943.15
Grand Total	1051.21		1642.79		2704.00	

(a) 1.00 Millions for Machinery and 2.70 Millions for Bitumen, at $ 30.00 a ton.

(b) Imported Steel Shapes 50,000 tons at $ 100.00 a ton.

(c) 1.00 Millions for Machinery and 5.00 Millions for Bitumen at $ 30.00 a ton.

(d) Estimated 10% of Total Cost for Steel and Timber.

(e) Port Machinery.

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APPROXIMATE ESTIMATE OF THE EXPENDITURE FOR THE REPAIR OF WAR DAMAGES THROUGHOUT ITALY RELATIVE TO THE WORKS LISTED BELOW:-

1°	STATE HIGHWAYS & AUTOSTRADAS		
	a) Ordinary and Extraordinary Maintenance (Estimated from the preceding years) Annually	£	1,500 Mil.
	b) Bridges	"	10,000 "
2°	SECONDARY ROADS		
	a) Annual Maintenance		2,000
	b) Bridges		12,000
3°	BUILDINGS		
	a) Private Houses		120,000 "
	b) Public Buildings		17,500 "
	c) Churches & Monuments		100 "
4°	RECLAIMED LANDS (Bonifiche)		1,000 "
5°	HYDRAULIC WORKS (Stream Control & Irrigation)..		1,000 "
6°	AQUEDUCTS , SEWERS & CEMETERIES		
	(Hygienic Works)		2,500 "
7°	PORTS (Including Sunken Ships).		5,000 "
	TOTAL...	£	172,600 Mil.

Includes Construction Equipment in the Amount of £ 200,000,000

Includes Port Equipment in the Amount of £ 500,000,000

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STATE HIGHWAYS AND AUTOSTRADAS

(Annual Expenditure Normal)

Length Kms. 21,700

Ordinary Maintenance	£	286	Mil.
Extraordinary Maintenance.....	£	180	"

Total £ 466,000,000

For estimating prices there should be taken in consideration the great deterioration of the roads caused by the war and long stretches that must be reconstructed increasing the expenses to.....

£ 1,500,000,000

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STATE HIGHWAYS

Span	N°Bridges	Cost Linear m.	Cost per Bridge	Total
m.1000	9	150,000	150,000,000	1,350,000,000
500	9	150,000	75,000,000	675,000,000
300	18	150,000	45,000,000	810,000,000
100	65	150,000	15,000,000	975,000,000
60	188	130,000	7,800,000	1,466,000,000
30	453	100,000	3,000,000	1,359,000,000
15	1155	80,000	£,200,000	1,385,000,000
			Total Bridges £	8,014,000,000
For other various works such as:- Retaining Walls, Tunnels, etc. £				1,986,000,000
			Total. £	10,000,000,000

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STATE HIGHWAYS

(Bridges)

Location	Nº Bridges	Span						
		M. 15	M. 30	M. 60	M.100	M.300	M.500	M.1000
Sicily	57	39	10	8	–	–	–	–
Calabria	38	26	6	4	2	–	–	–
Lucania	38	32	2	4	–	–	–	–
Campania	148	110	25	10	3	–	–	–
Puglie	22	14	5	3	1	–	–	–
Lazio Umbria	203	153	30	15	4	1	–	–
Abruzzi Molise	150	114	25	10	1	–	–	–
Marche	120	85	20	15	–	–	–	–
Toscana	200	90	70	30	10	–	–	–
Emilia	160	96	32	20	5	2	1	4
Piemonte Liguria	250	126	80	25	10	7	2	–
Lombardia	250	140	63	20	15	5	3	4
Veneto	260	130	85	24	14	3	3	1
	1857	1155	453	188	65	18	9	9

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STATE HIGHWAYS

(Bridges)

N° Bridges	Span						
	M. 15	M. 30	M. 60	M.100	M.300	M.500	M.1000
57	39	10	8	–	–	–	–
38	26	6	4	2	–	–	–
38	32	2	4	–	–	–	–
148	110	25	10	3	–	–	–
22	14	5	3	1	–	–	–
203	153	30	15	4	1	–	–
150	114	25	10	1	–	–	–
120	85	20	15	–	–	–	–
200	90	70	30	10	–	–	–
160	96	32	20	5	2	1	4
250	126	80	25	10	7	2	–
250	140	63	20	15	5	3	4
260	130	85	24	14	3	3	1
1897	1155	453	186	65	18	9	9

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SECONDARY ROADS

(Provincial Kms. 42,200, Comunal Kms. 110,300)

93 Provincies with an average of 130 destroyed, heavily damaged, and slightly damaged bridges. Total round figure Nº 12,000.

		Millions
Bridges		
Culverts	8,120 at £ 250,000	2,030
Small	2,500 at £ 800,000	2,000
Medium	1,000 at £ 2,000,000	2,000
Large	300 at £ 8,000,000	2,400
Exceptional	80 at £ 50,000,000	4,000
Roads	£	12,430
* Repairs to road surface		1,560
	Total £	14,000

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HOUSES & PUBLIC BUILDINGS

1° HOUSES

760,000	Destroyed Rooms at about	£ 65,000 =	£ 50,000	Mil.
1,000,000	Heavily Damaged at "	£ 40,000 =	40,000	Mil.
2,200,000	Damaged " "	£ 15,000=	33,000	Mil.
			£ 120,000	Mil.

Note 100,000

2° PUBLIC BUILDINGS

29,000	Rooms Destroyed at about	70,000 =	£ 2,000	Mil.
110,000	Heavily Damaged " "	£45,000 =	5,000	Mil.
520,000	Damaged " "	£20,000 =	10,500	Mil.

Public Bldgs.....	£	17,500 Mil.
Houses		120,000
Total	£	137,500 Mil.

2.1

7

MILLION DOLLARS

	S. della linea Rimini-Pisa So. of Pisa-Rimini Line		N. della linea Rimini-Pisa No. of Pisa-Rimini Line		Totale	
	Costo Locale Local Cost	Costo degli Impo cost of Imports	Costo locale Local Cost	Costo degli Impo cost of Imports	Local Cost	cost of imports
Strade Statali						
1. State Highways	285	265	305	285	590	550
Ponti su Strade statali						
State Highway Bridges			670	630		
Strade Provinciali e Comunali	680	300	1020	450	1700	750
2. Other Highways						
Ponti su Strade Provinciali e Comunali						
Other Highway Bridges						
Edifici.						
3. Buildings - Private						
Pubblici						
" - Public						
Chiese.						
" - Churches						
4. Reclaimed Lands						
5. Stream control & Irrigation						
6. Aqueducts, Sewers, Cemeteries						
7. Ports incl raising vessels						

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10 C 22

MILLIONS OF DOLLARS AT PRESENT RATE OF E

OSSERVAZIONI E NOTE	South of Pisa-Rimini Line		North of Pisa-Rimini Line		Tot
	LOCAL COSTS	IMPORTS (E&M)	LOCAL COSTS	IMPORTS (E&M)	LOCAL COSTS
Reclaimed Lands (Bonifiche)	2.50	0.50	5.00	1.00	7.50
Stream Control & Irrigation	1.35 1.38	0.15 0.12	2.75	0.25	4.1 4.13
Aqueducts, Sewers & Sanitation	5.40	1.60	12.0 11.85	3.0 3.15	17.4 17.25
	8.78	2.22	19.60	4.40	28.88

NOTE: Two places of decimals suggest an accuracy which reality no pretence can be made.

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1-

SECRET

MILLIONS OF DOLLARS AT PRESENT RATE OF EXCHANGE.

	South of Rio-Rhine Line		North of Rio-Rhine Line		TOTAL	
	LOCAL COSTS	IMPORTS (E&M)	LOCAL COSTS	IMPORTS (E&M)	LOCAL COSTS	IMPORTS (E&M)
ykle)	2.50	0.50	5.00	1.00	7.50	1.50
tin	1.35 ~~1.38~~	0.15 ~~0.12~~	2.75	0.25	4.1 ~~4.13~~	0.4 ~~0.37~~
ations	5.40	1.60	12.0 ~~11.85~~	3.0 ~~3.15~~	17.4 ~~17.25~~	2.6 ~~4.75~~
	8.78	2.22	19.60	4.40	28.88	6.62

Two places of decimals suggest an accuracy of which nobody has dreamed can be made.

4 AUG 44

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MILIONI LIRE Dollars

	Sud della linea Rimini - Pisa		Nor della linea Rimini-Pisa		TOTA
	Costo locale	costo imprt.	Costo loc.	Costo import.	Costo locale
Strada statali	485	365 220	365	285 150	850
Ponti su strade statali	2786	---	6714	500	9500
Strade Provinciali e Comunali	680	300 240	1020	500 360	1700
Ponti su strade Prov. e Comunali	3600	—	8400	—	12000
Edifici privati	47970	5330	61470	6830	109.440
Edifici pubblici	6570	730	8595	955	15.165
Chiese	45	5	45	5	90
Porti compresa attrzzz.	3150	350	1350	150	4.500

N.B. I suindicati importi sono nella presunzione di danni uniforme come nell'Italia Meridi le condizioni di guerra non debbano peggiorare.

(a) includes 100 millions for machy & 270 millions for bitumen (c)

(c) includes 100 - - - 500 - - -

(b) costly imported steel shapes 50.000 tons @ 100" a ton

(d) Est 10% of total cost for steel & timber.

(e) Port machy.

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MILIONI — LIRE — Dollars

Sud della linea Rimini - Pisa		Nor della linea Rimini-Pisa		TOTALE		
Costo locale	costo imprt.	Costo loc.	Costo import.	Costo locale	Costo impor	
485	365	365	285	850	650	+ (a)
2786	---	6714	500	9500	500	(b)
680	300	1020	500	1700	800	(c)
3600	—	8400	—	12000	—	
47970	5330	61470	6830	109.440	12.160	* (d)
6570	730	8595	955	15.165	1.685	* (d)
45	5	45	5	90	10	* (d)
3150	350	1350	150	4.500	500	* (e)

zzz.

importi sono nella presunzione di danni uniforme come nell'Italia Meridionale e che
di guerra non debbano peggiorare.

Lyles 100 millions for machy + 270 millions for bitumen @ $30 a ton
" 500 " " " "
Scudes 100 " " " "
Contg imported steel shapes 50 000 tons @ 100 a ton
Est 10% of total cost for steel & timber.
Port machy.

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T/: 489081

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ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
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ACC/108/PWU

2 Aug.44

SUMMARY OF ESTIMATES
of future expenditure on rehabilitation
of Water Supplies, Sewerage and Bonifiche
in Italy.

	Lire
Water Supplies	
Civil Engineering work	1,300,000,000
M & E Plant	450,000,000
Sewerage	
Civil Engineering work	50,000,000
M & E Plant	20,000,000
Bonifica	
Civil Engineering work	500,000,000
M & E Plant	100,000,000

NOTE: These forecasts have been based on known estimates relating to areas which afford the most reliable of available information. In preparing the forecasts, such differential factors as the estimated degrees of damage in the several regions, the estimated extent of outstanding commitments, the relative proportions of damage to constructional works and M&E Plant etc. have necessarily been considered. Consequently, the calculations are somewhat lengthy and complex, and no more explanation of the method of computation than is contained in this brief note can conveniently be given. However, the calculations are retained in manuscript and are available for reference.

0153

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

TO: Lt. Col. Thompson .

SUBJECT : Report on inspection trip over Hgh 7 - Hgh Nº 7A & 7 B, Hgh Nº 90, Hgh Nº 16&Hgh Nº 5 to Rome - Hgh Nº 4, Nº 7 from Rome to Naples.

1. A. Practically all of road needs heavy maintenance with at least 2 kilometers needing entore re-surfacing. Road through Velletri very bad. Heavy maintenance needed between kilometers 53 & 54.

B. Bridge at Fondi needs to have floor worked on.

C. Bridge over Garigliano river in good shape. No men working on this bridge.

D. Only about 50 men working on the road from Rome to Capua.

E. On 7B there were 150 men working on the Road, 25 men on ditch and 125 men on top. This section is in fairly good shape.

F. Highway 7A to Caserta from Capua is much improved. The whole length has been patched and in many places the entire width- The surface is fairly rough, however, it is generally in good shape except in a few places where the contractors are actually laying asphalt. Men at work 200 5 contractors working

2. Highway Nº 7 from Caserta to Benevento-Benevento to Foggia on Hgh 90.

A. Between Caserta and Maddaloni 50 men working on Tucci Contract- surface getting in very good shape/ This section will require considerable maintenance.

B. Bridges at Fiume Isoleno
3 Arch Span-Contractor Annino
Work has not started.

2. San Martino Bridge - Abutments finished - Arch 157 complete; total lot 45% complete; no people working.

3. Cerrettatto Bridge- 95% complete-work excellent; completion date 8th August. 30 people working. False work being taken out and being built.

4. Casse Cantonieri Bridge. 1st Arch completed 1835

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2nd Arch 10%, 3rd Arch not started Bridge 40% Complete 25 men working.

5. Senatella Bridge . Kilometer Nº 251+750 Constructing 3 Arch Bridge - 1 large & 1 small arch complete - 80 laborers working. 70% complete Completion date ? Septl; 1944 Work very satisfactory.

6 Tofariello Bridge. Completed 1 July 1944

7. Corvo Ponte - 80% Complete Estimated completion date Sept 1 44 45 Men working -

8. Ponte Sabato Benevento : 3 Archs completed - 4th Arch started on framing Date est. completion oct. 25 1944 Work satisfactory except for progress.

9. Ponte Calore: 3 Archs out of six Arch bridge completed. 90% Complete 10 men working Contractor waiting on stone - Campanelli & Compoti Contractors are not pushing this job at all. Estimated completing date 25 Dec.44. Recommend letter be written to speed up constructions of this job. Original completion date 1st July 44.

10. Ponte Atovila. Kilometers(264) Est. Completion date 18th Oct. 44. 60 men & boys working. Work on abutments & retaining walls as necessary. The center Arch and the frame for small arch are finished Per cent complete 25% This bridge is all rock.

11. Mele bridge. 1-60 Arch Span. 70 people working on bridge & in Quarry. Percent complete 95% Est. Completion date 15th Aug.44.

12. Ponte Calore Nº II. 2 Spans to be built. Work not started. Contractor working on stone Est. date completion Jan 1 44. 25 men working A letter should be written relative to the progress of this structure.

13 Ponte Melitto. 5 spans to be const.work started on one pier. Rock being handled from Fountain Quarry 50 men working. Est date completion Jan. 1, 44.

14. All the Highway N4 7 and highway Nº 90 to Foggia is in fair shape with exception of app. & k Kilometer on the Ariano-Bovino Road. This section should be finished in 30 days or sooner. The section through Ariano should have another application of asphalt. 205 men working on Ariano Bovino Road.

1834

3. Highway 16. Foggia to Termoli.

A. The 1st 16 kilometers from Foggia is full of holes & needs to be under contract - 25 men working.

B. Work by DCRE from the 1st 16 kilometers

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out of Foggia to Serracapriala Maintenance on this section is good.

C. Bridge at Fiume Fortore under constructions. 30 men working Est. date compl. 1st October 4'.

D. From Serracapriala Saccrione Bridge Road in Fair conditions but from Serracapriala to Fiume Biferno Bridge, the road is full of pot holes & very bad. Should begotten cont not at once.

E. Bridges at Nuova Cliternia and at the Fiume Saccione have not been started. Bailey bridge has been removed at River Biferno & one way traffic on diversion- 25 men working on bridge and estimated 90 days to complete.

F. From Fiume Biferno to Termoli road is in fair condition.

4. Highway Nº 16 from Termoli to Pescara.

A. From Termoli to 10,5 kilometers North of Termoli, Hgh is good. Diversion starts at this point and goes to the Frigno River Bridge which has good diversion. This entire stretch of road is under construction by the NCRE with English pioneer Const.Co Their work being done is exfellent and relieves a very bad situation. From Frigno River Bridge to Vasto the road is good with the exception of a 6 kM stretch entering Vasto which is very bad.

B. Vasto to Sangro River is very bad- Sangro River to F. Fellerino bridge gravel road and not in good shape but passable. From Ortona to Pescara the road is in fair shape but continuous maintenance necessary. No men working on this stretch.

C. 1 . Arch Bridge Finished at St di Lebba.

2. Work started on Sjello Bridge - 8 Arch construction

3. Work started on 3 arch's at Bridge at I Osento

4. Work started 18 3 span bridge over Sangro River.

5. Indian Engineer Company is constructing 4 span new type Bailey Bridge over I Fellerino River or masonry Piers.

6. Moro River Bridge plans being made.

7. Bridge at Ortona- plans being made

1834

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8. 8 other bridge plans being ade for bridges between Noro River & Pescara.

5. Highway N° 5 to Rome from Pescara.

A. Highway is in good shape to diversions below Popoli Minimum Maintennnce is necessary.

B. Bridges 6 Bailey Bridge are noted on road to Popoli. One bridge has a diversion. There is no information relative to when the bridge will be taken out.

C. Popoli to intersection Hgh 17 and Hgh 5 is good/ Bridge is over the River at this point and diversion is necessary around to Raino which is possible when this bridge is finished the entire road to Rome over Route 5 will be open. No work being done on this bridge.

2. 100 men working from Raino Fiume Alterno Bridge- Several very ba bad or close places side hill cuts are on this stretch of road. Difficul for a large car and should not be made at night. Bridge, where file is widened will be easily passable. Crossing not too good.

3. Road fairly good all the rest of the way to Rome. Side hill cuts are all being widened and in satisfactory manner but not complete.

4. Bridge noted at Castro Dijerno near Cerchio near intersections hgh to Aquila and Hgh 5 Diversion good in dry weaher at this last place and no bridge at Dijern. No other bridges to Avezzano.

5. 6 bridges are noted on the road between Avezzano and Rome and all being worked on. All diversions are good and road is in very good shape with the exception of actually incompleted sections where work is being done.

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VFT/fr

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

31 July 1944

Subject: Difficulties of P.W.& U. S/C. in Army Areas.

To : Director, P.W.&Util. Sub-Commission.

1. In many recent cases it is desired to put a contractor to work at the urgent request of Military Authorities. In these cases, may we be authorized to issue emergency passes to civilian contractors, similar to powers of Provincial Commissioners as covered by para. 4(c) of Brig Lush's letter 316/76/CA of 26 April 1944. All emergency passes will be confirmed in writing to AMG. Army concerned.

2. Contractors complain that the extra rations authorized for their employees are not available as food warehouses are not functioning in forward areas.

3. Similarly C.I.P. installations are not keeping up with our forward progress.

All the above are tending to delay us in urgent work on roads and bridges.

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

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File

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

RWS/fr

28 July 1944

Subject: Report on Region IV Roads and Bridges.

To : Chief, Public Wks. Div. P.W.&U.S/C.

Route 1.

Rome to S. Marinella - a few men at work on maintenance- very scattered andno sign of contractor's equipment or organization Road needs attention immediately or major reconstruction job will result.

S.Marinella-Civitavecchia - Road in poor condition - no cantonieri or contractors but few troops (colored) at work patching . Approximately 15 workmen.

Civitavecchia to Region Boundary - no men at work! Edge of pavement extremely bad - Surface pot holing and must have attention. Section from Montalto to Re gion Boundary demands first attention.

Bridges:

(1) Montalto: Fiora River: No activity. Region IV advises that contract has been let to Ferrobeton Soc. Should be pushed! Clean up only and wing walls.

(2) Arrone River: Contract awarded(according to Region IV) to Ferrobeton Soc. Reconstruction of stone masonry bridge. Diversion fair but stream partially blocked by broken masonry etc. No men at work.

(3) Tarquinia - Marta River - Reconstruction of stone masonry bridge - Diversion fair but doubtful if will stand high water. Region advises Ferrobeton Soc. given contract for clean-up and foundation investigation and will do reconstruction. No men at work - no equipment on job.

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Discussion with Lt. Col. Streck of P.B.S.

Col Streck very critical on following points:

(1) Routes & bridges laid on by PBS as Priorities not receiving any attention as yet.

(2) Contractors being sent to him direct for servicing with Petroleum Products, crushed stone, bitumen etc.

(3) Feeding of workmen on projects not being handled. - Col. Streck has appointed Capt. Mc. ANIFF as his representative on Roads and Bridges. We are to deal directly with him. He is to meet with Major Perley and Capt. Gentry this afternoon to discuss these problems and to devise some method whereby monthly demands of materials, etc. can be given to PBS each month.

The comments of Col. Streck were rather pointed about lack, of adequate supervision and inspection of work on our part - particularly as related to the supply problem. He stated an earnest desire to assist in every way possible but does not wish to handle the entire problem.

Route 74 - Regional Boundary to S. Lorenzo Nuovo - (Intersection of route 2) Road being maintained in haphazard manner by Cantonieri Old bituminous surface practically disappeared and traffic probably does not warrant the complete reconstruction which is needed. Road is all-weather and with minimum maintenance will be satisfactory.

Route 2 - S. Lorenzo Nuovo to Montefiascone - Road in fair shape and being maintained by Cantonieri. One bridge out but diversion is satisfactory for present. No contractor at work.

Route 2 - Montefiascone- Viterbo.- Pavement in excellent condition even to shoulders - Bituminous maintenance under way by Cantonieri. and situation well on hand.
Viterbo - Rome.- No evidence of any maintenance whatever - Region advises that contractor has been told to start. Edges are in dangerous condition in places, ravelling in many places and surface pot holing is prevalent. Bridges largely have been reconstructed in timber and create no immediate problem.

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Diversions are adequate. In Viterbo where highway is over R.R. tunnel several spots are blown but have been patched and is open to traffic. Should be given attention soon.

R.W.SHEPHERD
1st Lt. P.W.&U. S/C.

C.L. HASIE
Major, C.E.
Area Engineer. P.W.&U. S/C/

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

28 July 1944

Subject: Region VIII - Roads and Bridges.

To : Chief, Public Wks. Div. P.W&U. S/C.

Route 1. - Region Boundary Northward to Albegna Bridge - Surface now in fair condition but beginning to wear through. Edges bad in sections. No evidence of maintenance either by Cantonieri or contractor.-

Bridge. - Albegna River - Diversion satisfactory at present. Probably could not stand flood water. Contract awarded to Soc. Generale Immobiliare and few workmen are on job. Compressor and certain other miscellaneous equipment on ground and clean up and preparation for reconstruction now under way.-

Route 74 . + From Route 1 Eastward to Regional Boundary. Road has at one time been surfaced with bitumen but has very little surface remaining+ Occasional Cantoniere at work using whatever material is at hand to dress macadam surface.- Traffic is very light and situation can be controlled by addition of a number of Cantonieri.- Road can be brought to standards of other main highways only by major reconstruction, which traffic does not warrant.-

Bridges: (1) Over Canal Approx. 3 Km. East of Albegna - Five span concrete deck structure blown but by-pass adequate. No action has been requested by Military Authorities.
(2) Manciano Bridge.- 8 Km. East of Manciano - Stone masonry arch structure. Two central arches (Apprx. 40' each) areblown Central pier appears to be undamaged. East pier is undamaged but does not appear to require more than minor repair. Diversion is good (not too steep) but difficulty would probably be encountered with seasonal flood waters. Contractor Soc. Generale Immobiliare has been told to start work but no signs of activity on job.
Pitigliano Bridge: Stone masonry arch reconstruction of major nature Bridge is over Gorge immediately West of town. Diversion is long and grades are difficult for heavy loads. No signs of great volume of water so probably diversion would stand.

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Five of the seven spans are blown. - Spans average 45' and reach a maximum height of 60' -
Remaining two spans appear to be undamaged. Piers appera to be in fair conditions but would require some investigation -
This job has been laid on to Soc. Generale Immobiliare who is to begin work immediately. - NO signs of activity on job. at time of inspection.

R.W.SHEPHERD
1st. Lt. PWU S/C

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Director

Folder

NH/Fr

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

26 July 1944

Subject: Report of inspection trip in Regions II, III, VII and conference with Major Osborne of District No 3.
TO : Public Works and Utilities Sub-Commission, ACC.
Attention, Lt. Col. V.S.Thompson.

Attached is report of inspection trip of Region II, III, VII, and Conference with Major, Osborne of District No 3.

N.W. Hyland.
N.W.HYLAND
Major, [redacted] Spec. Res.
Area Engineer, PW&U.S/C

Lt Col Thompson
Aug 27/7

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REGION II.

1. Subjects discussed with Major, Knight.

A. Roads and Bridges on Military priority Highways. Everything seems to be under control and progressing fairly well.

B. Projects submitted by the Genio Civile on Roads and Bridges for highways not listed in "A" above. These projects being screened for importance and if critical materials are not needed are being approved. The critical materials are: cement and bitumen.

C. Building projects submitted by the Genio Civile. These projects being screened for importance and if no critical materials is needed are being improved. The critical materials are cement plumbing and glass.

D. Projects of an operating nature such as operation of wharfs or the collection of garbage. The problem involved whether such projects are a function of P.W.&U. and if so should they be contracted for 12 months as set up by the Genio Civile Our suggestion was not to make contracts for more then three months.

E. Civilian Engineers. Major Knight has two, one in Bari and one in Potenza and he is trying to find some more.

F. Transport seems to be satisfactory.

2. Conclusions. Everything seems to be progressing satisfactory.

REGION III.

1. Subjects discussed with Lt. Col. Hensley.

A. Projects submitted by the Genio Civile/
Everything seems to be under control.

B. Military Priority Roads and Bridges classifications. Lt. Col. Hensley stated he would like to have a mapshowing the military highways and their priority also a map showing the bridge loading classifications.

Sent

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C. Transport. Originally of the 80 trucks obtained from District Nº 3. The south part of Region III was to have 30 trucks and the North part was to have 50 trucks. Of the original 30 trucks allocated to Salerno 12 are down and Lt. Col. Hensley has given the 12 trucks that belong to the North district that were still stored in Cava to Capt. Wester. This now makes the Southern part of the district with 42 trucks of which 18 are working and 24 are being repaired. Of the 38 in the North part of the District 13 are down and the other 25 will be put to work when they can get gasoline. Three of the ten P.B.S. trucks are down and will have to be repaired in Naples.
Parts are difficult to obtain.

2. Conclusions: The work seems to be progressing fairly well but if they do not get gasoline and start their transport rolling the work is going to shut down in the North part of the District.

REGION VII.

1. Subjects discussed with Major, Chamberlin.

A. Road and Bridges on Military priority Highways. Everything seems to be progressing fairly well except the problem of transport which will be treated under transportation.

B. Projects submitted by the Genio Civile on roads and bridges other than those listed in "A" above. A number of these projects were given back and they were instructed to screen them and list them in four pribrities. They also were to substitute materials fro critical materials such as lime for cement. Projects that had no critical materials and were necessary were being approved.

C. Building projects submitted by Genio Civile were treated the same as "B" above.

D. Refugee camp 26 miles North of Cosenza. We discussed wether the letter from HQ. was to proceed or to investigate. The Genio Civile was told to make a plan and estimate for the work as outlined in the letter from HQ. The Region Commissioner is opposed to doing anything with the project. This will be an expensive project if carried out as outlined in the letter.

Reg. Commissioner must order this project.

182; had better do it at once. Col has considerable drainage problems to-

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E. Transport. The Italian Army originally had 15 trucks working in Region VII on roads and bridges. Four were taken off to move some Italian Agency from Lecce to Rome, these are supposed to be returned. Three trucks are down temporarily and two are permanently down leaving only six trucks working. They should have fifteen trucks working at all times. Gasoline is also hard to get. If tires can be provided 15 trucks can be obtained from the Italian Army. Taken up with A.A.I.

F. Personnel. Chamberlin has one civilian engineer working in Catanzaro on a part time basis. He is trying to get an engineer in Reggio and one in Cosenza.

2. Conclusions. Everything seems to be progressing fairly well. Transport is his main difficulty and if he does not get some more trucks from some source or other he will be in more trouble. The gasoline situation is also tight in his area.

Conference with Major, Osborne of District N° 3.

1. He wants a report on the trucks in the North part of Region III. He seems satisfied with the ones in the South part.

2. He wants a report on the status of the roads and bridges that are being repaired in District N° 3. This report is to be in his office at Castellammare on the 14th and 28th of each month The report should not state that bridge 10% or 20% is completed it should state facts similar to these:"The fundations are finished" "Arch has being poured" Completed with the exception of parapet walls."

3. He stated that Lt. Desiderio left a number of men unpaid when the Army left. The details can be obtained from HQ. 52 CRE at Arce (near Frossinone) or from 277 O.C. Works Section, about 10 miles South of Rome, on Highway N° 6, from Major Riley. Feldman states that they were set up to take over from Lt. Desiderio on a certain date and that the Army told them to get out.

4. He wants contracts let on N° 6 from beginning to 11 Km. South of Cassino.

5. He spoke of the strike of the cantonieri on Highway N° 85 because they didn't get 65 lire a day the same as the Army is paying.

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6. He seemed much concerned about the moving of an officer from the Northern Part of Region III. He has heard that Feldman is to be withdrawn from Region III.

7. He wants some kind of check set up on the cement that is left after a project is finished so that it can be moved to another project.

N.W. Hyland.

N.W. HYLAND
Major, [redacted] Spec. Res.
Area Engineer. PW&U.S/C

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

24 July 1944

Report on Inspection Trip to Aquila.

The writer proceeded from Rome via Highway No 4 to Rieti and Aquila, with the intention of reaching Pescara. Unfortunately due to car trouble it was necessary to stay for one day and two nights (18 and 19 July) in Aquila. However, by borrowing a jeep it was possible to see some of the problems of this province.

In general the condition of the surface of Highway 4 is fair but there are long stretches which require immediate attention or major failure will result. There are 5 small bridges destroyed on the stretch between Rome and st' di Fara Sabina and two more in the neighbourhood of the latter place. The bridges over the Fiume Corno and adjacent to Montelsone are also destroyed, the latter necessitates using a narrow and steep diversion of some 5 or 6 Km., returning to Route 4 close to Fontana. The road from Rieti to Aquila is fairly good except for a cliff demolition which is being fixed by local labor.

The problem of communications in Aquila Province is serious. The Provincial Commissioner, (Lt. Col. Smith), has instructed his local Genio Civile to proceed with two bridges on Route 5 which is not designated a military route at this point. The bridges are located at K.R. 880929 and 790935. Work has started at the former and a timber trestle is being constructed alongside the old bridge. This trestle will probably carry civilian traffic up to about 8 tons, but work should be commenced immediately on the permanent structure as the trestle will not stand flood conditions. A bad blow on the mountain side west of Popoli on Route 5 is being fixed in a satisfactory manner.

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In conversation with the Provincial Commissioner (Aquila) he is particularly interested in two roads i.e. Avazzano-Tora and Avezzano-Rome. These roads are covered in my report of 28. June 44, and are necessary to get the surplus potato crop to market.

An administrative difficulty has arisen through the fact that Aquila is the HQ. of the Capo di Compartimento of Genio Civile and also of Compartimental A.A.F.S. Col. Smith's normal contact is of course the provincial Genio Civile (Engr. Brunili), but this official is completely ignorant of the A.A.F.S. organisation and is handicapped by being of subordinate rank to the Capo of A.A.F.S. I feel that the arrival of Major, Foden will simplify matters as he can deal with all officials as Regional Officer, but some instructions must be issued by Sig. Tiezzano if the local provincial engineer (Brunili) is not to be completely by passed.

The Capo of AAFS appears to have control of his highways and it will probably be in our interest to permit him to continue as formerly but placing the Provincial Genio Civile under him for road work and the Compartimento Genio Civile over him for supervision.

V.F.THOMPSON
Lt. Col. A.C.A.S.
Chief, Public Wks. Div. ACC.

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

17 July 44

SUMMARY OF ACTIVITIES DURING JUNE 1944.

1. Remarks.

(I) The work of the Sub-Commission in June was marked, from the middle of the month, by a change of importance: viz. complete integration of all activities under the respective Regional Engineers. Specialist officers formerly on duty in different parts of Central and Southern Italy, working to a large extent in direct contact with Headquarters, were brought together in the various Regions under a single head, viz. the Regional Engineer. Hence, from the 15 June onwards that officer has under his control such widely diversified engineering projects as highways reconstruction, bridge design and construction, water-works, reclamation schemes and malaria control, gas-works, main drainage, canals and irrigation, buildings and structures generally, works in docks and harbors, and electrical problems with their various specialized features (including systems of rationing power-supplies). No single individual can be an expert in more than one or two of these, but an endeavour has been made to provide each Regional Engineer with a properly balanced "team" so that he may be in a position, though accepting responsibility, to hand over details of the problems confronting him to his various experts. He also has a senior Genio Civile engineer to assist, and to take executive action.

(II) Pages 2 and 3 of the May Report under the heading "Regions" set out the difficulties of the position as it had existed up to that time, viz. Public Works, both in policy and execution, were developing on wrong lines in certain Regions. There was absence of central control. There was a certain amount of overlapping coupled with divided responsibility and misunderstandings were arising as to whether this, that, or another Specialist Officer was responsible (in whole or in part) to the particular Region where he happened to be employed, or to the Headquarters of the Sub-Commission. The same paragraph of the May report also indicated how and why the position had arisen under which engineering control remained in divided hands. It is unnecessary to deal with that aspect in this report, and it is sufficient to say that early in June the Executive Commissioner approved, in general terms, the proposal of the Director of the Sub-Commission that its activities should, so far as possible, be coordinated and integrated under the various Regional Engineers.

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(III) A conference of all Regional Engineers at Headquarters (arranged through Regional Commissioners) was held on 12 June, and was continued on the following day in the form of more individual discussions on current problems. There was full discussion at the meeting. A uniform system of procedure was agreed on as to control of specialist personnel (e.g. general Public Works, electrical, highways and bridges and so on) and as to responsibility for equipment handed over in considerable quantities by the Armed Forces for the special task of rehabilitation of military highways and bridges; also concerning heavy engineering equipment shortly expected from the U.S., which is estimated (as to dead-weight alone) to be of

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the order of 3500 to 4000 tons. Maintenance and use of it by the Italian Genio Civile were discussed. Regional Engineers were asked to do everything possible to save the time of the Genio Civile engineers, in their respective Regions, by ensuring that plans, calculations, and estimates are only prepared for projects that (by reason of their nature and urgency) have a chance from the time of their initiation of receiving final sanction.

(IV) As to this the Genio Civile had complained, and with justification, that in recent months Civil Affairs Officers and Provincial Commissioners and in some cases Italian officials of other Departments, had insisted on the preparation of projects in detail merely because they themselves had a particular interest in getting a certain scheme through. A duty is now laid on the Regional Engineer to protect the Genio Civile from this wasteful procedure, and to "screen" the various projects in their early stages after discussing them with the Regional Commissioner on the one hand, and with the appropriate representative of the Armed Forces on the other. By this means only the most essential projects will find their way through Italian channels to the Minister of Public Works for sanction; or, in the case of numerous projects involving the use of controlled or critical structural materials, for final approval at the H.Q. of the Sub-Commission. In the latter case it is customary, needless to add, for the head of the Sub-Commission particularly concerned to be consulted.

(V) A systematised form for the submission of Regional Engineers' monthly reports was worked out, and also uniform procedure for obtaining supplies, plant, and materials. As to the latter, if there are adequate reasons for going ahead with a particular scheme and both labour and materials are available locally, Regional Engineers were instructed to carry on; subject, of course, to an undertaking from the Italian side to finance it. As to controlled materials application will be made on the proper forms (finally dealt with by Industry and Commerce Sub-Commission), whilst the H.Q. of this Sub-Commission will specially requisition materials or plant that may have to be imported. Warning was given that the latter class of imports may take weeks or months to obtain, hence the necessity to look well ahead. Contract forms and documents were standardized, and a miscellaneous number of other questions were clarified, including that of supplemental food rations to contractors' employees engaged on heavy manual work.

Generally the conference, the first of its kind, was of much value and it will be followed by others. The next one has been provisionally arranged for the 24 July, and will probably take

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in getting a certain scheme through. A duty is now laid on the Regional Engineer to protect the Genio Civile from this wasteful procedure, and to "screen" the various projects in their early stages after discussing them with the Regional Commissioner on the one hand, and with the appropriate representative of the Armed Forces on the other. By this means only the most essential projects will find their way through Italian channels to the Minister of Public Works for sanction; or, in the case of numerous projects involving the use of controlled or critical structural materials, for final approval at the H.Q. of the Sub-Commission. In the latter case it is customary, needless to add, for the head of the Sub-Commission particularly concerned to be consulted.

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Generally the conference, the first of its kind, was of much value and it will be followed by others. The next one has been provisionally arranged for the 24 July, and will probably take place in Rome.

(VI) Since the date of the new organization (15 June 1944) there has already been a marked change for the better, i.e. a diminution in the mass of detailed work that has had to be dealt with at H.Q., often by senior officers, whose time can now be profitably given to more important matters whether of policy, finance, or of an essentially technical nature. Further, and perhaps of even greater importance, the new system will enable the four senior officers at H.Q. to get away on much more frequent tours of inspection. For too long a period they have, in a way, been "chained to their desks".

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Changes indicated in the May Report under which Lt.Col.LAPPEN took over control of Public Utilities in addition to his responsibilities in the field of electrical engineering, and Lt.Col. THOMPSON responsibility for military highways and bridges in addition to general public works, are working well and will continue. These officers have two or three specialist engineers at their immediate disposal, available to go out at any time for investigations, or to give assistance to any Regional Engineer requiring them. Another advantage arising from decentralisation has also been a diminution in the number of subjects for discussion at frequent meetings with Sig. Tizzano (Director General, Italian Public Works Department) and with the Minister of Public Works.

(VII) The new Minister, appointed in May, is Sig. Mancini and he paid a call on the Director, accompanied by Sig. Tizzano, on the 23 June.

He was then in process of familiarising himself with the work of his Department, and did not seem to know much about it. This was unfortunate but understandable, and it may be that within a few weeks he will get the same grip of the situation as was achieved by his immediate predecessor, Sig. Tarchiani, who was only in office less than 2 months.

The new Minister appeared to have certain rather vague ideas about altering, or perhaps even reducing, the status and responsibilities of Sig. Tizzano. Secchaly, he talked of the possibility of the re-establishment in the near future in Rome of a kind of " Superior Technical Council". Under the former regime, and perhaps even prior to it, this Council was composed of experts dealing with the more intricate engineering problems, according final technical approval to projects of major importance, and also questions of public works policy and finance.

As to the first of these it was made clear to the Minister that for a considerable time Sig. Tizzano, the present Director General, has been of the greatest possible assistance. He is competent, energetic, and has assisted in every possible way. It was made clear that any change in the status of this official would be regretted. As to the second point, the Minister was told that in the present state of his Department, which is only now slowly emerging from a state of complete chaos, the re-establishment of a Superior Council (under whatever name) is unnecessary. He was told that the HQ. of this Sub-Commission does, in fact, take the place of any such Council both in theory and in practice. And that if efficiency is to be restored and urgently needed public works and repairs projects (these needed on a great scale) are to go ahead expeditiously, we would wish to deal with nobody other than he himself (the Minister) and with Sig. Tizzano.

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(VII) The new Minister, appointed in May, is Sig. [illegible] and he paid a call on the Director, accompanied by Sig. Tizzano, on the 23 June.

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The Minister did take energetic action in more than one direction, following the meeting on 23 June. Specific and well-founded complaints, supported by documentary evidence, having been furnished to him concerning the unsatisfactory conduct of certain minor officials, he despatched telegrams dismissing them from the Service within two or three days.

(VIII) Para 2 of this report gives lists of officers as on the 30 June 1944, together with comments at the end indicating transfers or alterations contemplated. It will be seen that there have been changes since May. Officers shown at H.Q. and on temporary duty

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elsewhere, para 2 (A) are reduced, and para (B) is increased, i.e. Regional Staffs.

The numbers shown are 20 and 41 respectively, giving a total of 61 as on 30 June 1944. Personnel questions took up a large amount of time in June, due to the rapid moves of the Armies and advanced planning for the new Regions. (Mr. Grady made it clear at two recent conferences that no additional military personnel can be expected, but there is a possibility that civilian experts may be recruited and sent to Italy.) On the 11 June the Executive Commissioner provisionally allocated, following discussions with the Deputy-Director of the Sub-Commission, a basic minimum of Engineer officers to cover the whole of the 12 Regions together with Rome, i.e. on the assumption that the number then existing might not be increased.

This entailed a drastic reduction in certain Regions that have been long established, almost below the safety margin. A second assumption, laid down by the Executive Commissioner, was that Public Works officers now with A.M.G. 5th and 8th Armies may eventually be available for the staffing of the Regions.

Towards the end of the month (June) officers additional to the two already assigned to Region VIII were being asked for, together with officers for the setting up of Region IX.

Provisionally, the total number of engineer officers is put at 74, with about 60 in the Regions, more or less, and the balance at H.Q.

2. Nominal Roll of Officers.

(A) At Headquarters, and on temporary duty elsewhere:-

Lieut-Colonel L.A. Jenny, C.E.	(A) Director, Sub-Commission
Lieut-Colonel G.E. Rhodes, R.E.	(B) Deputy Director, Sub-Commission
Public Works Division.	
Lieut-Col. V.S. Thompson, R.C.E.	(B) Chief, Public Works Div.
1st Lt. R.W. Shepherd	(A) Asst. to Chief, P.W. Div.
Major N.W. Hyland	(A) P.W.O. South.
Major C.L. Hasic	(A) P.W.O. North.
Capt. W.R. Gentry	(A) Awaiting assignment to Requisition Div.
Utilities & Adm. Div.	
Lieut-Col. W.K. Lapper	(B) Chief, Utilities & Adm. Div.
Capt. L.W. Laughlin	(A) Asst. to Chief, Util. & Adm. Div.
	(B) Headquarters,

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might not be increased.

This entailed a drastic reduction in certain Regions that have been long established, almost below the safety margin. A second assumption, laid down by the Executive Commissioner, was that Public Works officers now with A.M.G. 5th and 8th Armies may eventually be available for the staffing of the Regions.

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Utilities & Adm. Div.

Lieut-Col. W.M. Lapper	(B) Chief, Utilities & Adm. Div.
Capt. L.W. Laughlin	(A) Asst. to Chief, Util. & Adm. Div.
Major H.W. Westwood	(B) Headquarters.
Capt. E.H. Rogers	(A) T/D Rome Region.
Capt. A.E. Preedy	(B) Headquarters.
Lieut.C.W. Atkins	(B) Headquarters.
Major M.O. Wooster	(A) Elec. Util. Officer.
Major E.J. Barry	(A) HQ., att. P.B.S.
Major V.S. Renton	(A) HQ., att. Palermo.
Capt. H.J. Rosson	(A) T/D Region IV.
Capt. R.A. Ryan	(A) Elect. Util. Officer, South.
Major H. Larson	(A) T/D Region IV.
Major R.A. Bell.	(A) Elect. Util. Officer.

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(2) On present information and subject to correction the following Public Works Officers are permanently assigned to Regions as shown:

Region I.	Lieut-Col. C.P.Bolick	(A) Regional Engineer Officer.
	Major D.A. Boyd	(B) Public Works Officer.
	Major A. Crowther	(B) Elec. Util. Officer.
	Major W.H. Gamble	(B) Highways.
Region II.	Major W. Knight	(B) Regional Engineer Officer.
	Lt. J.W.L. Butcher	(B) Elec. Util. Officer.
Region III.	Lt-Col. L.J. Hensley	(A) Regional Engineer Officer.
	Major L.R. Denning	(B) Public Works Officer.
	Capt. R.P. Wooster	(A) Highways.
	Capt. R.N.J.Hibbard	(B) Highways.
	Capt. E.B. Feldman	(A) Highways.
	Capt. A.G.A. Saul	(B) Highways.
	1st. Lt. P.A.Sbrolla	(A) Elec. Util. Officer.
Region IV.	Colonel E.J.Edwards	(B) Regional Engineer Officer.
	Lt-Col. G.de C.E. Findlay	(B) Public Works Officer.
	Major A.G. Evans	(B) Public Works Officer.
	Capt. T.E. Spriggs	(A) Public Works Officer.
	Capt. J.F.C.Wilson-Heathcote	(B) Public Works Officer.
	Lt-Col J.E. Lreth	(A) Attached from Rome Region.
	Capt. P.R.C. Stephens	(B) Attached from Rome Region.
	Major A.G. Perley	(B) Highways.
	Capt. T.R. Brownlee	(A) Highways.
Rome Region.	Lt-Col. C.R.Birchett	(A) Engineer Officer.
	Major A.E. Michel	(A) Public Works Officer.
	Major G.P. Buckley	(B) Public Works Officer.
	Major J.C. Rively	(A) Public Works Officer.
	Capt. D.M. Gaither	(A) Public Works Officer.
	Lieut. E.P. Wade-Brown	(B) Elec.Util. Officer.
Region V	Major C.A. Latimer	(A) Regional Engineer Officer.
	Major J.E. Fadon	(B) Public Works Officer.
	1st. Lt. J.H. Walsh	(A) Public Works Officer.
	Major J.S. Bennett	(B) Elec. Util. Officer.
	Major G. Boucher	(B) Highways.
	Capt. J.L. Lambie	(B) Highways.
	Capt. R.M. Walker	(B) Highways.
Region VI.	Major W.M. Spann	(A) Regional Engineer Officer.
	Capt. E.E. Smith	(A) Public Works Officer.
Region VII.	Major W.F. Chamberlin	(A) Regional Engineer Officer.
Region VIII.	Major P.S.L. Lee	(B) Regional Engineer Officer.
	Capt. F.D. Kalv	(A) Elec. Util. Officer.
	Lt. L.J. Hodges	(B) P.W. Officer.

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	Capt. A.G.A. Saul	(B)	Highways.
	1st. Lt. F.A.Sorella	(A)	Elec. Util. Officer.
Region IV.	Colonel E.J.Edwards	(B)	Regional Engineer Officer.
	Lt-Col. G.de C.E. Findlay	(B)	Public Works Officer.
	Major A.G. Evans	(B)	Public Works Officer.
	Capt. T.F. Spriggs	(A)	Public Works Officer.
	Capt. J.G.C.Wilson-Heathcote	(B)	Public Works Officer.
	Lt-Col J.E. Breth	(A)	Attached from Rome Region.
	Capt. P.R.C. Stephens	(B)	Attached from Rome Region.
	Major A.G. Perley	(B)	Highways.
	Capt. T.R. Brownlee	(A)	Highways.
Rome Region.	Lt-Col. C.R.Birchett	(A)	Engineer Officer.
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	Major G.P. Buckley	(B)	Public Works Officer.
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	Capt. D.M. Gaither	(A)	Public Works Officer.
	Lieut. E.P. Wade-Brown	(B)	Elec.Util. Officer.
Region V	Major C.A. Latimer	(A)	Regional Engineer Officer.
	Major J.E. Fodon	(B)	Public Works Officer.
	1st. Lt. J.H. Walsh	(A)	Public Works Officer.
	Major J.C. Bennett	(B)	Elec. Util. Officer.
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Region VIII.	Major P.S.L. Lee	(B)	Regional Engineer Officer.
	Capt. P.D. Kalv	(A)	Elec. Util. Officer.
	Lt. L.J. Hodges	(B)	P.W. Officer.

Remarks.

(a) Major W.N. Gamble (B) assigned to Region I as Highways Officer.

(b) Capt. R.N.J. Hibberd, Capt. E.B. Feldman, Capt. A.G.A. Saul and Capt. R.P. Webber assigned to Region III as Highways Officers.

(c) Lt.Col. J.E. Breth, Capt. P.R.C. Stephens attached Region IV

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pending assignment from Rome Region. Major A.G. Parley and Capt. T.R. Browdle assigned to Region IV as Highway Officers. Capt. E.H. Rogers attached Rome Region pending assignment.

(d) Major C. Boucher, Capt. J.L. Lambie and Capt. R.M. Walker assigned to Region V as Highway Officers.

(e) Major F.S.L. Lee, Capt. P.D. Kalv and Lieut. L.J. Hodges assigned to Region VIII as Regional Engineer, Elect. Utility Officer and P.W. Officer respectively.

(f) Capt. R.A. Ryan now assigned this HQ. from Region III.

(g) Major R.A. Bell (A) reported this HQ. awaiting assignment to this Sub-Commission.

(h) Major H. Larson, Hydraulic Engineer, loaned to Region IV (Pontine Marshes).

3. Rome.

(I) The position as it stood at the end of May was outlined in Para. 3 of the report for that month. Somewhat conflicting reports were received in the first half of June concerning the condition of engineering services and public utilities, and more particularly water and power supplies (electricity). The latter was emphasized by a special signal from the 5th Army on the 12 June to H.Q. A.A.I., with a copy to A.C.C., stating that they were concerned about the need for a proper system of electrical rationing, i.e. the elimination of power and other users of current not essential to the war effort, so that supplies might be available for military needs, for the functioning of public utilities (e.g. water pumping, sewage pumping, trams and railways) together with certain essential war industries. (The way in which this rationing has been operated for some months in Central and Southern Italy was indicated in Para. 6 of the Sub-Commission's May Report, and in greater detail in the April Report; these may be referred to.)

(II) Accordingly, Lt. Col. Jenny (Director) and Lt.Col.Lapper (Utilities and Administrative Division) together with Sig. Tiezano (Director-General, Italian Public Works) visited Rome between the 18th and 22nd June. There were conferences at the Ministry of Public Works, and at the H.Q. of Rome Region and Region IV. There were also meetings with Lt.Col. Cockerton, the British C.R.E. A certain amount of misunderstanding and overlapping was found to exist concerning executive control of the City's engineer services and public works generally, and an effort was made to arrive at a regular system. A joint control with regard to electric power,

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The following matters are of interest :-

(a) Owing to damage to hydro-electric stations and power transmission lines there was a "serious shortage" of electricity. Rome was largely isolated from transmitted supplies, and dependent on one Diesel and two thermal stations (coal, steam-driven) in the City. These provide only about 30.000 KW, or 1/3 of normal requirements. Arrangements are being made to increase output to 40.000 KW by certain inter-connections between boiler-houses at the power plant.

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(e) Initial steps were taken to set up a rationing scheme for power and lighting with a nucleus of specialist officers.

(c) Region IV engineering staff was reinforced from this H.Q. by specialist officers to deal with water supply problems (outside the City Area), and with problems of land drainage in the Pontine Marshes.

(d) The Central Electrical Board having moved to Rome, and also M.Q. A.A.I., Lt-Col. Lapper returned permanently to Rome at the end of June in order to take charge of the urgent electrical and other public utility problems.

(e) Dredgers were sent down to the lower end of Pontine Marshes to clear out blocked waterways, and arrangements made for extensive labour and equipment to repair dykes and embankments.

(f) Inspections were made of the thermal power stations near the City, but an attempt to inspect the hydro-electric plant northwards at Terni was frustrated because of damaged bridges, both on main and secondary highways.

(iii) Mention has been made in previous reports of the considerable preparatory effort involved in rebuilding the power transmission line from a point near Minturno, north of the River Garigliano, to Rome. (Refer to Para. 2 of the March Report, Page 7 of the April Report and Para.6 (g) of the May Report.) On 9 June a decision was arrived at by the Armies that the transmission line would not be needed, not being regarded now as an urgent military necessity. Work was accordingly suspended, and the large materials-dump that had been established at a point between Naples and Minturno is being held in reserve for other military purposes.

4. Tours of Inspection etc.

(i) The Director of the Sub-Commission twice made arrangements to visit Sardinia in June, but on each occasion it had to be postponed because of change of Minister (Sig. Tarchiani had intended to accompany him) and because of more urgent matters requiring attention consequent on the taking of Rome.

(ii) In Para. 4 of the last report (May) it was noted that an inspection tour in the middle of that month to Campobasso, Foggia, Bari and Potenza had shown somewhat unsatisfactory progress in the reconstruction of military highways and bridges. Remedial measures mentioned in the last report have produced better results; though Sig. Tizzano and his superior engineering staff are still faced with many real difficulties. One thing is certain, and this is said with a full sense of responsibility, viz. a considerable

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The matter of their salary scales and travel-allowances is one wholly for the Italian Government. But is is necessary to put on record, after many months experience, that if nothing is done for them their "esprit de corps", their initiative and keenness, and perhaps even their health will irreparably suffer. Whatever is done by the Italian Government will have to be on a reasonable and substantial scale. Continuance of the present unfortunate conditions acts as a strong brake on the efforts that this Sub-Commission had made, and is continuing to make, towards restoring the Italian Public Works Services to a state of reasonable efficiency.

5. Highways and Bridges (Military Priority Lists) and Public Works.

(i) At the end of May, 15 important bridges on main routes were under construction; and during June, 16 others were approved as to plans and designs, and contracts were let. Preliminary surveys show that an extensive bridge reconstruction program will have to be undertaken in the recently liberated territory east and north of Rome . Shortage of Bailey bridge equipment (portable) with the Armies will convert the problem into an extremely urgent one, since these Bailey bridges are continually having to be taken out and removed to areas farther north. Several of the larger bridges mentioned in previous reports, including the large bridge at Benevento, were practically completed in June.

Peninsular-Base Section handed over to the Sub-Commission an additional 125 miles of State and Provincial highways (of military importance) during the month.

(ii) A short 2-day inspection trip, made by Lt.Col.Thompson and Major Hasic on June 26-27, revealed considerable damage on important roads east and north of Rome. South of Rome, however, Routes 6 and 7 are generally in considerably better condition than might have been expected. With the activation of Regions IV and VIII and shortly Region IX, plus the northward thrust in Region V, highway and bridge responsibilities are increasing rapidly but detailed information is not yet available.
At the end of May quarries under direct operation numbered 8, making contractors independent of Army supplies of roadmaking material. In June another quarry was taken over at Grotta Minarda which will afford supplies for repairs on the important highway through Ariano.

(iii) A principal difficulty for some time has been not that of finding contractors of competence, but to find those with some engineering equipment. In recently liberated areas it is known there are numbers of new firms who can be called on, particularly in the vicinity

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(iv) Some Regions, and particularly Region III, have had difficulty in keeping contractors transport supplied with petrol and the problem was intensified by the taking over of 80 -three ton trucks from District 3 (Army) for work on military roads. A similar number also handed over by District 2. They are being operated by the Genio Civile under the Regional Engineer's supervision. There have been other administrative difficulties apart

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from petrol supplies but it is expected that they will be overcome shortly. In the meantime it is satisfactory to report that the transport situation is now greatly improved, and Italian personnel are being trained to handle the more valuable equipment expected shortly from the U.S.

(v) Midday meals continue to be served to their men by contractors, under the special arrangements made. The new supplementary ration cards are being generally used.

(vi) Up to the end of May the total value of contracts let was about 250,000,000 lire (as then reported), and by the end of June the figure had risen to nearly 352,000,000 lire. This included over 6,000,000 lire of miscellaneous work, distinct from highways and bridges.

Additional Details.

(vii) Para.15 (A) of the May report noted that a more simplified system of returns from the Genio Civile had been arranged, monthly in arrear. They have done the best they can under the circumstances. Communications are poor, there is shortage of experienced personnel, and recent disorganisation if not demoralisation of the whole Service has even now only reached a state of"early convalescence". Returns submitted at the end of May, covering a 6 weeks period from 16 March to 30 April, dealt with only 5 Provinces in Central Italy and two in South Italy. For the latter area comparable information from 8 Provinces was missing, and also from Sicily and Sardinia. The following brief summary covers, therefore, only part of a much larger whole. A percentage probably not exceeding 25%. Nevertheless, even with its limited usefulness, it is interesting to note that :

(viii) In the 7 Provinces of Naples, Avellino, Benevento, Campobasso, Foggia, Potenza and Reggio there were some months ago 640 road interruptions on State and Provincial roads (the majority of these being outside the classification of " military highways"). These included anything from small or medium sized culverts under the roads, to bridges of complicated construction and with large spans. In the 2 Southern Provinces there were 150 such places of which 35 were large bridges, 25 medium, and 90 small (including the culverts) . By the end of April 71 had been restored and 29 were in hand, making a total of 100. In the Northern Provinces mentioned, there were 490 such places, 59 large span bridges and 41 bridges of medium span (i.e. over 30 feet.) Of the 59 large bridges, 41 were under reconstruction at the end of April together with 90 of the others; a total of 131. At most of the culverts or small bridges temporary diversions or crossing [illegible] has been made, these involving no technical problem, [illegible] reconstruct-

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(ix) Only 9 of the larger bridges were of steel construction. Of the remainder more than 90% were in arch -masonry, and this is being followed in the rebuilding. A small proportion were in reinforced-concrete either in the form of girders or arches, but only 7 have been so rebuilt. In Central -Italy, 36 bridges have had

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to be reconstructed temporarily in timber, and 9 in the 2 Provinces in South Italy.

(x) In the 5 Provinces during the 6 weeks period mentioned, 7 large bridges were finally completed, 12 medium ones and 76 of the smaller ones, including culverts.

(xi) On a length of 840 Kms. on 31 state roads in Central Italy, over 18.4 million lire were spent during the 6 weeks period, making a total of 47.9 M.L. since the beginning of the special repair works this year. In Avellino Province, 3.1 million lire had been expended up to the end of April, of which only a small fraction represented bridges. In Benevento Province, 15 million lire were spent in total, and nearly 8 million lire during the 6 weeks period;this was on 2 6 Kms.of roads, of which 64 Kms. had been fully reconstructed In Campobasso Province 3.8 million lire were spent during the period with a total of 6.8 million lire since the works started. Smaller sums were spent in Foggia Province; in Naples Province there was an expenditure during the 6 weeks of 18.6 million lire, nearly all on a total length of 216 Kms. of which 61 Kms. were finished by the end of April. (These figures include work on bridges).

(xii) In the 5 Provinces during the 6 weeks, over 27 million lire were spent on miscellaneous works,including buildings, and 20 million lire on debris clearance and the demolition of dangerous buildings. About 6 million lire were expended on works of "first aid repairs". By far the greater proportion of these classes of expenditure was incurred in Naples Province. On miscellaneous works 27 million lire were spent during the 6 weeks, Naples Province being responsible for about 25 million lire of this. The sum included over 10 million lire on anti-malaria control measures, 3 million lire on repair works following the Vesuvius eruption, and over 2 million lire on sewers-reconstruction.

(xiii) Since the beginning of the year in the 2 Southern Provinces mentioned, total expenditure was 13 million lire of which 9.4 were spent on bridges.

NOTE: The above details (vii) to (xiii) are only a 25% cross - section of one phase of works in hand, under the general control of Regional Engineers.

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with a total of 8.6 million lire since the works started. Smaller sums were spent in Foggia Province; in Naples Province there was an expenditure during the 6 weeks of 18.6 million lire, mainly all on a total length of 216 Kms. of which 61 Kms. were finished by the end of April. (These figures include work on bridges).

(xii) In the 5 Provinces during the 6 weeks, over 27 million lire were spent on miscellaneous works, including buildings, and 20 million lire on debris clearance and the demolition of dangerous buildings. About 6 million lire were expended on works of " first aid repairs". By far the greater proportion of these classes of expenditure was incurred in Naples Province. On miscellaneous works 27 million lire were spent during the 6 weeks, Naples Province being responsible for about 25 million lire of this. The sum included over 10 million lire on anti-malaria control measures, 3 million lire on repair works following the Vesuvius eruption, and over 2 million lire on sewers-reconstruction.

(xiii) Since the beginning of the year in the 2 Southern Provinces mentioned, total expenditure was 13 million lire of which 9.4 were spent on bridges.

NOTE: The above details (vii) to (xiii) are only a 25% cross - section of one phase of works in hand, under the general control of Regional Engineers.

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6. Roads.

(i) Including the additional length of roads and bridges already maintained, handed over by P.B.S. to the Sub-Commission in June, there were other lengths handed over by the 5th Army; total 775 miles.

(ii) The Minister of Public Works raised a question as to how far war damage repairs to privately owned properties might go, under approvals to be issued by his Department.

Our views (expressed to him) were to the effect that we saw no reason why these should not go ahead to a reasonable extent (since they have a direct bearing on morale and health) but that their execution must be conditioned by two things:-

(a) to be confined strictly to "first aid repairs", and

(b) no item of controlled and critical structural materials to be used, e.g. steel, timber, cement, etc., except that in some cases salvaged material may be re-used.

(iii) Difficulty and dangers having been encountered by Regional Engineers, the Genio Civile, and their contractors through the presence of mines and booby-traps at various bridge and sites under reconstruction, the Director of Works, H.Q., A.A.I. was addressed on the 14 June. To safeguard the position the Chief Engineer, at H.Q., A.A.I. (a Major General) has laid down a specific procedure, and this is being communicated to all concerned. In addition Region IV, in a telegram dated 20 June to H.Q., A.C.C. stated that both harvesting and public works operations were being hindered by these mines. A letter was accordingly drafted early in July for the Executive Commissioner's signature addressed to all Regional Commissioners (Executive Commissioner's Ref. A36/37/CA) conveying the information supplied, together with diagrams and sketches showing the standard markings applicable to minefields.

(iv) During the month Capt. Feldman, engaged on highways and bridges with present location at Caserta, discovered in certain excavations the remains of a very ancient bridge, which appeared likely to be of historical and antiquarian interest. He communicated immediately with the Monuments and Fine Arts Sub-Commission who concurred, following an inspection by one of their experts. The full story is in the records of that Sub-Commission, and it is perhaps unnecessary to deal with it further in this report. Similar conditions may be found in future operations and Regional Engineers and their staffs are being instructed to exercise particular care in all excavation and foundation operations, and immediately to notify the M. and F.A. Sub-Commission.

(v) A special technical report was furnished to Economic Section (including a block of 1 pre-war ships in Naples (lately known as the M.A.T.B.R.) to resolve the difficulty about requisitioning by the Armies (N.E.A.F.) and to allow certain amount of heavy engineering repairs still to proceed for various transport undertakings in and around the City (viz. Metro railways, local railways, trams and filobus services.)

(vi) The Public Safety Sub-Commission called for additional accommodation to [illegible] prisoners, scattered over South Italy. They furnished priority

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(a) to be confined strictly to 'first aid repairs', and

(b) no item of controlled and critical structural materials to be used, e.g. steel, timber, cement, etc., except that in some cases salvaged material may be re-used.

(iii) Difficulty and dangers having been encountered by Regional Engineers, the Genio Civile, and their contractors through the presence of mines and booby-traps at various bridge and sites under reconstruction, the Director of Works, M.G., A.A.I. was addressed on the 1st June. To safeguard the position the Chief Engineer, at H.Q., A.A.I. (a Major General) has laid down a specific procedure, and this is being communicated to all concerned. In addition Region IV, in a telegram dated 28 June to H.Q., A.C.C. stated that both harvesting and public works operations were being hindered by these mines. A letter was accordingly drafted only in July for the Executive Commissioner's signature addressed to all Regional Commissioners (Executive Commissioner's Ref. 435/57/CA) conveying the information supplied, together with diagrams and sketches showing the standard markings applicable to minefields.

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(v) A special technical report was furnished to Economic Section according a block of large warehouses in Naples (locally known as the M.A.F.S.E.) to resolve the difficulty about requisitioning by the Armies (A.F.H.Q.) and to allow a certain amount of heavy engineering repairs still to proceed for various transport undertakings in and around the City (viz. State railways, local railways, trams, and filibus services.)

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(vi) The Public Safety Sub-Commission called for additional accommodation to serve over 3200 prisoners, scattered over South Italy. They furnished priority lists and a general indication of their requirements. The schemes concern four Regions. Plans and estimates are now in preparation under the respective Regional Engineers and Genio Civile. One scheme has already been started (at Reggio Calabria).

(vii) Referring to Para.12 (b) of the Sub-Commission's April Report, which gave an outline of the position following the eruption of Vesuvius in March and a proposed expenditure of 370 million lire for remedial measures, the Genio Civile have not yet made up their minds about those parts of the schemes that are of pressing urgency, nor as to the sum of money immediately to be spent. Fuller details are awaited. In the meantime, mostly in April and May, the roads and streets were fully cleared of the deposits of ash and cinders, and also roofs that had been rendered unsafe by reason of the added weight of the deposits.

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(viii) The Cuma water scheme, referred to in Para.1, Page 2 of the Key Report is well in hand.

(ix) Previous reports mentioned the effort being made to induce the Ministry of Public Works (Genio Civile) to undertake a rational scheme of Town Planning in various wrecked cities such as Messina, Cagliari and others, and in the industrial and port areas of Naples. It would be regrettable if these places with many narrow streets, and areas unsuited to modern conditions, should be rebuilt in the way they have existed for hundreds of years. The problem is a major one, involving as it does immeasurable questions of policy, Italian law, financial compensation, property rights, and similar things; all these distinct from the purely engineering and structural aspects.

Italy is far behind other countries in this matter, and probably lacks the type of expert (now possessed by most other countries) competent to deal with schemes of such complexity. It is recognised that it is no part of the work of A.C.C. nor of this Sub-Commission to do more than make a few reasonable, and strictly practical, suggestions to the Italian authorities about it. This has been done, but little headway can be made with changing political conditions under which there have been 3 separate Ministers of Public Works in the last few months. Nevertheless, a beginning has been made by way of preliminary surveys showing on certain town-plans those areas that have been completely wrecked, together with other areas 75%, 50% and 25% damaged. This is a first and basic approach to the problem. Plans furnished are being examined, and it is hoped they may form a foundation on which some future Italian Government can take the action that is so desperately needed. We have done no more than attempt to "put the idea into their heads."

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'7 . Damage to Public Utilities by Retreating Enemy.

The German practice is to make use of facilities available until the last moment, and then detonate explosive charges which have been placed in position for some time. With the exception of 2 steam-driven electric generating plants within the City of Rome , totalling about 30,000 to 40,000 HP, practically all generating stations both hydro-electric and steam-driven have been destroyed or seriously damaged. It is also their practice to destroy high - voltage sub-station transformers and equipment wherever these are adjacent to the power plants. There have been many instances where the enemy has removed copper-wire conductors and taken the metal away and a considerable number of transmission line towers have been destroyed. Curiously enough, however, aluminium cables have seldom been touched. Destruction by the enemy has usually been very thorough and systematic, the explosive charges being placed by experts familiar with power stations and their most vital spots. In some cases unbroken parts and pieces of equipment will have to be replaced completely. Hydro-electric stations will require complete generating sets, switchboards and cables. Sub-station transformers, oil circuit breakers and related equipment will be needed to control voltages from 150,000 volts downwards. There can be very little mass-ordering or mass-production for most of these things, since each unit or plant must be designed to suit a precise set of conditions, e.g. pressure of water under which plant will operate, volume of water, and many other things. An accurate estimate of the situation would require thorough study by a staff of competent engineers for any period up to 3 months.

The following gives an approximate average of war-damages as observed up to now in Sicily, South Italy and Central Italy :

	By Enemy	By Allied Operations
1. Electric Power & Light	90%	10%
2. Water	70%	30%
3. Gas	50%	50%
4. Main-drainage	50%	50%
5. Public Buildings & Factories	20%	80%

8. ELECTRICAL DIVISION.

(i) A considerable amount of work has been undertaken during the month. Hydro-electrical generating plant mentioned in previous reports has been moved from the Alto-Belice generating station near Palermo, Sicily, and arrived in Naples on 1 July 1944. This plant is being handed over to District III engineers who will complete the erection at Caiazzo, now that the Eighth Army have moved forward. The plant was dismantled and shipped to the mainland under the supervision of Major BENTON. There was considerable work involved in moving the plant from its location in the hills outside

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(ii) The project for the re-construction of the Naples - Rome transmission line was abandoned. A.C.C. and P.B.S. were to carry out this work and this Sub-Commission had already spent con -

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sitorable time in arranging for the supply of materials, financing, and supply and feeding of civilian labour. It was discovered however, that the Rome electricity supply, (from the San Paolo and Monte Martini generating stations) was sufficient to meet essential services and as the High Command considered the line was not now a military necessity, the project was abandoned. The material which is in considerable quantity and located in a dump near Naples will be utilised for other transmission lines, as required.

(iii) Arrangements for controlling supplies of electricity throughout Southern Italy are well in hand. Regular meetings are being held with the Italian Government Committees formed for this purpose, with Army Area Commands, and with the many power Companies involved. Regional electrical officers attend all meetings within their areas. More important meetings are attended by an officer from this H.Q. As the dry season has now commenced, it is necessary that a strict control be maintained on all supplies, so that available water in the reservoirs will last until the rainy season commences.

(iv) Meetings of the Electrical Committee of the Local Resources (Italian) Board were attended by Lt.Col. Lapper, who presented in graphical form the position of electricity supplies throughout Southern Italy. It was agreed by that Committee, on the recommendation of Lt. Col. Lapper, that in order to conserve water in the reservoirs the allocation of units should be reduced from 65 million KwH to 54.2 million KwH for the month of July 44. A careful watch on the reservoirs, and all allocation of electricity is accordingly being maintained. It is unlikely that the figure of 54.2 million units per month, the present consumption in Southern Italy, can be exceeded during the next 3 months. This, in effect, means that applications for new consumers, factory loads, etc. can only be accepted by cutting off present consumers on a lower priority.

(v) A meeting of the Anti-Inflation Commitee was held during the month which Lt.Col. Lapper attended and presented a report, as outlined above, pointing out that there will not be any additional electricity supplies available for new factories and that these can only come at the expense of existing factories.

(Vi) On 18 June Lt.Col. Jenny and Lt.Col.Lapper visited Rome and stayed 3 days (see para.3 above, details). It was clear that the Rome Region, although they had 3 electrical engineers, required further assistance in order to deal with electricity rationing; Capt. Laughlin of this Sub-Commission proceeded to Rome on 25 June and is now developing a scheme for rationing which will assure supplies being provided for all essential services. Region IV required further assistance on water and main-drainage problems and Major Larson was sent forward on 17 June 44 (at present working in the Pontine Marshes

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An officer of the Sub-Commission attended a conference called by the Economic Section in connection with the production of Sulphur in Sicily, since the sulphur mining operations are largely dependent upon electric power. Assurances were given that power will be available when needed, even if less essential users are curtailed.

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WATER.

Re-habilitation of the water supply of CAPUA (which also supplies the S.M.E. and the R.E.T.O.) - has made good progress. Works in hand under the direction of the Genio Civile have been periodically visited by an officer of this Sub-Commission. It was found necessary to assist the Genio Civile and its contractors by providing transport for materials.

Approval has been given for work on the restoration of the Simbrivio water works, which normally supply 24 Comunes (300.000 population) but are at present out of operation owing to demolition of an elevated aqueduct.

GAS.

On account of the coal situation it has not been possible generally to extend production and distribution during the past month; nor has it been possible to restore more gasworks to operation.

Consideration is being given to the maximum possible use of Sardinian coal in gas production : the matter is still under active investigation but it is feared that the further use of Sardinian coal will be so limited as to have little material effect in reducing imports of gas-coal.

PUBLIC UTILITY RATE ADJUSTMENTS - SUMMARY OF POSITION TO 30 JUNE 44

	Applications received for authority to increase charges.	Surcharges authorised	Referred to(and awaiting action by) Min. of Pub. Wks	Awaiting further data
Electricity Companies	12	9	1	2
Water Companies	4	4		
Gas Companies	4	2	2	

Note :

Fuller information regarding Public Utilities (electricity , water, gas , and main-drainage) is contained in Regional reports, herewith attached

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REGIONAL REPORTS.

9. Region I - Sicily .

(i) The head of the Genio Civile in Sicily had been reported for some months as an unsatisfactory official. The new one arrived in Palermo on 3 June, Sig. Russo, and early contacts indicate that he will be a great improvement on his predecessor. Under the revised system of procedure arranged at the Regional Engineer's Conference on 12 June, the Regional Engineer (Lt.Col. Bolick) approved a number of smaller projects in Sicily on which only local materials

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will be used.

(ii) Lists with description, location , and amounts of estimates covering 132 projects in Sicily are furnished. These cover some works going back to last November or December, but the majority of them have been approved and commenced in the last 4 months. The Regional Engineer's staff examined each project in detail before the Genio Civile began work. A considerable proportion are war damage repairs. Repairs to churches have only been carried out in cases where Monument and Fine Arts Sub-Commission have given special approval. Investigation of a new water scheme serving the town of San Cataro in Caltanisetta Province was made, including a reservoir. The scheme started as an unemployment relief work. There is an allegation that 4.5 million lire were approved by Lt. Col. Poletti, but there appears to be nothing in writing. The scheme was initiated without the Regional Engineer's knowledge. Actual merits of the scheme appear to be doubtful, and also the question as to where the money is now to come from. Lt. Col. Bolick would have known nothing about it but for the fact that he received (in June) an application for the release of 275 tons of cement. The project has been stopped for further investigations, technical and financial. Money spent to date is about 180,000 lire. Men working on the scheme are again unemployed. The Genio Civile and the Ministry of Finance representative are now trying to get at the facts. Bridge works and repairs to public buildings in Caltanisetta Province were found to be proceeding satisfactorily.

(iii) In Enna Province contracts were given last autumn for the reconstruction of 39 bridges. The whole programme should be completed by the end of September. There have been delays because numbers of workmen are suffering from malaria. The Provincial Medical Officer has been asked for supplies of atabrine, so that the contractors can give regular doses to their workmen. Many rough estimates of cost for various schemes, prepared hurriedly in 1943, have been found to be under estimates. Supplementary estimates are constantly having to be prepared. The Prefect of Enna Province receives about 4 ½ million lire per month for the relief of unemployment,i.e. by the carrying out of public works. These are done by the Communes. The Genio Civile was unaware of this up to very recently, when it was brought to their notice by the Regional Engineer. The latter considers the system to be a poor one, since there is no competent technical supervision and it is open to many abuses; In the face of some resistance the Regional Engineer took action with the collaboration of the Provincial Commissioner, so that in future this money will be spent under some sort of technical and financial control.

Additionally the Regional Engineer visited also Catania and Syracuse. Work is proceeding normally on bridges and public buildings and there are no special difficulties.

(iv) District I (Army) left Catania on June 13. This meant a

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(iv) District I (Army) left Catania on June 11. This meant a falling off in the amount of Military transport available for public works, but calls of various kinds on the Regional Engineer and his staff may in the future be substantially reduced.

On a length of nearly 40 Kms. between Messina and Syracuse 9½ million lire are being spent on special road repairs and nearly 3 million lire on a length of 14 Kms. Three new bridge contracts were let.

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: The disappearance of District I H.Q. has, the Regional Engineer reports, brought about a " marked change in the whole situation". Apart from transport curtailment, lists of priorities may be re-arranged and will be in different hands. The Regional Engineer had, by the end of June, decided not to encourage any further works involving heavy transport of materials, and particularly the use of cement. Concentration of effort will be confined to works actually in hand.

(v) As noted in previous reports, the Regional Engineer complains of the grave lack of initiative on the part of the Genio Civile in not acting for themselves in the requisitioning of vehicles for their own use, and in other ways. During June he succeeded in getting 9 requisitioned through various Prefects, a work in which he ought not to have been involved but on which considerable time had to be spent, mainly in overcoming difficulties placed in the way. On 17 June an Army lorry proceeding to Catania and driven by an Italian civilian, employed either by the Genio Civile or one of their contractors, overturned on a corner due solely to reckless driving and excessive speed. Five of the workmen in it were killed and 26 had to be taken to hospital.

(Contact was maintained with the British C.R.E. regarding completion of new bridges, enabling Bailey bridges to be packed up and removed to forward areas.)

(vi) Complete figures given regarding electric power stations in the Island both hydro-electric and steam driven, figures of water power resources in reserve, actual coal consumption 26 May-25 June, and estimates of coal requirements for July, August and September. Details also given of stocks in hand as to petrol, oil and lubricants. Summarizing these and expressing the position in KW-hours (units) Sicily requires about 16 million units of electricity per month, of which 7 millions is obtainable from water-power and 9 million from steam-driven stations. Sardinian coal is being used to the maximum possible extent at the latter and 4600 tons were used in the 4 weeks period mentioned, together with 3300 tons of imported coal. Stocks of the latter were down to 2400 tons at the end of June. For July, August and September a total of nearly 20,000 tons of imported coal is estimated.

The Palermo (steam-driven) power station was almost fully repaired in June and also Catania station. Both these involved intricate welding processes and various improvisations, due to shortage of spare parts and materials. The similar power station at Porto Empidocle has been out of action for some time. It is larger than the Palermo one and repairs may be completed by the middle of July. Extensive repairs were completed in June to water-supply tunnels at the San Carlo hydro-electric station, the Catania thermal station having to be switched over to assist during certain hours of the night, the only time during which repairs could be carried out.

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(vii) Tramway services in Catania have been restored almost to normal, and there is a fairly adequate service now running in Palermo.

(viii) Some months ago it was reported that the Catania gas - works were practically destroyed, along with those at Messina, but extensive and improvised repairs have now been completed to the point that some gas can be supplied during 6 hours out of 24. This consumes

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24 tons of imported coal daily, but it is not known whether even this can be maintained in the absence of a specific allocation of imported coal to Catania.

The Palermo Gas Works is the only one in the Island really in operation, with a daily coal consumption of 35 tons. About 90% of the city area has gas for cooking only, the supply being turned on morning and evening for periods of about 2 hours each.

(ix) The Island Base Section offered to the Regional Engineer 600 cu. metres of pine-logs which will considerably ease the timber shortage and enable more temporary bridges to be provided. As always, transport is reported to be a " great difficulty". Vehicles lately used on public works schemes have been withdrawn for the transport of wheat and this will continue for several weeks.

(10. Region II.

The Regional Engineer (Major T.Knight,R.E.) reports that owing to shortage of American and British Engineer Officers, he is arranging to engage two qualified Italian engineers. For the supply of road-making material a large firm of contractors employed by the Genio Civile were operating four quarries, but the output was only 60 tons per day of chippings against a daily requirement of 200 tons. The Regional Engineer found four additional crushers by consulting other firms, and the daily output has now reached 180 tons. Chief Engineer N° 2 District was asked to allow a fifth quarry to be opened in a closed area; this was granted with certain restrictions and the quarry will be operating in July. A sixth quarry is also being opened at Altamura with two crushers obtained from the Army.

The Genio Civile presented a considerable number of road improvement and other schemes for approval, with estimates and complete data. Most of them were rejected on the ground that they have no military importance and supplies of bitumen, labor and equipment can be used to far better elsewhere. Commenting further on the quarries position and the maintenance of machinery for stone crushing and other purposes, the Regional Engineer, after recounting certain experiences, states: -"This responsibility should have been entered for. It now falls on my shoulders, making things more difficult due to shortage of staff. No use relying on the Italians to do anything expeditiously. One has to do it oneself."

The Chief Engineer N° 2 District handed over four more lengths of Provincial roads (military priorities) owing to the changed military situation. On all highways previously on the list of military priorities progress in June was good. There had been fresh "releases" of bitumen and emulsion, and road services were in general being well maintained by firms of contractors, or gangs of " Cantonieri ".

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Two new bridge contracts were let in June in total value about 5½ million lire. Of seven other major bridge reconstruction works in hand, one was finished in June, four were 75% finished and one was reported as delayed owing to shortage of timber for forming the stone-arches. Apart from military highways, works were supervised on Communal and Provincial roads in Brindisi, Bari and Taranto Provinces. Some of these were undertaken at the special request of the C.R.E.

Details regarding the electric power position in Region II need not be gone into here, but various difficulties are indicated in

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in the Regional Engineer's report and these are being dealt with at the H.Q. of the Sub-Commission. They concern the opening up of e flour mills, pasta factories and similar places when the harvest has been got in, a large paper mill at Foggia, and the electric operation of certain railways. To keep these essential things going, in the face of stringently limited supplies of electricity available, is a matter of considerable perplexity.

Additionally, it is reported that the application of the electricity rationing Decree by Italian officials and Companies in Region II is unsatisfactory. (Remedial measures have already been taken by Lt. Col. Tapper, as far as possible). Over 2100 applications for continued power supplies were received from the Provinces of Bari, Brindisi, Lecce and Taranto and these are being carefully screened " so that those consumers whose operation is unessential to the war effort , or to vital civilian needs, can be eliminated.

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11. Region III.

(i) In June four additional officers were assigned to the Region through the fusion of military highways, bridges, and electrical matters all under the Regional Engineer. Under the two first headings 80 additional projects were brought under him (Lt.Col. Hensley). The area runs from a considerable distance north of Naples, southwards to Battipaglia and eastwards to beyond Avellino. In other directions there has been a loss of officers and enlisted men, and in view of additional responsibilities the Regional Engineer considers that on balance he is in a worse position (from a personnel standpoint) than he was before. Apart from Region I (Sicily) where there are many works in progress but of a different type and with less degree of urgency, Region III is perhaps the most heavily worked of the Regions at present from a Public Works and Utilities standpoint. Lt. Col. Hensley made a special inspection of military highways and bridges in his Region immediately he accepted responsibility for them (in the middle of the month). He considered that progress made had been good and he found the highways generally to be "in good condition". Out of 27 bridge projects (ranging in cost from about 1 million to over 6 million lire each) three were almost finished, two more than half finished, and most of the others of smaller size will be finished by August or September. In four cases contracts had just been awarded, and in four cases plans and designs were still in hand. Four of the bridges are of such a size that they are unlikely to be finished till November or December.

(ii) Contracts for ordinary maintenance, heavy reconstruction or resurfacing of military highways numbered 57; 18 of these being in preparation and the rest works actually in hand. Works completed numbered 13. (Contracts range in the majority of cases from about 500,000 lire to 5,000,000 lire with one contract alone 12½ million).

(iii) Two important road-reconstruction works were in hand in Naples, one on the Riviera di Chiaia and the other on the Stella Polare. The first was nearly finished by the end of June, but the second has proceeded more slowly because the Regional Engineer has insisted on Utility Companies (gas, local railways, water, telephones and sewers) being co-ordinated with the road repairs, viz. he has insisted on all these services finishing their underground work prior to the road reconstruction contractor doing his. Within the last few months about 400 projects put forward by the Genio Civile in and around Naples have been approved, ranging from demolition and clearing of debris to the repair of public buildings. Practically all have been started and 35% of them completed. Some of the demolition work has been exceptionally difficult, e.g. the bombed Telephone Building, where very heavy slabs of concrete had to be removed with equipment wholly unsuitable.

(iv) Sewers and main-drainage in Naples City have been dealt with as a first priority work, and their clearance and reconstruction has been rigidly supervised and pushed ahead. The Regional Engineer worked in close contact with representatives of the Public Health Sub-Commission on this work, with the special object of countering mosquito-breeding and possible malarial infection.

(v) Under the heading Electricity over 650 applications for continued supply were received in total, of which 172 were rejected and 72 were sent to Sub-Commissions of A.G.C. for special consideration and advice. This strict rationing and supervision of each individual application has resulted in a consumption of only about 450,000 units per day on the average, against 550,000 units provisionally allocated. There is a separate allocation covering Salerno, Torre Annunziata and Castellammare

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(vi) Provincial tramways from Naples to Giugliano, Aversa, Trentola, and Albanova have been given permission to operate their routes during the same "off-peak hours". P.B.S. gave permission in June for the Naples tramways to be restored to operation provided heavy military traffic in the City was not interfered with. Extensive areas in the west of the City now have a tramway service. The reopening of these services would not have been possible apart from the strict rationing and conservation

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of electric power that has been going on, now for some months, all over Southern Italy. (Naples receives its electricity, to a large extent, from hydro-electric power stations far away in the South.)

(vii) The water-undertaking serving Naples is now in fairly good condition, the result of months of continuous work. But accidents and burst mains continually occur. Pozzuoli, west of Naples, (important naval and military base) is now getting improved supplies through the new trunk main mentioned in previous reports. Another trunk main is in hand on the Via Stella Polare and to assist this the Regional Engineer got (for the use of the Azienda Napoletana) piping, a compressor, and a bull-dozer. The work will take 2 months. Gas continues to be supplied (refer to para.9 of the Key Report) to certain parts of the City, but machinery at the gas works is continually breaking down, following the very heavy bombing to which it was subjected. The plant is of British manufacture and spare parts can only be got from England which seems, under present circumstances, that they are practically unobtainable. Supplies of gas-coal are also a constant difficulty, the controlling authority for this suggesting a strict rationing policy. Early in April, 25,000 consumers were being given limited gas supplies; by 30 June the figure had risen to 55,000.

The Regional Engineer emphasises his heavy difficulties in trying to assist the Genio Civile, the Municipality, and the various utility companies with machinery and equipment. Actually he has none at his disposal, and the problem is one of continual borrowing from Army or other sources. The transport situation in Naples from Public Works standpoint is better than was reported in July. About 80 trucks have been assigned; a substantial help. The situation regarding tyres, however, is "deplorable" since vehicles used by the Utility Companies, by bus services and the Filobus service mostly have tyres which are practically worn out. As to materials, recurring shortage of cement, bricks, stone and bitumen is now "an old story".

12. Region IV. (Regional Engineer Col. Edwards).

(i) Shortly after arriving in Rome on 15 June, Region IV was notified that Rome Region would be permanently separated from Region IV, this resulting in several personnel changes. Shortages of transport and EW/CR personnel are reported resulting in "waste of effort, time, and lower efficiency". Long queues of Italians asking for permits for vehicles for transport of public works materials etc., proved difficult to handle. Over 190 permits were issued.

(ii) Large numbers of roads show major damage and it is obvious that all bridges cannot be rebuilt before the autumn rains make deviations unusable. Italian engineers have been asked to have a quick survey made, marking on maps all major damages. A priority list for repairs will then be drawn up. The Army was removing Bailey bridges from provincial roads, and moving them northwards without notification to the Regional Engineer; it is hoped to arrange for proper notification should in the near future. "Cantonieri" were set to work and reinforced by extra labour. Neglected ditches were being cleared and general patching-repairs commenced. On Route 5, five points east of Rome between 40 and 67 kms. distant, a contractor was got to work to remove and repair obstructions. A detour at Km 67 was properly surfaced with stone so that it may be usable in bad weather.

(iii) The Italian Government have made appointments of Public Works Engineers for Lazio, Umbria, Littoria and Frosinone, and these 4 officials had been contacted and were being given every assistance. The Regional Engineer was satisfied with these officials and had met most of their senior staffs. The Army policy was not to grant permits to Italian civilians to go out north of Rome, but the Regional Engineer had pressed the urgency of getting these men out into the Provinces early, and also the directors and engineers of electricity and water companies. In every case Italian engineers had been given clear instructions as to what they were to undertake in the

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(iv) The Gaeta Water Works were "hopelessly damaged". Restoration of the Formia water supply may cost 6½ million lire. At Frosinone, three water supply points in the town were being organised, feasible by using a small borrowed petrol-driven pump.

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The Sinbrivio Acquedotta served 21 communes and repairs may cost 8½ million lire. Restoration works of water supply at Ascoli and Fermo will shortly be in hand. Only one project put forward for repairs to public buildings, viz. offices of Genio Civile at Littoria. Estimate amounted to 2 million lire, but "first aid repairs" only will be approved. A letter from A.C.C. H.Q. about urgency of paper mills rehabilitation had led to special investigation of the Subiaco Mills, heavily damaged. Total time required may be 12 months and cost 10 million lire. Certain "first aid repairs" suggested to preserve valuable machinery which is intact, but is being damaged by exposure to weather.

(v) "Bonifica" (Land-reclaimed works) in Littoria roll in hand at the end of June, viz. clearing blocked canals, repairing embankments and repairs to machinery. These works are hindered by the presence of mines.

(vi) Generally, Regional Engineer reports the volume of water works and electricity restoration in the 3 Provinces as "vast", with building repair works unlimited. As to roads and bridges, in Littoria Province alone there was heavy damage at 200 sites and "innumerable bridges".

(vii). Information given as to public utilities with the remark that no rationing of electricity had yet been started; urgently needed, on similar lines to that established in Naples and over South Italy generally. Considered that harvesting operations would be seriously impeded if present policy of drawing all current to go to Rome is continued.

(viii) Under the heading Materials and Plant contractors have very limited supplies, particularly tools and equipment. Many former large firms have none.

(ix) The Regional Engineer given information about road, rail and water transport and about communications (these will presumably be taken account of by other Sub-Commissions in their monthly reports).

(x) Finally, it is reported that "presence of mines and lack of personnel to remove them, is hindering every operation of restoration".

15. Region V.

Along with responsibility for military highways and bridges, the Regional Engineer (Major Latimer) took over 3 officers who had been engaged on that work. Major Farley, previously in charge, had been transferred. Rapid expansion of controlled areas on the Adriatic side of Italy resulted in considerably extended activities. A general reconnaissance of roads in forward areas was made. Inland roads east and west are in much better condition than the main route north and south. Major Latimer transferred a section of his office to Pescara and posted an engineer officer (Major Dixon) to Aquila so as to be on the site of the more pressing problems. Both in Teramo and Campobasso Provinces road and bridge works are proceeding, but the Army contemplates removal of many of the Bailey bridges (portable) on routes essential to administration and supply. This makes the bridge reconstruction program all the more urgent. In June there was neither water, electricity, nor gas in Pescara. Following meetings with local Italian officials repair works were started and by the middle of the month the hospital was getting a supply of water. By the end of the month, it was hoped to have stand-post supplies at a few points in the streets of the town. Trunk-mains were destroyed and debris in the streets had to be cleared before the mains could be got at. Much mine clearance also had to be undertaken. In Chieti, the limited water service had been restored and at this

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14. Region VI - Sardinia.

The Region 1 Engineer (Major W. M. Spann) stated that operations in June had been mainly of a routine nature. From a comprehensive report, the following is a brief summary:-

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(e) Conditions in the destroyed city of Cagliari were described in both the April and May reports of this Sub-Commission. By the end of June, with the City divided into groups and priorities, it was estimated that the city had been cleared of debris to the extent of 28%. In the particularly military area of the city, clearance had reached 80%. Repairs were being started on some school buildings.

(b) Electricity production at both hydro-electric and steam-driven stations in the Island (from 26 May to 25 June) amounted to 19.5 million units. Certain re-arrangements of duty during the dry summer-season as between the two types of power stations were proposed.

(c) Water supply conditions are normal throughout the Island.

(d) There are certain highways of military importance used by the Allied Forces, mainly to supply airfields. Maintenance is by Italian Army Engineers whilst other highways (State, Provincial and Communal) are under the Head of the Genio Civile. The Regional Engineer works in direct contact with him.

(e) Gas works at Cagliari and Sassari, though undamaged, cannot be operated because of shortage of imported gas-coal.

(f) Certain local tram services in Cagliari have been restarted.

(g) The Head of the Genio Civile mentioned, Sig. Bottini, intended to come to the Mainland for a consultation with the new Minister of Public Works early in July, with a view to resolving certain administrative and technical difficulties and developing a general program of public works for Sardinia.

15. Region VII.

The Regional Engineer (Major Chamberlin) reported two changes in the local directing personnel of the Genio Civile in June; one at Ispettorato Generale, and the other at Reg. Capo (Reggio Calabria). Regional personnel generally have been reduced by approximately 40%, and military transport vehicles under Regional control from 27 to 7. This means that little or no help for public works and highways can now be counted on from that pool of transport. Capt. Brownlee had been in charge of military highways and bridges with H.Q. at Catanzaro since last June. Having been transferred, responsibility is now wholly on Major Chamberlin, who has no assistant. Efforts were being made locally to find one or two competent Italian engineers to assist him.

In Calabria, the Military Highways priority list remained the same. About 300 men were working on 6 special road contracts, these contracts ranging in amount from about half a million lire to 7 million lire each. Six other contracts were being let, including one for which fresh tenders were being invited owing to the original ones being considered too high. At the end of June heavy repairs were in progress on 50 Kms. of road and ordinary repairs work on 440 Kms. Bridges at Pagliara, Favazzo and Cattolo were finished in June and four others were in hand at Anglisia, Lao and other places. The removal of three land-slides on roads was also being undertaken. Debitable against the special fund of 600,000,000 lire (allocated by the Italian Ministry of Finance last February) contracts let in Region VII (military highways) amounted to over 36,000,000 lire of which 18,000,000 had been actually expended.

Roads with asphalt surfaces are getting into bad condition through lack of

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Roads with asphalt surfaces are getting into bad condition through lack of requisite material. Roads in the vicinity of Crotone where lumber traffic is unusually heavy, need complete resurfacing. On mountain roads there have been many land-slides blocking them, and requiring urgent attention. Estimates put forward by the Genio Civile for repairing some public buildings were approved, including that for the prison at Reggio with extended accomodation - as to this, refer to para. 6 (vi) above. On the work of "bonifica" (anti-malaria) in Catanzaro Province a large gang of men is employed. The Head of the organization is reported to be very capable, and the Regional Engineer gave him assistance from time to time in obtaining supplies and transport.

Electricity consumption is being curtailed on a regular basis, following decisions of the local Rationing Committees. Allocation of current by A.A.I. to Region VII is likely to be adequate until September. (Full statistics and data

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furnished). Canals serving four hydro-electric stations were damaged by floods. One of them is a total wreck, two others are still operating but urgently need repairs; whilst the fourth can be repaired fairly easily. Cement has been requisitioned. Requests for coals for repairs to the thermal-generating station at Reggio Calabria were refused because this plant consumes imported fuel, and has not only a very limited supply on hand.

One cement plant is operating in the Region in Cosenza Province. It can operate on Carbonian coal at the rate of about 260 tons per month, but requires 30,000 sacks (jute, paper or cotton) per month to package the output.

Trawlers are generally in operation throughout the Region. Two projects were approved for sewer repairs. The one gas-plant in the Region was undamaged, but cannot operate through lack of coal. The transport situation has become most serious. The Genio Civile originally had 10 vehicles loaned from the Italian Army. Three of them were taken back in June and Regional trucks were (as already noted above) cut down from 27 to 7. Supervising engineers of the Genio Civile have asked the Regional Engineer to get them passes to ride on freight trains when going out on inspections, since their road transport is so seriously depleted.

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[illegible] Pearl Harbor Naval Base [illegible] [illegible] [illegible]

16. A.L.C. FIFTH ARMY.

Capt. Gaither, Public Works Officer with A.L.C. Fifth Army, reported at the end of June that two Engineer Lieutenants of the Italian Army had been assigned to assist him and had proved to be valuable in investigating conditions found in various advanced area communes concerning water, electricity, and so on. Due to rapid progress made by Fifth Army, emergency works had been possible only in the most urgent cases and on a very temporary basis. As to the public services mentioned, there had been a spirit of willing co-operation amongst Italian officials locally and if provided with an order from someone in authority, and given some materials, they had been found quite capable of "going ahead under their own steam". As to water supplies, lack of piping had been a principal difficulty, but no less than 260 tons of lead had been located by the A.L.C. in Orbitello. This had been promptly "frozen". Arrangements were made in June for the assignment of two Italian Army mine-disposal companies, and it was so set that they would soon arrive in Anzio.

17. Rome Region (Lt.Col. C.H. Birchett).

A general statement about conditions in Rome has already been given in para. 3 (ii) above, i.e. as it was in the middle of June. Region IV Engineer Public Staff had been stationed in Naples, operating and planning in conjunction with Fifth Army A.L.C. (Field). At the end of May the unit moved to Littoria for one week, and on 5 June to Rome. Meetings with Italian officials were held in the City Hall, the first only 15 hours after the Germans had left.

(i) Many pages of detailed information are furnished regarding the water supply position, beginning on 5 June when at 5 a.m. the reconnaissance party arrived in the City and went immediately to the offices of the Marcia Aqueduct, which is the principal supply to the City. The Chief Engineer of the Company was collected from his private house and taken to the offices. Within an hour or two, the first metering point in a street was established, with a chlorination unit for sterilising. The Marcia aqueduct still had 50% of its flow but there was practically no pressure. Large syphons had been damaged at five places at distances up to 24 kms. from Rome including serious damage at Tivoli and at a bridge carrying the aqueduct over the River Tiber. The other company supplying the city is known as the ACEA and this controls five smaller aqueducts, including the Paola one which supplies the Vatican City.

(ii) Interconnections between the two companies' systems were arranged, to give mutual assistance, and at an early stage they were co-operating very well. By 12 June one aqueduct syphon had been repaired with all the others in hand. Apart from damages to the aqueducts, the control line at the source had been wrecked. (Details given of numerous other important damage elsewhere.) By June 30 the Marcia aqueduct flow had been restored to 80% normal, with 90% of normal in the ACEA system. By the first week in July it was expected that quantities of water would be reasonably adequate and that pressure would be restored almost to normal, provided there were no more bursts in mains of aqueducts, this possibility being by no means excluded.

As to quality of water, analyses are being carefully watched and any change in the chlorine content is immediately taken up with the Italian Bureau of Hygiene.

(iii) Such air raid and demolition damages as had taken place in Rome City proper by the end of June were being rapidly repaired. Two main thoroughfares only had been damaged, viz. Via Cavour and Via Nazionale. Italian central and executive agencies

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As to quality of water, analyses are being carefully watched and any change in the chlorine content is immediately taken up with the Italian Bureau of Hygiene. 1805

(iii) Such air raid and demolition damages as had taken place in Rome City proper by the end of June were being rapidly repaired. Two main thoroughfares only had been damaged, viz. Via Ostiense and Via Tiburtina. Italian control and executive agencies for public works in some cases had ceased to function in the later stages of the German occupation. A main duty was to get these to work again. The Tiber bridges are undamaged and in good condition with the possible exception of the old Roman narrow Ponte Milvio, and the Ponte Sulla Magliana so damaged by enemy action that it is unusable. An unfinished railway bridge was also damaged by the enemy, but traffic is being continued by means of a Bailey bridge. For street cleaning and refuse removal during the first week, military vehicles were temporarily lent, but by the end of the month these had been replaced by Governorate vehicles. The public market on Via Ostiense was under repair as a general food warehouse for A.C.C., A.L.G. Fifth Army and Region IV purposes.

(iv) A detailed report on the condition of the port at Fiumicino at the outlet of

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the Navigation Canal which connects with the Tiber River, situated about 14 miles below Rome, was furnished together with exact details of enemy damage inflicted and with suggestions for first aid repairs and as to salvage of numerous small boats sunk there, in view of the very considerable use to which the port could be put in giving supplies to Rome. In 1939 the port handled 60,000 tons of coal, 20,000 tons of oil, crude and refined, 20,000 tons of timber and 24,000 tons of cement (all imports). The Italians were using this port increasingly from 1936 onwards, imports in the former year being 114,000 tons in total whilst in 1939 they were over 200,000 tons.

(v) Concerning electricity, the general facts have already been noted in para. 3 of this report. The Regional Engineer's report for June covers many pages of detailed technical data which need not be repeated here, except to say that he considers a strict rationing programme is urgently needed and that it must be worked out on much more than a local basis since Rome depends for its supplies on hydro-electric sources considerable distances away. Every effort has been made to operate the two electric companies serving Rome as one power unit, a course which had never been taken before. The output of both the companies is in fact controlled now by one "load dispatcher". A second point in the policy of the Regional Engineer is that the two companies shall take full responsibility for all operational details. General Lush stated, at a meeting of the 11 June with G-4 Fifth Army that he considers it essential to furnish Rome with all the electric power possible, up to 100% of that furnished during the period of the German occupation.

L.A. [illegible],
Lt.Colonel, C.E.,
Director.

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

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1944

HEADQUARTERS
ANGLO-FIFTH ARMY
APO 464 U.S. ARMY

27th June 1944.

223/4

SUBJECT: Monthly Report.

TO : A.F.H.Q., A.M.G. 5 Army.

1. On the 1st of this month two Italian Engineer 2nd Lts. were assigned to this division and have been used to good advantage in the investigation of the condition of various common utilities and the initiation of emergency installations or repairs to supply water to the community and, where practical, electricity.

2. Due to the rapid progress made by the 5th Army it has obviously been impossible for this division to investigate only the most urgent cases and initiate emergency works to take care of temporary conditions. Here possible, a report has been made to the Provincial Commissioner with a copy to the Regional Engineer, stating the action taken and making certain suggestions for the future long term rehabilitation.

3. With few exceptions we have found a spirit of willing cooperation among the Italians responsible for the utilities, but in most cases a decided reluctance to take any action without an order from someone in authority. Once the order is given and material which they often lack, is furnished, they are perfectly capable of going ahead with the work on their own steam.

4. A stock of bell and spigot pipe, and lead, has been the principal concern and while approximately 200 tons of lead have been located and frozen by this H.Q., in Arbatelle, there is no large stock of pipe known north of Rome. So far, we have managed to find sufficient to take care of local needs and it is hoped that further stocks will be uncovered during the advance, thus avoiding the necessity of devoting transport to long hauls from Rome or Naples as was necessary in the case of Irmia.

5. During the month arrangements were completed for the equipment of two Italian mine disposal companies to 5th Army to be attached to F.B.S. for duty and training and, it is hoped they will soon arrive in Anzio.

F.H. GARDNER.
Captain, C.E.T.,
Chief of Engineer Division,
A.M.G. Fifth Army.

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/hmp Contact P.B.S. on this.

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

Lt Col Thompson

23 June 1944.

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REPORT ON TRIP TO ROME JUNE 18 - 22.

The Director of this Sub-Commission, accompanied by Lt. Col. Lapper, Chief of the Electrical Division, and Sig. Tiesano, Director General of the Ministry of Public Works, left Naples at 8:00 A.M. Sunday, 18 June, and proceeded north via Route 7. Going through the Pontine Marshes it was observed that the water had receded considerably in many places, but that one of the difficulties in that region was the fact that the canals themselves had not been properly dredged in recent years and that the consequent silting up of these canals reduced the cross-section, elevated the base of the canal and permitted so much more water to flow out through the openings which the Germans have blasted in the dykes.

With but few exceptions, Route 7 is in relatively good shape. Certain stretches of road need immediate attention, but the largest portion of the highway only needs patching up here and there by Cantoniere forces.

On Monday, 19 June, a conference was called with Minister Tarchiani and Sig. Tiesano at the Ministry of Public Works. They were requested to proceed immediately to dispatch some dredges down to the lower end of the Pontine Marshes to dredge out as much of these portions of the canals as possible and also to promptly engage considerable forces of men to fill in the gaps in the dykes to their permanent height. Some slight filling-in has been done but it was evident that it was water-logged and that water was still seeping out through those portions.

The Minister and Sig. Tiesano undertook to call in some of the higher Ministry officials in the technical branch to obtain information as to just what was going on and who was left. It was soon evident that this would be a considerable task and it was agreed that the Ministry prepare a list and submit that the following day.

Following the visit to the Ministry of Public Works, A.C.C. H.Q. in the Ministry of Corporations was visited and the space allocated to the Public Works and Utilities Sub-Commission was reviewed. While possibly a sufficient number of rooms have been allocated to us, they are all relatively small and strung out along one corridor, creating a rather difficult situation in assigning offices. Capt. Rogers was requested to prepare a plan of the 6th floor of this building so that it would be possible the following morning to study this situation.

Headquarters of the Rome Regional Engineer at 45 Via del Mare was visited and a conference held with him and Capt. Roemer who was engaged in controlling electricity at Rome. We met the Regional Engineer of Region IV at the Hotel Flora, where we were billeted and we discussed some of our problems with him.

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On the morning of 20 June we returned to the Ministry of Public Works for further discussions with Sig. Simmno and some of the key men located there. We found that their list of available and acceptable engineers was still very incomplete. It was pointed out to these engineers that they would all receive appointments pending an investigation of their past records by our Security Officers and if they were not found to be satisfactory they would have to be dismissed. It was also pointed out to them that they will have to work hard in the interests of the Allied cause and if any of them were found wanting in this respect they would also be dismissed. Our highway program was discussed with these officials and they were directed to immediately appoint engineers to take over Route 6 within the Lazio Departments. They were also asked to immediately make a survey and appoint engineers to undertake the repair of Highway 5 from Rome to Avezzano.

The Organization Chart with tentative names had not yet been prepared because of the inability to assign men to various posts because of absence from the Ministry, as the Ministry Bldg. had been closed by Allied Armed Forces and only a relatively few officials were allowed into certain specific offices. They promised to do everything they could to complete that list before Sig. Simmno would return to Naples where he would set up an Organization Chart with tentative names.

In the former Ministry Organization they had a SUPERIOR COUNCIL composed of ranking engineers with the title of Inspectors or Inspector Generals. The duty of this Council was to review all projects submitted by the various subordinate branches of the Ministry and to approve or disapprove these projects. This Council nominally only met twice a month and under normal conditions it would take more than a month and sometimes two or three months before a project could reach its final approval or disapproval stage. I pointed out that under present war conditions we could not have this Superior Council review plans and consequently retard our work and that, therefore, this Council should not be re-appointed at this time. It was also pointed out to them that we needed a strong central organization at the present moment which could take prompt action and with the least amount of inter-departmental delays. As a matter of fact, since the Ministry now has a staff of technical experts such as on electricity, water, highways, ports, etc., it was deemed wholly unnecessary at this time to have in addition to that a Superior Council who might nullify any prompt actions by those experts who, thus far, have rendered very good service.

We proceeded from the Ministry to the office to make definite arrangements for furniture and the assigning of office space.

In the afternoon of June 20 we proceeded to inspect the electric plants of San Paolo and Montemartini. Arrangements were made for a high pressure steam inter-connection between the Montemartini and San Paolo station so that steam from the Montemartini Station could be delivered to San Paolo which had generating units available but not sufficient and dependable steam generating plants.

Later in the afternoon we had a conference with Col. W. L. Hedding, Chief Engineer of the Base Area Command and Lt. Col. W. O. Paole, also of the Base Area Command; Lt. Col. A. E. Cockerton, Chief of a Royal Engineer unit which had been assigned to 5th Army Zone Section, and Major R. T. Harris, an electrical engineer assigned to Lt. Col. Cockerton; On the A.C.C. side the following were present: Lt. Col. L. A. Jenny, Lt. Col. W. M. Leggee, Lt. Col. C. [illegible]rchett,

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Regional Engineer, Rome Region, and Capt. H. J. Rosson, Electrical Engineer of this Sub-Commission. This was a chance meeting as the above-mentioned officers of the Rome Area were in conference when we arrived at their office. Many problems were discussed and particularly a division of responsibility and procedures. It was agreed that, until A.C.C. is established at Rome, Col. Medding and Lt. Col. Cockerton and Lt. Col. Birchett would continue to work together on the various Rome problems as heretofore. Lt. Col. Cockerton was to prepare a memorandum outlining the modus operandum. This memorandum was delivered to us at the Hotel the following day. See attached copy marked "A". In reply to this memorandum I submitted a statement as per attached copy marked "B".

It was evident that it would not be possible to have three bosses, i.e. Col. Medding, Lt. Col. Cockerton and Lt. Col. Birchett operating in the Rome Area. Col. Medding has been named Chief Engineer of the Rome Area Command which, it is understood, is to function under A.A.I. Hqs. the same as Districts 2 and 3, and that Col. Medding should be the sole engineer with whom we have to deal on the military side. On the A.C.C. side, Lt. Col. Birchett was to be the A.C.C. representative as Regional Engineer. It was also evident that on the military side particularly, Lt. Col. Cockerton seemed to think that they were in charge of all works in that area and it had to be pointed out to them that A.C.C. had certain responsibilities wholly aside from the military functions to be performed by the Chief Engineer of the Area Command.

We then visited Col. Edwards at Region IV Hqs. at 25 Corso d'Italia and had an extended conference with him on problems confronting Region IV. It was also outlined to him that Highway 6 would shortly come under his jurisdiction and that we had already taken steps to get the Italians functioning and that we had also been asked to improve Highway 5 from Rome to Avezzano and that Italian engineers had been requested to get busy on this highway.

On the evening of 20 June we met Major Lee, Regional Engineer of Region VIII and we discussed some of his problems. He is asking for more officers. We promised to see what we could do, but we can not spare many at this time.

On the morning of 21 June we proceeded to inspect the hydro-electric plant at Terni. However, at a point near Magliano a ponton bridge had been dynamited during the night and it was not possible to proceed north on Highway 3. We attempted to go north on a secondary highway and to cross the Tiber River at another point, but found the bridge destroyed with a German sign indicating that the route was blocked and a very extensive detour was necessary. Frustrated in our attempt, we returned to Rome and undertook to clean up numerous problems which we had not yet been able to tackle.

On the morning of 22 June we returned to Naples, arriving here at about 1400 hours. We came south over Route 6 and found that Sig. Reggiani, who had been sent up from Naples to get things moving on that highway, had already undertaken to organize the Genio Civile and to let a number of contracts. We also found in several places Italian civilians working under Army non-commissioned officers and in some places increased forces of the Cantonieri were at work. Route 6 presents a considerably larger task than Route 7, although it was found not to be in as bad a condition as had been assumed. It is felt that by taking prompt action and assigning numerous contractors to the job, this route should be under control before long.

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L. A. JEEY.

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

GLB/fr

28 June 1944.

Subject: Report on Reconnaissance of Roads in Region V.

To : Lt. Col. V.E.THOMPSON,

1. (a) Left Naples 1 P.M. 24/6/44 and travelled by Hghy. Nº 87 to Campobasso. The part of Hghy. nº 87 in Region V, from the Region Boundary to Campobasso was in fairly good shape.

(b) Arrived in Campobasso at 7.30 P.M.. Met Major Fodan and discussed condition of Roads. On Sunday morning contacted Lt. Col. French, executive officer, who had nothing to convey in the way of information. After paying my respects to Lt. Col. French, I endeavored to contact Major, Lattimer. Waited until 12 noon for Major, Lattimer and started for Termoli over Hghy. Nº 87. Arrived at Termoli, at 3 P.M., after traveling over rough but passable roads. Left immediately for Vasto - Pescara and Chieti Via Hghy. Nº 16. The road was passable but very bad from Termoli to Vasto. - Maximum speed 10 to 12 miles per hour. On the Trigno River all traffic was delayed due to fording of River instead of using the Bailey Bridge. The abutment at the pier holding the end bent had settled making necessary an additional section or span. Traffic was being pulled over the River by a tow truck when necessary.

(c) From Vasto, to Ortona the road is also full of chuck holes and needs maintenance badly. From Ortona to Pescara, the road is much better, some of it having a very good asphalt surface. The road is open through Pescara. From Pescara to Chieti the road is asphalt topped and in excellent shape with the exception of few small breaks on the top.

(d) Arrived in Chieti at 10 P.M. 25/6/44. Met Lt. Col. Holmes and Col. Whitley. Was unable to go up Hghy. Nº 80 from Pescara, but was advised by Col. Whitley that Hghy. Nº 80 was passable for Army traffic with difficulty at all diversions. Three diversions (Bridges out) on Hghy. Nº 80 need immediate attention: one at Pineto one at Roldino and one at Toretorreto, Stem. Maintenance, and lots of work necessary on this route. From Toretorreto to [illegible] Hghy. Nº 16, heavy maintenance in places is badly needed and mines are every where. The Polish Army is not able to take care of the diversi ne and a resulting supply block is noticeable.

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(e) Hghy. Nº 81 from Chieti to Teramo, inland road, is barely passable and heavy maintenance is needed. Estimated 50 bridges out and road diversions very bad, not suitable for civilian traffic. The River Vomano is the biggest obstacle, a 4x4 can make it.

(f) Hghy. Nº 4 from the coast to Ascoli needs work done on it. Hghy. Nº80 is passable to Teramo but needs work on it. From Teramo to Aquila, 3 bridges are out and it is also heavily mined to Aquila.

7. Left Chieti at 2,30 P.M. after conference with Lt. Col. Whitley and proceeded down Hghy. Nº 5 to Ascoli. Road is very good. Bomb craters have been filled or nearly filled and Bailey Bridges are in place.

(h) From Ascoli to Aquila Hghy. Nº 46, the road is now passable for one way traffic, except for the road through town where civilian cars can probably pass. Truck traffic is continued over the diversion going to Aquila, with the exception of the road through the bombed area in Ascoli. Hghy. Nº 46 to Aquila is the best piece of asphalt surfaced road I have seen in Italy.

(i) Arrived in Aquila at 5,20 P.M. went into the best Hotel I have seen in Italy. Saw Col. Smith at 6,30 P.M., to 10 P.M., discussing all phases of this road program etc., especially from the stand point of getting in, his supplies. The people are in need of food at Aquila and Avezzano badly.

(j) Left Aquila at 9 A.M. with Lt. Col. Middlewood for Avezzano over Route of Hghy. Nº25. Arrived in Avezzano, at 11 A.M.. The road is in excellent shape, with the exception of the very narrow road repair that has been made in 8 to 10 places at road blocks. Some of these places are very narrow and precipitious, some thousands of feet below. When these repairs are completed, will be reasonably safe for two way traffic. It is also possible to go from Tagliacozzo South, to next Hghy., to the right and follow to Raino. Then take a high climb to Corbano-Civoli, and from there to Nº 5 at Castel Difori. Road is mined between Raino and Tolina Atemo.

(k) At Avezzano I met Lt. Col. Thompson, then at 12 o'clock had lunch with Lt. Col. Middlewood, and set out for Naples over Hghy. Nº82. This road is passable for all traffic but diversions will need immediate attention to adequately take care of the traffic. The area on each side of the road is heavily mined in places.

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2. Highway N°16(a)Col.Whitley's N°1 recommendation on priority of construction is: (Termoli to Vasto), and proper construction of diversions on High.N°16 between Pescara and S.Benedetto del Tronto and clearing of mines in the Area North of Pescara. Passable to go to Del Tronto but mines are everywhere. You can get there by staying in the middle of the road. N°2 Priority, repair of road from Porto Ascoli to Ascoli Piceno, on Hgh. N°4: N°3 Priority is repair of road Hgh. N°81 from Chieti to Ascoli.

(b) Lt-Col. Smith's recommendation is that Hgh. N°5 from Molino Atsano to Foron Caruso be N°1 Priority: Hgh. N°2 from Aquila to Avezzano: and Thd Priority N°3 Hgh. N°80 from Aquila to Termmo 3rd Priority.

3. Col. Whitley is in need of facilities for clearing mines at the earliest available moment. This is particularly necessary on High. N°16 and in Lt-Col. Smith's province. Col. Whitley is also in need of (5 Bulldozers or as many as he can have).

4. It is my recommendation that this area be given all the attention and assistance possible by this Hedquarters , to obtain picks, shovels, Rouls, dynamite, Bull Dozers etc. and get Engineers or Engineers into the area to clear it of mines as quickly as possible.

5. Summary of road information in Region V.

Hgh. N°87 to Campobasso: Surfaces and structures in fairly good shape

Hgh. N°87 from Campobasso to Termoli : Road rough but passable. Increased maintenance recommended.

Hgh. N°16: (a) Termoli to Vasto - Road surface in extremely bad shape. Diversion at Trigno River difficult but passable because of truck assistance to light traffic.

(b) Bailey Bridge over Trigno: Abutment on pier holding end bent has settled causing necessity for additional span. During this work, diversion is necessary. Work is going on.

(c) Vasto to Ortona. Increased maintenance necessary. Road surface rough and full of shell holes.

(d) Ortona to Pescara: Road surface in fair shape with approximately 10 miles of good asphalt.

(e) Pescara to Pineto Tortoreta:

(1) Ford at Pescara is difficult.
(2) Diversion at Pineto is bad.
(3) " " Tordino " "

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(2) Spiaggia del Torlorreta to bei Trouto:

(1) Road is heavily mined on both sides and is full of holes. Must travel on center of road.

Hgh. N°5 :

(1) Pescara to Chieti: Excellent.
(2) Chieti thru Popoli to Hgh. N°17: Surface Excellent and Bailey bridges adequate.
(3) Hgh. N°17 to Raiano: Impassable. Heavily mined Raiano to Molino Aterno: Surface satisfactory.
(4) Molino Aterno to Avezzano. Surface is very good shape. Road blocks are being repaired and are all passable at this time.

Hgh. N°80 :

(1) Tordino on Coast to L'Aquilano passable. Some mines and general maintenance necessary.
(2) Between L'Aquilano and Aquila 3 bridges are out and road is heavily mined.
(3) Teramo to Tordino needs heavy maintenance. This is reported by Maj. Foden.

Hgh. N°17:

(1) Popoli to Aquila: Open all the way. One way traffic in Popoli. Diversion 2 kilometers East on N°5, Navelli on N°17. For Aquila bound truck traffic. Surface on most of road from Popoli to Aquila is the best I have seen in Italy.

(2) Aquila to Antrodoco : Open.

Hgh. N°4 to Rieti: Open Hgh. N°4 to Civita-Tarni to be open by 5/1/44.

Hgh. N°81 :

(1) Hgh. N°81 to Hgh. N°5 from Chieti blown, but good detour available.
(2) Hgh. N°5 to Teramo: Road surface is in very bad shape. Heavy maintenance necessary. Passable with Jeep only. No detail information. Some mines.

See detailed report for full information.

C.L. HASIE
Major, C.E.
P. W. SV. Sub-Comm.

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

VST/fr

28 June 1944

Subject: Report on Inspection trip to Rome and Region IV.

To : Director, P.W.&.U. Sub-Commission.

1. On instructions the writer proceeded to Rome on Monday 26 June.

2. Travelled Via Route 7, and the following points were noted:
Surface generally very good, except for bad diversion through the town of Itri, to provide for two way traffic.
Presumably narrow bridge for South bound traffic on main road but this has not so far been confirmed. Subsequently confirmed.

3. Road continued good to Velletri, where a long diversion follows the East side of lake and returns to Route 7 at Castel Gandolfo. It is doubtful if this diversion is worth resurfacing but this will depend on the reason for leaving the main road. These two points were not investigated as the car carried Officers of another Sub-Commission.

4. On reaching Rome the writer visited Col. Edwards, Regional Engineer, and also saw Lt. Col. Findley and Major, Perley.

5. Arrangements were made for the latter to see Col. Streck PBS; first thing on Tuesday morning.

6. On Tuesday morning the writer proceeded to Avezzano, to meet Major Haise. (See separate report by Major, Haise) This is Route Nº 5 and starts off well but the first obstacle is a blown bridge and poor diversion west of Tivoli.

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7. The road is then good as far as Arsoli which is not heavily damaged but just North of Arsoli a blown bridge necessitates a bad diversion through fields with no stone which would be impassable on a wet day.

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8. A little further along another blown bridge forces the traffic to follow a farm trail for about a Km. finally crossing a ford which would undoubtedly become swollen and impassable after rain. In order to get back on the main road it is necessary to follow a gravel road from which large numbers (if not all) of Teller mines have been removed.

9. The town of Carroli has been almost completely destroyed and there is a one way diversion across a weak bridge, estimated maximum class 12.

10. East of Carroli, the road is good but thereare three bad spots caused by the Germans having blown the side of the cliff away. An attempt has been made to bring down loose rock and in all three it is possible to get through on a ledge about 12 feet wide. The grades are bad and the surface is loose boulders and would be impassable for loaded civilian trucks and dangerous for Army trucks.

11. One civilian car burned out its clutch at one of these points. From Tagliacozzo to Avezzano, the road is excellent

12. It is considered essential if this road, Rome - Avezzano, is to be used as a civilian supply route to put at least five gangs of 200 men each, total 1000, to work on the five worst spots.

13 Temporary bridges should be built to eliminate the first two diversions on the neighbourhood of Arsoli and the blown cliffs should be widened, levelled and surfacedwith stone.

14. Cut side of these spots, the road surface, mostly water-bound macadam, is good. From Avezzano, the writer turned South to Sora.

15. This road has some 25 or 30 diversions, mostly caused by the demolition of small bridges. It is passable for All Army transport but some of the grades on the diversions would stall civilian trucks. The surface is uniformly good.

16. From Sora South to Arce is excellent. There are three Bailey Bridges on this stretch one of which is a large two span double double.

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17. Route 6 from Arce to Naples is in good shape, needs only normal maintenance and shows signs of being worked on. Thro Cassino all craters have been repaired permanently.

18. Conclusions:

There is no doubt that the civilian supply routes North and East of Rome are going to present a major job to this Division of the Sub-Commission, aside altogether from essential Army requirements.

19. It is considered that Fld. Reggiani should be instructed to get all available forces on to Route 5, Rome-Avezzano, immediately and that the HQ., of this Division move to Rome to expedite this work without delay.

V.S.THOMPSON
Lt. Col. R.C.E.
Chief Public Wks. Div.
P.W.&U. Sub-Comm. ACC.

* A large masonry bridge is destroyed at Ariccia. T.E.S. is preparing a short by-pass on an existing loop south of this point. When this is completed the long by-pass mentioned in para 3 will cease to be used.

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EBF	NO.	ROUTE	DESCRIPTION	CONTRACTOR	REMARKS
1	504	#7	Qualiano - Capua	Ciullano S.	Heavy Repairs and Maintenance - Stone and B. 5th Army
2	502	#7	Capua - S. Maria	None	Heavy Repairs - Stone and Bitumen supplied by
		"	S. Maria - Napoli	Vianini & Co.	" " " " " "
		"	S. Maria - Caserta	Bianco	" " " " " "
		#7	Bivio Lotrin - Caserta	Napolitano	Clearing ditches and removing rubbish.
3		#7	Caserta - Limatola	Tudisco	Heavy Repairs Stone and Bitumen supplied by P.B.S.
4	511	#7	Limatola - Avellino	Lucibelli	Repairs and maintenance - Stone and Bitumen supplied by P.B.S.
5		#7	Avellino - S. Andrea	None	
6	503	#7 bis	Capua - Napoli	Merlino	Repairs and maintenance - Stone and Bitumen supplied by P.B.S.
		"	Aversa - Succivo	"	Removal of materials with tram-way line and clearance of the
7	509	7 bis	Napoli - Pozzuoli	Di Sarno	Repairs and maintenance - Stone and Bitumen supplied by P.B.S.
		7 bis	Bivio - Avellino	Attend	" " " " " " " "
8	501	87	Napoli - Cervino	Seppe	Repairs and maintenance - Stone and Bitumen supplied by P.B.S.
			Caivano, Canal	Silvano	" " " " " " " "
			Caivano, Route 87/19	Foglia	" " " " " " " "
			Route 87/19 - Caserta	Guglielmo	" " " " " " " "
			Caserta - Ruta Annibale	"	" " " " " " " "
9	510	7	Caserta Interno	Napoletano	Repairs and maintenance - Stone supplied by Contractor
		7	S. Maria Interno	Napolitano	" " " " "
10	505	6	Spartimento	None	Repairs and maintenance -
11	521	#90	Santa Maria - Arienzo	Cappabella	Repairs and maintenance - Stone supplied by Contractor
12	508	711	Cuma Lomb. West	Bianco	Repairs and maintenance - Stone and Bitumen supplied by P.B.S.
		711	West - Bagnoli	Salerno G.	" " " " " " " "
		711	Bagnoli - Pozzuoli	Monaco	" " " " " " " "
13		711	Naples -	Bianco	Repairs and maintenance - Stone & Bitumen supplied by
		111	Pozzuoli	Campanella and C. Pavimentazioni S.A.	" " " " " "
14	501	8711	Frattamaggiore	Giugliano	Repairs and maintenance, Bitumen supplied by P.B.S. - Bance
	506	713	Caivano - West	Cembasic S.A.	" " " All elements supplied by Contractor (B
	506	713	Frattamaggiore Interno	Spirito	" " " " " " "
15	522	713	Melito - Giuglano	Merlino	Maintenance - Bitumen and stone supplied by P.B.S.
		713	Giuglano - Giuliano	Salvarese	" Materials " " "
		713	Qualiano - Napoli	Salvarese	" " " " " "
16	523	7811	Giuglano - Parete	Merlino	Repairs and maintenance - Stone supplied by A.M.G. Stone
		7811	Parete - Trentola	Salvarese	" " " - All elements supplied by Contractor
		8711	Trentola - Aversa	"	" " " " " " "
17		8719	Route 87 - Marcianise	Foglia	Repairs and maintenance - Stone supplied by Cont
		8719	Marcianise - Route 7	Zanzi	" " " " " "
18	520	710	Cancello - Arnone	Castaldo G.	Repairs - Stone supplied by Contractor.
		710	Cancello - Arnone	D'Onofrio	and maintenance. Bitumen by and Distant all
19		717	Mondragone - Cancello	Castaldo G.	Maintenance and Repairs - All materials supplied by Contractor
20		716	Mondragone Route 87	I.L.S.E.	" " " P.B.S.
21		720	Capua - Arnone	Castaldo F.	" " " Stone supplied by contractor

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W	CONTRACTOR	REMARKS F/c - Ferrovia
	Rjiniano F.	Heavy Repairs and Maintenance Stone and Bitumen supplied by
	None	Heavy Repairs " " " " " " " "
	Vecchia & Co.	" " " " " " " " " "
	Bisogno	" " " " " " " " " "
	Napolitano	Clearing ditches and removing rubbk.
	Tucci	Heavy Repairs Stone and Bitumen supplied by F.B.S.
	Lualdi	Repairs and Maintenance Stone and Bitumen supplied by 3rd District Ferrovia N.A.A.
	None	
	Merlino	Repairs and Maintenance Stone and Bitumen supplied by F.B.S.
	"	" " " " " " " " " "
	"	Removal of materials on the tramway line and clearances of the ends of the tunnels
	Di Sarno	Repairs and maintenance Stone and Bitumen supplied by 3rd District
	Attard	" " " " " " " " " "
	Seppa	Repairs and maintenance Stone and Bitumen supplied by F.B.S.
	Illiano	" " " " " " " " " "
	Foglia	" " " " " " " " " "
	Giuliano	" " " " " " " " " "
	"	" " " " " " " " " "
	Napolitano	Repairs and maintenance Boats supplied by Contractor
	Napolitano	" " " " " " " "
	Roma	Repairs and maintenance
	Cuppuccia	Repairs and maintenance Stone supplied by Contractor. Bitumen by 3rd District
	Bruno	Repairs and maintenance Stone and Bitumen supplied by F.B.S.
	Savarese G.	" " " " " " " " " "
	Moriano	" " " " " " " " " "
	Bruno	Repairs and maintenance Stone & Bitumen supplied by F.B.S.
	Campanello Geol. G. Ferrocem S.A.	
	Giuliano	Repairs and maintenance. Bitumen supplied by F.B.S. Basault by Contractor.
	Cedarbio S.A.	" " " All elements supplied by Contractor (Rivoli).
	Spina	" " " " " " " " " "
	Merlino	Maintenance Basalt and stone supplied by F.B.S.
	Savarese	" Materials " " "
	Savarese	" " " " " " " "
	Merlino	Repairs and maintenance Some stone supplied by A.M.G. Some other stone supplied by Contractor
	Savarese	" " " - All Sarcuch supplied by Contractor.
	"	" " " " " " " "
	Foglia	Repairs and maintenance Stone supplied by Contractor.
	Zazzi	" " " " " " " " " "
	Costruzioni G.	Repairs Stone supplied by Contractor.
	D'Onofrio	" and maintenance Bitumen by 3rd District as also by Contractor
	Costruzioni G.	Maintenance and Repairs All materials supplied by Contractor
	I.L.I.E.	" " " F.B.S.
	Costruzioni F.	" " " Stone supplied by contractor.

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E.B.E.	N°	ROUTE	DESCRIPTION	CONTRACTOR	REMARKS.
22		721	S. MARIA - Rocchetta	Attena S.	Repairs and maintenance - Stone Masonry
23		721	S. Maria North	Salvatore N.	" " "
24		718	Avenue - Caianello	Attena A.	" " " R.C.C.
		713	Quadrivio - Teverola		" " "
		714	Quadrivio - Arnone		" " "
	517A	18	Pons dell'Acqua Rotta	Perna & Marcarelli	Repairs and maintenance - All elements supplied by contractor
	517B	18	Rocchetta - Carinaro Bridge	Tucci	" " " " " " " "
	517C	18	Torre del Greco Interp.	Rescigno & Giordano	" " " " " " " "
	517D	18	Torre del Greco Torre Annunziata	Pirone	" " " " " " " "
	517E	18	Torre Annunziata Interp.	Greco	" " " " " " " "
	517F	18	Torre del Greco - Bivio Ercolano	D'Amore N.	" " " " " " " "
	518A	Auto	Repairs to bridge	Carusi	" " " " " " " "
	518B	Route			
	530B	18	Pompei - Angri	Carrillo	Extraordinary maintenance - All elements supplied by Contractor
		18	Pagani - Carinaro	Lavita Ing. A.	Repairs and maintenance - Stone and cement supplied by Contractor
		18	Carinaro - Aversa	D'Amore N.	Repairs and maintenance - Repairs with - All elements supplied
		18	Croce del Lagno - Pompei	Carusi	Repairs and maintenance - Stone and cement supplied by
			BRIDGES.		
	518	N° 714	near Quadrivio	Campanello & Caputo	Reconstruction of 4 arch - Small bridge - Lime & Cement by P
	319	713		" " "	" " another damaged - Original Local Stone
		7	Sottotrave Km 247+850	Carrano Nicola	" " 1 Bridge in Tufa, All elements by
	526	7	Tufara Km 249+200	Tufara	Reconstruction of a bridge - Brick and Cement supplied by
	524	7	Casa Carbonara Km 250+	"	" " " " " - Will be made on site Local Tufa
	530	7	Serra Follia Km 251+150	"	" " " " " - Cement, Lime, Bricks and Stone
	525	7	Saturnella Km 252+850	"	" " " " " - All elements supplied by Contractor
	534	7	Torre Km 253+400	Avellino	" " " " " - Cement, Lime, Bricks and Local Tufa
	533	7	Solato Km 260+500	Campanello & Caputo	5 Arches ale Crosyed - Still stands. Bricks & Cement by
	537	Prov.	Caserta - Benevento	" "	Reconstruction of 2 arches, Approaches and retaining structure
	531	7	Teverola Km 264+100	Melchionda	" of a bridge - All elements supplied by Contractor
	532	7	Melo Km 275+180	" "	" " " " - Cement supplied by
	515	7	Maddaloni Km 296+100	Campanello & Caputo	Reconstruction of walls and part of pavimentation - Cement
		87	Ferrovia Caserta	Tucci	

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CONTRACTOR	REMARKS
Attena S.	Repairs and maintenance Stone Lime Cement
Sonnessa V.	" " " "
Attena L.	" " " P. B. S.
Ferra & Mastrocola	Repairs and maintenance all elements supplied by Contractor
Incol	" " " " " " "
Rocco & Giovanna	" " " " " " "
Pirone	" " " " " " "
Oliva	" " " " " " "
D'Amora	" " " " " " "
Carobi	" " " " " " "
Cerrito	Extraordinary maintenance - All elements supplied by contractor except Stones by P.B.S.
Cerrito Jr. A.	Repairs and maintenance - Cement etc - All elements supplied by P.B.S.
D'Amora M.	Repairs and maintenance - Mortar etc - All elements supplied by P.B.S.
Cerrito	Repairs and maintenance - Stone and cement supplied by P. B. S.
Campanella & Caputo	Reconstruction of 1 small bridge - Lime + Cement by P.B.S.
" " "	" " 2 bridges completed - Cement Sand stone Lime Hamet P.B.S.
Cerrocchio	" " " in Zuppa, all elements by Contracts
"	Reconstruction of a bridge - Brick Sand Cement supplied by Army
Turco	" " " " - Will be built in lime supplied by Contractor
"	" " " " - Cement lime Nails and Bricks supplied by army
"	" " " " - All elements supplied by contractor
Arming	" " " " - Cement lime Nails and Bricks by Army
Campanella & Caputo	5 Arches destroyed 1st. 11 stands. Bricks + Cement + sands by 3rd Army
Melchionna	Reconstruction of 2 arches damaged remainder existing Engineer Material and supply Bricks Cement Nails
" "	of a bridge - All elements supplied by Contractor
Campanella & Caputo	" " " " - Bricks and Cement supplied by Army
Turco	Reconstruction of walls and part of pavementation - Cement supplied by P. B. S.

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Subject:- Progress Returns.

364 Works Section R.E.
C.M.F.
Ref:- 364/209

Chief Engineer,
No. 3 District.

Lt-Col Thompson,
Highways Division,
Public Works & Utilities Sub Commission A.C.C.

Herewith please find Progress Return No. 2
for period 5th - 10th June 1944.

Major R.E.
O.C. 364 Works Section R.E.

In the Field.
14 June 1944.
NWL.

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

A.C.C. ROAD CONTRACTS. PROGRESS REPORT PERIOD FROM.... 5 June 44. .....TO.....10 J

ROUTE	SS No.	SECTION.	Length (Kms)	CONTRACTOR.	Date commenced	Est date compl	Per cent recdn
18A	7 Adu	Naples - Baiano	29.5	G DI SARNO	10 Apr	30 Jun	60
18A	7bis	Baiano - Avellino	22	G. ATTENA	15 Apr	30 Jun*	92
18A	7	Avellino - San Martino	25.7	R.MARTI	1 Apr	30 Jun	60
18A	7	San Martino - Benevento	23				
17C	90	San Martino - Ariano	24	G.CELENTANO	24 Apr	30 Jun	65
89B	7	Ariano - Benevento	31.3	R.MARTI	1 Apr	30 Jun	75
18	88	Salerno - Avellino	32.1	A.NOTARI	1 Jun	31 Aug	10
16	18	Salerno - S.Vincentino (Km 63.9)	6.9	A.SENIA	5 Jun	31 Aug	5
		S.Vincentino - Battipaglia	10.5	SOC [illegible]	29 May	30 Jun	50
	164 19	Battipaglia - Ponte Sele	13.4	[illegible]	5 Jun	31 Aug	5
		Ponte Sele - Km 28	12.6				
		Km 28 - Auletta	19.2				
	165 19	Auletta - Polla Br	9				
		Polla - Salerno Prov Bdy	4.6				
		Salerno Prov Bdy - Lagonegro (Km 115.2)					
2A	94	Auletta - Pta Sandro	14				
~~XXX~~	-	~~Benevento - Rentebendelfo~~					

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

No. 2.

AD CONTRACTS. PROGRESS DURING PERIOD FROM... 5 June 44. ..... TO..... 10 June 44. .....

PORTION.	Length (Km)	CONTRACTOR.	Date commenced	Est date wkgd	Per cent comp	REMARKS
	29.5	C. RE. NAPOLI	10 Apr	30 Jun	60	Contract signed 25 Feb.
o	22	S. ATTENA	13 Apr	30 Jun*	92	Contract signed 25 Feb
urlino	25.7	R.LUARTI	1 Apr	30 Jun	60	Contract signed 27 Mar
nervento	25					Contract signed 15 Feb
ano	24	G.CASTALDI	24 Apr	30 Jun	65	Contract signed 6 Apr
nto	31.3	R.CIALDI	1 Apr	30 Jun	75	Contract signed 15 Feb
no	34.1	A.POZARI	1 Jun	31 Aug	10	
rbino (Km 53,9)	8.5	A.SIENA	5 Jun	31 Aug	5	
rtigurlio	10,5	SOC Ex Conctr Org	29 May	30 Jun	50	
nte Sole	13.4	R del ICRO	5 Jun	31 Aug	5	
23	14.6					
	19.2					
	9					
Pow Pig	46					
Lagonegro (Km 115.2)						
lro	14					
ondelle						

* Will probably finish by 15 June
30 June is Contract time.

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A.C.C. BRIDGE CONTRACTS. PROGRESS REPORT PERIOD FROM 5 June 44 TO 10 June

ROUTE	S.S.No.	AASS Br No.	Name and/or location	M.R.	Contractor	date commenced	est date completion	per cent complete	REM
25B	-		Pte Vanvitello (F.Calore) Benevento	M9.6815	Carpenella and Caputo	25 Apr	1 July	70	Contract approved
25A	7		Km 249.1	M589727 (M595731)	A.Cerracchio	27 Apr	1 Aug	25	Contract approved
25C	7		Km 250.15	M598733	D.Tucci	25 Apr	1 Sept	1	Contract approved
25D	7		Km 251.9 (Pte Serretelli)	M592767	D.Tucci	1 Apr	15 July	45	Contract approved
25E	7		Km 257.6 (Pte Corvo)	M529767	S.Arnino	25 Apr	1 Aug	25	Contract approved
25F	7		Km 267.3	M572726	A.Cerracchio				
25H	7		Km 252.8	M5.6155 (M522767)	D.Tucci	1 Apr	1 July	60	Contract approved
16A	19		F.Tamaro (Km 47.15) Ariletta	O.208175	C.Cavaliere	3 Apr	31 July	20	Delays caused by c removal and Bailey Contractor.
16A	19	2?	Vle del Telegro (Km 9.15)	M9102.1	S. Giantonio	18 Nov 43.	15 July 44	60	A.M.G. Contract ab 12 June 44.
16A	19	29	Km. 11.5	M9.1232	S. GIANTONIO Gesualonio	18 Nov 43.	15 July 44	-	A.M.G. Contract ab 12 June 44.
15B	19		Pte di Carpestrino (Km 51.65	O.24.1162	C.Cavaliere	1 Mar	31 July	30	do.

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RIDGE CONTRACTS. PROGRESS REPORT PERIOD FROM 5 June 44 TO 10 June 44.

M.R.	Contractor	date commenced	est date completion	per cent complete	REMARKS
M9,8315	Campanella and Caputo	25 Apr.	1 July.	70	Contract approved 26 May
M589727 (M592751)	A.Cerracchio	27 Apr	1 Aug	25	Contract approved 27 May
M598723	D.Tucci	25 Apr	1 Sept	1	Contract approved 22 May
M599287	D.Tucci	1 Apr	15 July	45	Contract approved 4 May
M589707	G.Arduino	25 Apr	1 Aug	25	Contract approved 3 May.
M572726	A.Cerracchio				
M 4736 (M622767)	D.Tucci	1 Apr.	1 July.	60	Contract approved 4 May
0.243179	C.Cavaliere	3 Apr	31 July	20	Delays caused by changes in design, non-removal and Bailey Bridge and death of Contractor.
M9102.1	S. Giantonio	18 Nov 43.	15 July 44	60	A.M.G. Contract should recommence 12 June 44.
M9,1232	S. ANTONIO Cadaderko	18 Nov 43.	15 July 44	-	A.M.G. Contract should recommence 12 June 44.
0.241162	C.Cavaliere	1 Mar	31 July	30	do.

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A.C.C. BRIDGE CONTRACTS PROGRESS REPORT PERIOD FROM..5 June 44..... TO....10 June

Route	S.S.No.	AASS Br No.	Name and/or Location	M.R.	Contractor	Date commenced	Est date completion	Per cent complete	
15B	19	169	K 36.2 (Pofli)	0.275640					
1A	88		K 2.43 (Ponte Fratte)	657.2[illegible]	G. [illegible]	17 Apr	15 July 22 June	70	
15A	7		Km 296.8 (Ponte di Ventola)	M.716659	Cataldella and Cardo	26 Apr	1 Sept	20	Contract ap
4B	7		Km 2.4 (S.S. Ventola)	M.[illegible]	P. Melchiore	15 Mar	1 Aug	-	Contract ap Diversion co
-	7		P.Colore (Ponte Rosito)	M.875554	G.Calasso	26 Jan	30 June	60	
15B	90		P.Grita (Ponte di Molita) (Km. [illegible])	M.[illegible]769					
4B	7		Vne dalle MURE (Km. 278.5)	M.769748	P. Melchiore	1 Apr	1 Aug	30	Contract ap
4	88		Km 33.8 (AVELLINO)	M.668569					
			Km 30.936						

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

A.C.C. BRIDGE CONTRACTS PROGRESS REPORT PERIOD FROM..5 June 44..... TO....10 June

Route	S.S.No.	AASS Dr No.	Name and/or Location	M.R.	Contractor	Date commenced	Est date completion	per cent complete	
15B	19	195	Fn 296.2 (Pofia)	C.279440					
14	88		Fn 2.43 (Pte Freddo)	665[illegible]	G.[illegible]o	17 Apr	15 July 22 June	70	
13A	7		Fn 296.8 (Pte di Pantola)	N.716659	Cacciatella and Cunico	26 Apr	1 Sept	20	Contract ap
14B	7		Fn 2.4 (V.S.Angelo)	N.[illegible]90	P. Melchiore	15 Mar	1 Aug	-	Contract ap Diversion con
-	7		F.Calore (Pte Rosito)	N.875554	C.Calasso	26 Jan	30 June	60	
-	-		F.Calore						
13B	90		(Pte di Bolito) (Km. 1.2)	N.[illegible]89					
14B	7		Vne delle METE (Km. 278.5)	N.769748	P. Melchiore	1 Apr	1 Aug	30	Contract ap
14	88		Km. 33.8 (AVELLINO)	N.668569					
14	88		Km. 20.276 (Br. over Rly)	N.646486					
13A	7		Pte. del SABATO (Km. 301.1)	N.705635					
13A	7		Km. 300.1	N.711641					
16A	19		Pte. SELE (Km. 13.35)	N.947222					

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No. 1.

SHEET 2.

A.C.C. BRIDGE CONTRACTS PROGRESS REPORT PERIOD FROM.. 5 June 44 ..... TO... 10 June 44 .....

Name and/or Location	M.R.	Contractor	Date contracted	Est date completion	per cent complete	Remarks
Km 36.2 (Pollina)	C.275440					
Km 2.43 (Ponte Imera)	665122	G. Grasso	17 Apr	15 July 22 June	70	
Km 295.8 (Ponte di Imera)	M.716689	Campanella and Cruceo	26 Apr	1 Sept	20	Contract approved 22 May
Km 24 (Ponte Grande)	M.676990	P. Melchiore	15 Mar	1 Aug	-	Contract approved 4 May. Diversion completed, bridge design not yet approved.
F.Calore (Ponte Rotto) 2.Ufita (Ponte di Bolica) (Km. 1.2)	M.875554 .925769	G.Celanso	26 Jan	30 June	60	
Vne delle METE (Km. 278.5)	M.769748	P. Melchiore	1 Apr	1 Aug	30	Contract approved 4 May
Km. 33.8 (AVELLINO)	M.668569					
Km. 20.276 (Br. over Rly)	M.646486					
Pte. del SABATO (Km. 301.1)	M.705635					
Km. 300.1	M.711641					
Pte. SELE (Km. 13.35)	M.947222					

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HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works & Utilities Sub-Commission
A.C. 394

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EBF/lp

Subject: Report on Bridge Inspection 12 June 1944
Sunday 12 June 1944.
Route 87. Telese - Pontelandolfo.

There are 9 bridges out on this route between Telese and Pontelandolfo.

Two are in Telese across little side stream flow on to the Calore. At present timber trestle are in place which seem satisfactory.

Near Guardia there are 3 bridges being handled by contractor Petrella Fabino of Guardia.

One is at Km.Post 76 (from Napoli) and is completed.

It is just before you reach Guardia.

The next at Km. 80+150 is a 15 ft arch.with satisfactory diversion.

The next at Km.81 is a large arch about 50 ft space over a canyonabout 80 ft deed.

Contractor Petrella lacks cement and timbers for arch centering Stone is available at the site.

The next 2 bridges are east of S.Lupo at Km.Post 82+ and 83+ and are being constructed by Giuliano Salvatore of Marcianise. Both small arches about 20 ft space. Same comments as above.

The next 2 are near Pontelandolfo and are being built by a contractor from Campobasso.

The key structure is at Km.81+06 and in my opinion will take 6 months to complete even if materials were available.

In my opinion this route is of little military importance . If the Army desires it opened in a hurry bailey could be launched quickly as all abutments are in good conditions.

An alternate and even better route between Telese and Pontelandolfo exists. It runs east from Telese and follows along the north branch of the Calore thru Ponte to Masa.Olivola and thence north to Fragneto . This route is a little longer than 87 but the grades are better and the road good. However it must be admitted Route 87 is in good condition as no traffic has used it for over 6 months.

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This route has a certain amount of importance to the little villages along the way, but in my opinion no harm would be done to the Military effort if the bridges were not replaced at the present time.

E.B.FELDMAN
Captain.

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PROGRESS REPORT No 18

FOR WEEK ENDING 10 JUNE 1944 WEATHER

No.	No.	No.	DESCRIPTION	CONTRACTOR	COST	START	MEN	%	REMARKS
1	7		Mis: Formia - Garigliano	Carcone	3.000.000	6-6	20	—	Completed
2	7		Garigliano - Sess Aurica	Foglia	2.500.000	1-6	100	—	Completed
3	7	504	Sessa - Capua	Graziano	2.200.000	14-2	120	—	Completed
4	7	502	Capua verso S. Maria	Sepac	1.330.000	1-6	50	—	Progress
5	7	503	St. Maria - Capua	Vitelleschi	1.200.000	20-3	—	100	Completed
6	7	502	St. Maria - Capua	Niemodi	1.200.000	5-5	—	100	Completed
7	7	504	S. Maria - Capua	Niemodi	3.360.000	1-6	120	—	Progress
8	7	505	S. Maria - Caserta	Bianco	2.370.000	24-4	80	50	Progress
9	7		S. Maria - Caserta	Garigliano		1-6	70	50	Progress
10	7	512	Capua - Caserta	Napolitano	700.000	20-3	25	80	Progress
11	7	521	Caserta - Maretano Nio	Tucci	2.470.000	15-5	80	20	Progress
12	7	511	Sorrento - Avellino	Lualdi	1.720.000	1-6	200	50	Progress
13	78	502	Capua - Aversa	Martino	1.260.000	28-2	—	100	Completed
14	78	503	Aversa - Napoli	Martino	2.120.000	1-4	186	180	Progress
15	78	504	Capua - Napoli	Martino	2.600.000	15-6	—	—	Progress
16	78	503	Aversa - Sarandigliano	Martino	2.590.000	20-5	50	25	Progress
17	78	504	Napoli - Boriano	De Simone	1.230.000	10-4	175	15	Progress
18	79	506	Boriano - Avellino	Alfieri	1.000.000	18-4		95	Progress
19	80	501	Napoli - Caserta	Marsilio	2.300.000	28-3	—	100	Completed
20	82	501	Napoli - Carinaro	Sepac	700.000	1-4	—	100	
21	82	501	Napoli - Carinaro	Sepac	1.370.000	1-6	40	90	Progress
22	84	521	Carinaro - Cancelli	Alfieri	750.000	28-5	—	100	
23	7	541	Carinaro - Cancelli	Bianco	1.500.000	15-5	160	90	Progress
24	87	501	Cancelli - Caserta	Graziano	700.000	20-3	—	100	
25	87	502	Cancelli - Caserta	Foglia	750.000	4-4	—	100	
26	89	501	Cancelli - Caserta	Foglia	1.400.000	28-5	95	60	Progress
27	87	—	Caserta - Ponte Annibale	Garigliano	None	15-5	45	50	Progress
28	87	510	Caserta Interno	Napolitano	500.000	20-4	5	90	Progress
29	1		S. Maria Interno	Napolitano	150.000	1-6			
30	6	535	Secondigliano - S. Maria	None	See Line 12	—	—	—	Not Let
31	90	503	Ponte Cotrone - Arienzo	Cipparulli	2.200.000	24-4	250	30	Progress
32	91	528	Napoli West	Bianco	1.650.000	"	—	100	Completed
33	91	508	Napoli - Bagnoli	Soc. Ing. G.	1.600.000	"	26	98	Progress
34	91	504	Bagnoli - Pozzuoli	Manzo	3.400.000	"	48	75	Progress

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PRESS REPORT No 18

SHEET 1 OF 3

ENDING 10 JUNE 1944 WEATHER FAIR

CONTRACTOR	COST	START	DEN	%	REMARKS
Corcoran	3,000,000	6-6	20	—	Bottleneck on job with workmen
Foglia	2,500,000	1-6	100	—	Work well organized. Road Excellent
Sullivan	2,200,000	14-2	120	—	Finishing. Excellent
Seppe	1,350,000	1-6	87	—	Progress OK
Hannan	1,200,000	20-3	—	100	Money Expended
Hannan	1,100,000	5-6	—	100	Money Expended
Kiewit	3,760,000	1-6	120	—	Progress Slow but work excellent
Kiewit	2,370,000	24-4	80	50	Progress Slow
Pearce		1-6	70	50	Progress Slow
Eichleay	500,000	20-3	25	80	Progress Satisfactory
Macfarland	2,475,000	15-5	80	20	Progress Oil Mat Difficulties
Tracy	1,950,000	1-4	300	50	Progress Slow Bogged Excavating No Tile
Arundel	1,350,000	28-2	—	100	Money Expended Waiting Asphalt
Merritt	2,120,000	1-4	186	80	Money Expended Slow Rock Haul
Fredrick	2,600,000	15-6	—	—	Future operations
Merritt	2,500,000	20-5	50	25	Progress OK Work on Wheels & RR
Merritt	1,220,000	10-4	125	85	Progress OK
Rudolph	1,000,000	13-4		95	Practically Complete
Hannan	2,200,000	28-2	—	100	Money Expended
Barnes	200,000	1-4	—	100	
Seppe	1,370,000	1-6	40	90	Progress OK
Seppe	250,000	25-3	—	100	Money Expended
Williams	1,500,000	15-5	160	90	Progress OK
Eichleay	600,000	20-3	—	100	Money Expended
Foglia	750,000	4-4	—	100	Money
Foglia	1,400,000	22-5	25	80	Progress Slow Lack of Bituminous
Foglia	None	10-5	45	50	Funds Suspended by Govt Stop
Eichleay	500,000	10-6	5	99	Work Completed
Hopkins	710,000	1-6			
Navy Yard	See Line 27	—	—	—	Work taken over by Navy Const.
Nina	2,200,000	24-4	250	80	Progress Slow Lack of Transport
Eichleay	1,650,000		—	100	Finished
Blanco	1,600,000		26	98	Progress OK
Concrete Co	3,400,000		48	75	Progress Satisfactory

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PROGRESS REPORT No 18

SHEET

17 of 26

E.F		#	DESCRIPTION	CONTRACT	COST	START	FIN	%	REMARKS
35	711		Napoli - Bagnoli	Bianco	3 [illegible]	—	—	100	A P. B. S.
36	711		Pozzuoli Upper	Ferro Beton	2 [illegible]	✓	90	60	A P. B. S.
37	711		Pozzuoli Upper	Societa K.	4 [illegible]	✓	✓	100	A P. B. S.
38	8717	507	Cappuccinino - Fratiano	Ciccolella	3. 2[illegible]	20-3	30	95	Almost Finished
39	712	506	Calzone - Fratta	Cederna	3 [illegible]	10-4	10	50	Progress
40	713	506	Fratta Maggiore Int.	Sparsa	[illegible]	1-2	20	55	
41	713	507	Melito - Giuliano	Ferrara		17-2	20	95	Ordered
42	713	507	Giuliano - Qualiano	Saracese	2. 150. 000	12-4	5	75	
43	713		Qualiano - Pozzuoli					100	A P.
44	713		Pozzuoli Interno	De Fazio	640. 000	—	—	100	A P.
45	7818	513	Giuliano - Parete	Ferrara	1 [illegible]	15-1	5	95	Ordered
46	7718	513	Parete - Trentola Bivio	Saracese K	2. [illegible]	15-1	10	75	
47	718		Aversa - Carinaro	Athena A.	5. [illegible]	—	—	100	A P.
48	714	522	Napoli Pianura	Saracese K	[illegible]	1-6	30	10	Progress
49	8719	540	Km 52 - Marcianise	Fazio	[illegible]	20-3	30	95	Ordered
50	8719	530	Marcianise - Km 23	Zinzi	3. [illegible]	15-7	15	60	
51	710	508	Caserta Aversa	Castaldo	[illegible]	15-6	—	100	Steel
52	710	508	Caserta Aversa	2° Graffeo	[illegible]	10-9	30	90	Nearing
53	710	508	Caserta Aversa	Concrete		15-6	—	—	Nearing
54	710	508	Stazione Parking						
55	717		Caserta Maddaloni	Castaldo	1. [illegible]	✓	15	80	Progress
56	717		Maddaloni - Bf.	L. L. Sud	3. [illegible]	—	—	100	A P.
57	718		Caserta Aversa	Castaldo	12 [illegible]	—	—	—	A P.
58	720		Capua Ferrovia	Athena S.	3. [illegible]	—	—	100	A P.
59	721		S. M. C. V. - Santa		[illegible]	—	—	—	A P.
60	721		S. Maria - Ponte Annibale	Saracese K	2 [illegible]	—	—	100	Finished
61	18	517	Circle Al Lagno Pisani	Ferrara & Pastorelli	1. [illegible]	—	—	100	Finished
62	18	517	Ponte Ferr. del Greco	Turci	3. [illegible]	—	—	100	Finished
63	18	517	Ferr. del Greco Int.	Ricciardi	3 [illegible]	—	—	60	Finished
64	18	517	Ferr. del Greco T. A.	Licciardi	1 [illegible]	—	—	—	
65	18	517	T. A. Interno	Olivo	3 [illegible]	—	—	—	
66	18	517	T. A. Ponte	D'Amorosa	2. [illegible]	—	—	100	Finished
67	18	517	T. A. Ponte Ext.	Vecchia	2 [illegible]	—	—	100	Finished
68	16	512	Diramazione						
69	9a1	518				—	60	30	Rebuilding
70	4a1	513	Autostrada Bridges	Cerulo	[illegible]		64	5	Piles
71	18	520	Pagani Cancello	Nicolucci	3. [illegible]				
72	18	520	Cancello Nocera	D'Amorosa	2 [illegible]	12-6	120	—	Piles
73	18	520	Pompei Angri	Cerullo	[illegible]	✓	160	50	Erection

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PROGRESS REPORT No. 18

SHEET 2 OF 3

CONTRACT	COST	START	ITEM	%	REMARKS
Bianco	850.000	—	—	100	A. P. B. S. Project
Ferro Beton	2 900.000	✓	90	65	A. P. B. S. Project
Ferro Beton	4 600.000	✓	✓	100	A. P. B. S. Project
Savarese V.	4 600.000	✓	✓	98	Almost Finished
Giordano	3 311 280	20-2	30	98	Almost Finished
Calcagno	3 316 512	10-4	72	50	Progress as.
Calcagno	644.200	1-2	20	55	"
Spina		17-2	20	45	Ordinary Maintenance
Stefano	2.150.000	15-1	5	98	
Savarese				100	A. P. B. S. Project
	630.000	—	—	100	A. P. B. S. Project
De Feo					
Verlino	1 417.500	15-1	5	98	Ordinary Maintenance
Savarese V.	2.130.000	25-1	9	98	
Milano A	5 170.000	—	—	100	A. P. B. S. Project
Savarese V.		1-6	30	10	Progress as.
Fraglia	750.000	20-3	30	95	Ordinary Maintenance
Zinzi	3.400.000	12-1	24	60	
Castiello	122.000	1-3	—	100	Stone only
D'Onofrio	4.400.000	10-4	30	90	Nearing Completion
D'Onofrio		1-6	—	—	Remain. Coating exp. Project.
Capello					Progress slow.
Castaldo	1.000.000	K	15	80	
Castaldo	2.570.000	—	—	100	A. P.B.S. Project
L. L.		—	—	—	A. P. B. S. Project.
Castaldo	13 702.000	—	—	—	A. P. B. S. Project
Alberto S.	3.000.000	—	—	100	A. P. B. S. Project
Savarese V.	2.800.000	—	—	—	A. P. B. S. Project
Parisi & Marinelli	1 950.000	—	—	100	Finished
Tucci	3.000.000	—	—	100	Finished
Rocco	2 000.000	—	—	60	Finished
Picone	1 470.000	—	—	—	
Oliva	3 000.000	—	—	100	Finished
D'Amanzo	2 370.000	—	—	100	Finished
Pietro	2 560.000	—	—		
		—	40	30	Rebuilding frozen arms and holes
Cocolo	5.000.000		64	5	Major Maintenance and repairs
Instituto	3.200.000				
D'Amore	2 060.000	12-4	120	—	Major Maintenance and repairs
Cocolo	3 700.000	1	160	50	Small Repairs

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PROGRESS REPORT No. 18 Sheet

EF.	*	R.	DESCRIPTION	CONTRACTOR	COST	START	MEN	%	REMARKS
71	18		Gabbiotti di Km 41	Di Lorenzo	2.278.000				
72	18	545	Ponte del Lago - Rimboli	Coen Fa	3.750.000	1-6			Manifestazione
73	18		Bagni di Cassarella	Cogiatti	3.000.000	—	—	100	Giovanni
74	18		Cassarella Piccola	D'Ascenzo	3.100.000	—	—	100	Ultimato
75	18		Salaria Nuova	Grassantonio	2.900.000				
76			BRIDGES						
77	304	528	Skew Arch Gaeliano	Cassarella	1.070.000	15-6	65	95	Ult. Fase
78	713	529	Barden Gaeliano	Cassarella	2.730.000	29-4		25	Progress
79	7	536	Cassarella Km 22+100	Cassarella	2.530.000	27-4	40	20	
80	7	534	Casa Canton Km 23+253	Forcel	3.961.000	25-4	—	5	Delayed
81	7	536	Secretelle Km 23+713	Forcel	2.536.000	1-4	70	50	Progress
82	7	531	Torrecello 23+400	Forcel	995.000	1-4	—	80	Delayed
83	7	537	Ponte Corvo 23+520	Arduino	3.000.000	25-4	20	10	Progress
84	7	532	Sabbia Secca 24+320	Cassarella	5.550.000	——	0	—	Design
85	PROV		Calore Alto	Cassarella	6.200.000	25-4	80	50	Progress
86	7	531	Tavole 24+700	Metalmeccanica	1.200.000	15-2	5	5	By Pass
87	7	533	Isola 25+150	Metalmeccanica	2.740.000	1-4	65	20	Progress
88	7	535	Mandrie 25+700	Cassarella	1.180.000	26-4	75	15	Progress
89	87	546	Bye pass Centrale	Forcel	600.000	28-5	2	95	Machine
90	18		Retaining Wall Scalzi	Forza Beton	1.150.000	1-6			
91			Cassino Scalzi	Mecanotecnica	5.570.000				

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PROGRESS REPORT No. 18 Sheet 2 of 2

CONTRACTOR	COST	START	MEN	%	REMARKS
DeGiacomo	2 225 000				
Gervasio	5 750 000	1-6			Maintenance Only
Cassetta	3 000 000	—	—	100	Cleaning Ash
D'Amoreira	2 100 000	—	—	100	Cleaning Ash
Biondolillo	2 750 000				
Campanella	1 050 000	24-4	45	95	Will be finished Soon
Campanella	2 700 000	24-4		25	Progress OK
Cervantes	2 850 000	27-4	40	20	" "
Tucci	3 461 000	25-4	—	5	Delayed 14° Cement
Tucci	2 850 000	1-4	70	50	Progress OK
Tucci	750 000	1-4	—	80	Delayed re By Pass
Mariano	2 100 000	25-4	20	10	Progress Slow
Campanella	5 250 000	—	0	—	Design returned for Details
Campanella	6 300 000	24-4	30	30	Progress OK
Michelucci	4 200 000	15-3	5	5	By Pass Accepted
Melchiorre	2 700 000	1-4	65	30	Progress Slow, on Transport
Campanella	5 250 000	26-3	75	15	Progress Slow, Driving Piles
Tucci	6 000 000	10-5	5	95	Working on Railway
Fasce Betom	3 150 000	1-6			
Nappi Sacco	1 575 000				

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PROGRESS REPORT N° 17

FOR WEEK ENDING 3 JUNE 1944. WEATHER FAIR

ENR	#	DESCRIPTION	CONTRACTOR	COST	START	MEN	%	REMARKS
1		Formia - Garigliano River	Carcone	3.000.000	5-6	0	0	Permits
2		Garigliano - Sessa Aurunca	Foglia	2.500.000	1-6	80	—	Road in
3	504	Sessa Aurunca - Capua	Ricciardi	2.200.000	14-2	120	—	Road in
4	502	Capua - S. Maria - C.V.	Sepe	1.230.000	1-6	30	—	Road Dec
5	502	S. Maria - Capua	Vianini & C.	2.370.000	20-3	105	—	"
6	502	S. Maria - Caserta	Bianco	1.200.000	24-4	70	—	"
7	502	Capua - Caserta	Napolitano	800.000	20-3	15	60	Canals
8		Caserta - Bivio Arienzo	Fucci	2.450.000	15-5	62	—	Delayed
9		Caserta Bivio Arienzo	Napolitano	980.000	1-6	10	25	Canals
10	511	Arienzo - Benevento - Rac.	Lualdi	1.320.000	1-4	300	50	Progress
11		Arditia San Andrea	—	410.000	Yes	Yes	—	Contempl
12	503	Capua - Napoli	Merlino	1.360.000	28-2	—	100	
13		Capua - Napoli	Merlino	2.170.000	15-5	—	100	
14		Capua - Napoli	Merlino	2.600.000	1-6	200	10	Dr. Lines
15		Aversa Secondigliano	Merlino	2.590.000	20-2	50	10	Excavation
16	509	Napoli Pozzuoli	D. Sarno	1.320.000	16-4	175	75	Progress
17	509	Arienzo - Arpaia	A.I.C.I.S.	1.250.000	13-4	100	95	
18	505	Napoli - Caserta	Vaccaro	2.300.000	28-2	—	100	
19		Napoli - Caivano	Sepe	700.000	15-5	—	100	
20		Napoli - Caivano	Sepe	1.230.000	20-3	100	60	Progress
21		Caivano - Cancello	Illiano	750.000	25-3	—	100	
22		Caivano - Cancello	Illiano	1.500.000	25-5	120	70	Progress
23		Cancello - Caserta	Siviglia	900.000	20-3	—	100	
24		Canals - Caserta	Foglia	750.000	4-4	—	100	
25		Canals - Caserta	Foglia	1.400.000	27-5	120	50	Progress
26	510	Caserta Interno	Napolitano	800.000	10-4	25	95	
27		S. Maria Interno	Napolitano	710.000	1-5	—	5	
28		Caserta Porta Napoletana	Siviglia	See Army	1-5	70	10	Main Road
29	525	Santa Maria - Limite	Misc	See 504	—	—	—	Trans Ferry
30	529	Ponte Calore - Arienzo	Cimparelli	2.200.000	24-4	250	80	Progress
31	505	Napoli - Nola	Bianco	1.650.000	"	—	100	
32	508	Napoli - Nocera	Savarese	1.600.000	"	35	95	
33	508	Nocera - Pagani	Mancco	3.400.000	"	70	60	Progress
34		Napoli - Bagnoli	Bianco	850.000	"	—	100	
35		Pagani - Napoli	Ferro Beton	2.700.000	"		60	
36		Roma	Savarese V.	4.600.000	"	—	100	

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ESS REPORT N.º 17

SHEET 1 OF 2

DING 8 JUNE 1944 - WEATHER FAIR

	CONTRACTOR	COST	START	MEN	%	REMARKS
ver	Carcano	3.000.000	5-6	0	0	Permits to Grass Valturno at Maddaloni.
ma	Fagila	2.500.000	1-6	80	—	Road in Excellent Condition
ma	Siviero	2.200.000	14-2	130	—	Road in Excellent Condition
F	Sepe	1.230.000	1-6	30	—	Good Progress Being Made.
	Fiorini & C.	3.500.000	20-3	165	—	" " "
	Bianco	1.200.000	24-4	70	—	
	Napolitano	800.000	20-3	15	60	Canals & Ditches.
	Tucci	2.490.000	15-5	67	—	Delayed Shortage Materials
	Napolitano	750.000	1-4	10	25	Canals & Ditches
	Lualdi	1.920.000	1-4	300	50	Progress Satisfactory
	—	410.000	Yes	Yes	—	Contractors at work. Bad Weather
	Merlino	1.360.000	25-2	—	100	—
	Merlino	2.120.000	15-5	—	100	—
	Merlino	2.600.000	1-6	200	10	Ordinary Maintenance
	Merlino	2.590.000	20-5	50	10	Clearing Ditches - Drainage Etc.
	D. Sarno	1.320.000	10-4	175	75	Progress Satisfactory
	Miele	1.260.000	13-4	120	95	"
	Parisi	2.300.000	25-2	—	100	—
	Sepe	700.000	15-5	—	100	—
	Sepe	1.230.000	20-2	100	50	Progress Satisfactory
	Miliano	750.000	25-3	—	100	—
	Miliano	1.500.000	12-5	160	75	Progress O.K.
	Guglielmo	700.000	20-3	—	100	—
	Fagiani	750.000	4-4	—	100	—
	Fagiani	1.400.000	22-5	120	50	Progress OK
	Napolitano	600.000	10-4	25	95	"
	Napolitano	710.000	1-5	—	5	"
	Siviero	8th Army	15-5	70	10	Men Removed to Route 7 by U.S.
	Misc	See Sht	—	—	—	Transferred to 15th Army
	Cipparelli	2.200.000	24-4	250	20	Progress Slow due to G.I. Transport
	Bianco	1.650.000	"	—	100	"
	Santelia	1.600.000	"	35	95	"
	Mennoia	2.400.000	"	70	60	Progress Slow. Lack Materials
	Bianco	950.000	"	—	100	"
	Ferri Petri	2.700.000	"		60	"
	Fagiani	4.600.000	"	—	100	"

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PROGRESS REPORT NO 17

EP	#	R	DESCRIPTION	CONTRACTOR	COST	START	MEN	%	
37	507	1711	Capodichino - Frattamaggiore	Giugliano	3.311.000	20-3	15	95	Reduced
38	506	712	Calvano - West to Melito	Cedrenia	3 316 584	10-4	70	50	Progress
39	506	712	Frattamaggiore Interno	Spina	644.000	1-2	20	50	"
40	522	713	7Bis - Giugliano	Merlino		17-3	20	90	Ordinary
41		713	Giugliano - Qualiano	Savarese	2.180.000	15-1	5	95	A P.B.S.
42		713	Qualiano - Pozzuoli				—	95	A P.B.S.
43		714	Napoli Qualiano	Savarese V.	?				Ordinary
44		714	Qualiano - Arzano						
45	522	7810	Giugliano - Parete	Merlino	1.617.700	15-1	5	99	A P.B.S.
46		7811	Parete Trentola - Aversa	Savarese V.	2.530.000	15-1	12	99	"
47		8718	Aversa - Calvano	Athena A	5.190.577				"
48		8718	Route 87 - Marcianise	Foglia	780.000	20-3	10	95	Ordinary
49		8719	Marcianise - Route 7B	Zinzi	3.406.000	15-2	15	95	Progress
50		710	Cancello Arnone	Castaldo G.	832.500	15-2	—	100	Stand
51		710	Cancello Arnone	D'Onofrio	4.400.000	20-4	40	50	Mag Sara
52		710	Cancello - West to 7Bis	Esercito	?	15-6	—	0	Repairs
53		717	Maddaloni - Cancello	Castaldo G.	1.000.000	"	25	75	A P.B.S.
54		715	Maddaloni - Route 87	A.L.S.E.	2.570.000	"	—	100	"
55		720	Capua Arnone	Castaldo F.	13.548.000	"	"	—	"
56		721	7Bis S. Maria	Athena S.	3.050.000	"	"	95	"
57		721	S. Maria - Ponte Annibale	Savarese V.	2.861.000	"	"	—	"
58	504A	18	Croce del Lagno - Resina	Perna-Mastrelli	1.950.000	"	—	100	"
59	504B	18	Resina Torre del Greco	Tucci	3.002.000	"	—	100	"
60	504C	18	Torre del Greco Interno	Recia & Giardino	3.000.000	"	"	"	"
61	504D	18	Torre del Greco - Torre Ann.	Pirozzi	1.970.000	"	"	50	"
62	504E	18	Torre Ann. Interno	Oliva	3.005.000	"	"	"	"
63	504F	18	Torre Ann. - East	D'Ammora	2.320.000	"	—	100	"
64	504G	18	Diversions	Various	2.540.000	"	—	100	"
65	284	Auto							
66	280	Auto	Repairs to Bridges	Carafa	4.000.000	"	100		
67	530A	15	Pagani - Cancarello	Mastrostefano	3.040.000	"			
68	530C	18	Cancarello - Nocera	D'Ammora	2.060.000	"			
69	530B	18	Pompei Angri	Cerreto	2.700.000	"	150		
70		18	Near Km 41	Di Giorgio	2.258.000				
71	525	18	Croce del Lagno - Pompei	Cerreto	3.750.000	20-5	122 70		Ordinary
72		18	Pagani - Cancarello	Caserta	3.000.000	"	80	100	Clearing
73		18	Cancarello Nocera	D'Ammora	3.000.000	"		100	Clearing

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PROGRESS REPORT NO 17. SHEET 2 OF 3

CONTRACTOR	COST	START	WEN	%	REMARKS
Siogliano	3.311.000	20-3	15	95	Reduced to ordinary Maintenance
Cedrenia	3.316.554	10-4	70	50	Progress OK
Spisa	644.000	1-2	20	50	
Merlino	———	17-3	20	90	Ordinary Maint.
Savarese	2.180.000	15-1	5	95	A P.B.S. Project Ordinary Maint
———	———	———	—	95	A P.B.S.
Savarese V.	?				Ordinary Maintenance From P.B.S.
———	———	———	—	—	
Merlino	1.617.900	15-1	5	99	A P.B.S. Project Ordinary Maint.
Savarese V.	2.530.000	15-1	12	99	
Athena A	5.190.577	—	—	—	
Foglia	780.000	20-3	10	95	Ordinary Maintenance
Zingi	3.406.000	15-2	15	75	Progress OK
Castaldo G.	832.500	15-2	—	100	Stone
D'Ercolino	4.400.000	20-4	60	50	May terminate Project at once
Cerrito	?	15-6	—	0	Repairs to stone Pavement in Towns
Castaldo S	1.000.000	✓	25	75	A P.B.S. Water bound Macadam job
A.A.S.E.	2.590.000	"	—	100	" " " " "
Castaldo F	12.508.000	"	"	—	" " " " "
Athena S	3.050.200	"	"	95	" " " " "
Savarese K	2.561.000	"	"	—	" " " " "
Perna-Hesterelli	1.950.000	"	—	100	
Tucci	2.600.000	"	—	100	
Ricciardiello	3.000.000	"	"		
Pirozzi	1.470.000	"	"	50	
Oliva	3.000.000	"	"		
D'Ammiano	2.320.000	"	—	100	
Nasuti	2.560.000	"	—	100	
Cargia	4.000.000	✓	100		
Montefusco	3.000.000	"			
D'Ammiano	2.060.000	"			
Cerreto	3.700.000	✓	150		
Di Giorgio	2.285.000				
Cerreto	3.750.000	20-5	122		Ordinary Maintenance
Cerreto	3.000.000	"	70	100	Clearing Ash.
D'Ammiano	3.000.000	✓	80	100	Clearing Ash

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S.S	#	R.	BRIDGES	CONTRACTOR	COST	START	MEN	APPR	%	FIN
1	528	7+4	Steel Arch Rattlesnake	Campanello	1.090.000	15-4	15	1	90	15-6
2	529	7+2	Durbon Arches	Campanello	2.720.000	29-4	25	1	10	8-1
3		7	Arapaho Km 247+500	None	No Estimate			No	0	
4		7	S. Martino 247+850	None	No Estimate			No	0	
5		7	Cornetella 248+80	Ceccocci	3.836.000	22-4	27	22-3	15	1-8
6		7	Casa Canton 250+250	Tucci	3.461.000	25-4		22-2	10	1-3
7		7	Serpentella 251+250	Tucci	2.524.000	1-4	30	4-4	40	15-7
8		7	Tufarello 252+850	Tucci	998.000	1-4		No	75	1-3
9		7	Corno 257+580	Annino	2.208.000	25-4	40	4-4	20	1-8
10		7	Sabato 260+580	Campanello	5.250.000	—	0	Subm't	0	1-10
11		Prel	Calore - Benevento	Campanello	6.200.000	25-4	40	28-5	50	7-1
12		7	Fossato 263+40	Melchiorre	1.640.000	15-3	5	29-4	0	1-8
13		7	Mele 273+150	Melchiorre	2.240.000	1-4	40	27-4	25	1-8
14		7	Ruscello 276+700	Campanello	5.458.000	26-4	72	24-3	10	1-7
15		7	280+00	None	—	—	0	No	0	1-10
16		7	Sabato 281+150	None	—	—	0	No	0	1-10
17		7	Bonito Calore	Gola 330 G.	—	—	Yes	3+	20	1-8
18		90	Calore 0+00	None	—	—	0	No	0	1-11
19		90	Ponte 10+100	None	—	—	0	No	0	1-11
20		89	Ferrovia Coverta	Tucci	—	—	0	Subm't	0	1-12
21		18	Retaining Wall Stafoli	Ferrabedon	600.000 315.000	10-5 1-6	6	4	90	1-2 1-10
22		Eq.	Office Equipment	None	56.800	22-5	—	—	100	—
23		Gar.	Garage Caserta	Napoli Fano	550.000	1-6			5	1-7

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PROGRESS REPORT No 17 SHEET 3 OF 3

CONTRACTOR	COST	START	MEN	APPR.	%	FIN	REMARKS
Campanello	1,350,000	15-4	15	"	90	15-6	
Campanello	2,730,000	29-4	23	"	10	8-1	
None	No Estimate	"	"	No	0		Exploratory Excavations
None	No Estimate	"	"	No	0		
Cerracchio	2,856,000	27-4	27	29-3	15	1-8	Piers & Abutments Finished
Tucci	3,461,000	25-4		29-3	10	1-8	Excavation Completed
Tucci	2,520,000	1-4	70	4-4	40	15-7	1 Arch Completed. Piers &c.
Tucci	948,000	1-4		No	75	1-7	Open For 1 way Traffic
Amino	2,208,000	25-4	40	9-4	20	1-8	Brick & Cement on Hand
Campanello	1,250,000	—	0	Submitt	0	1-10	By Rail about Complete
Campanello	4,200,000	25-4	40	28-5	50	7-1	1 Arch Completed.
Melchionna	1,640,000	15-3	5	27-4	0	1-8	By Rail Open
Melchionna	2,760,000	1-4	40	27-4	25	1-8	Start on Arch Ring
Campanello	5,158,000	26-4	32	28-5	10	1-9	Driving Piles
None	—	—	0	No	0	1-10	Design Equipment Hanging
None	—	—	0	No	0	1-10	
Galazzo G.	—	Yes	24	"	20	1-8	A State Civil Project
None	—	—	0	No	0	1-11	Design Equipment
None	—	—	0	Submitt	0	1-12	Design Submitted 6-6
Tucci	600,000	10-5	6	"	90	1-7	Working on Roadway
Ferrellato	315,000	1-6				1-7	
None	58,800	22-5	—	—	100	—	
Napolitano	550,000	1-6			5	1-7	

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APPENDIX "C"

RETURN OF EXPENDITURE INCURRED IN ASSISTING ITALIAN AUTHORITIES ON MAIN

12 JUN Recd 10 S/ R.E.

for period from 2 June 44 to 8 June 44

Road and location of work with M.R.	Nature of work	Labour Man days R.E.	Labour Man days Civ.	Materials Paid by	Materials W.D.	Materials Local Purchase	Transport W.D. Lorry Days	Transport Other Incl Horse & Cart	Plant W.D.	Plant Requisitions
From Route 7 to San Martino	Repair Potholes	-	15	1st Sikh Eng Bn IE	53 m³ Quarry Waste.	-	10	-	1 Roller 6 ton 6 days	-

Field
10 June 44

Lt Col Royce

Maj

Capt Rhodes

Pte 25 yards

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APPENDIX "C"

(P. Wks. 6 Exhibits)

RN OF EXPENDITURE INCURRED IN ASSISTING ITALIAN AUTHORITIES ON MAINTENANCE OF PUBLIC ROADS

period from 2 June 44 to 8 June 44 194

Labour Man days R.E.	Labour Man days Civ. Paid by	Materials	Transport Local	Transport W.D. Lorry Days	Transport Other incl Horse & Cart	Plant W.D.	Plant Requisitioned	Total Cash Expenditure	Reason v Expendit was nece
-	15	1st Sikh Eng Bn IE 53 m³ Quarry Waste.	-	10	-	1 Roller 6 ton- 6 days	-	1 foreman @ 75 lire per day = 450 lires 14 labourers @ 65 lire per days = 910 lires.	

Lt Col Thompson DAQMG 5th Div

Lt Col Rogers DAQMG 5th

H.J. Brown. Major RE
for Lieut - Col R.E.
No. 10 CRE (Works)

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Wagon Party 34

Subject: Monthly Report May 1944

To : Chief Public Works Div.
P.W. & U. Sub-Commission.

1. Maintenance during the month was disrupted to ascertain extent by the work of DCRE 307 from Foggia. This has subsequently been straightened out.

New construction.

2. Cerignola-Canosa. This road become priority I under date of 16 May.

Transport (8 vehicles) was transferred from the Orta-Nova-Bovino road to speed up delivery of stone. Three rollers were dispatched to the job and spraying commenced at noon 29 May. About 1 Km. was been sprayed.

A second crusher was installed in the San Ferdinando quarry.

Since the arrival of the additional transport approximately 1 Km. of stone has gone out on to the road. At this rate the stone for the remaining 3 Km. should be finished 25th-28th June.

Starting 5-7 June penetration will be carried on from both ends simultaneously.

Completion date is expected to be 30 June.

3. Orta-Nova - Bovino.

When priorities changed 16 May, this road dropped from priority I to III and the specifications changed from.

Bituminous penetration to water bound Macadam. With a seal coat if bitumen is available.

Penetration was therefore discontinued after aproximately 1 Km. had been completed and work carried on under the new specifications.

4. Verbal authority was given by the office of the Chief Engineer of 2 District to strip this project of plant equipment and transport and if necessary to entirely close it down temporarily in order to hasten the Cerignola-Canosa road. It has not however been found necessary to do other than stop the transport of stone. From the crushers to the road.

Stone from the crushers at Bovino is being stockpiled

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and it is estimated that there are now 750 on.in stock pile.

5. Bovino-Ariano.

The portion of this road lying in R°3 District became the responsability of this office 17 May. Two crushers were immediately directed on to this project, and patching commenced.

6. Estimates were in the course of preparation and prices asked for when the estimates were completed. Prices for the repairs and seal coating have not been received as yet.

7. Bitumen released for the Foggia-Ariano road (63 Km.) started arriving at Bovino 28 May. Three hundred and eighty five tons arrived in three days plus fifty tons of emulsion; a total of four hundred and thrty fivetons.

8. Transport and labour have had to be directed from crushing operations in order to unload and store this material. It is estimated it will take another two or possibly three days to complete the unloading. At the same time as the Bitumen arrived at Bovino, two hundred and sixty seven tons arrived at Canora. This was unloaded by CRE 77 works and some transported to the Canora Cerignola project, the balance is being transported by ACC vehicles.

9. In order to get the Cerignola-Canora project under way, twenty five tons of bitumen were released through DCRE 334 works and drawn by truck to the job from Foggia.

10. Plant and Equipment for the Bovino-Ariano road has been arranged for 5-6 June. It is expected that seal coating will start 7-8 June.

11. The second half platoon of trucks from the C.T. Company with drawn 8 May has been again detailed through the office of the C.E. 2 Dist. It is hoped they will be available by 6 June.

12. Forty additional trucks have been allotted to this area by the C.E. They are to be put through REME shops and delivered in lots of 8-10. It is estimated they will be available, starting 8-10 June.

13. A civilian, formerly a road contractor has been engaged to supervise the distribution of only maintenance materials and to set up a premix cold patch plant at the Foggia crusher plant. He has been supplied a 15 cwt. and will also get 3 tonners when they are available. It is felt this will in great measure solve the problem of only maintenance.

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14. The new contract has been negotiated with the contractor who supplies stone from the Foggia plant. The price has been scaled down from three hundred and eighty lire a metric cube, to three hundred lire crushed. It is felt in this connection that it will be necessary in the very near future to take over the operation of the Foggia plant under the supervision of the civilian mentioned in para.13 above. It may later prove desirable to take over the quarry and truck and trailer of the present contractor, also.

15. Due to the harvest which has already started, the labour situation is becoming acute. It is understood that the Provincial Commissioner has arranged for a considerable number of Italian military personnel. It has been decided to ask the Commissioner for 200-250 of these people when they arrive.

16. Plans for the two bridges on the Foggia - Bari road have been received. Bids have been invited for the one over the Cervaro river and the contract will be let as soon as the bids are received.

The second bridge over the Carapelle is of too long a span to permit of anything but a steel bridge. Plans for this bridge are being forwarded for your consideration as soon as the quantity estimates are prepared.

17. There are at present the following items of equipment working on A.C.C. projects.

In this area.

Crushers	9.
Rollers	6.
Spray outfits.	4

Trucks.

A.C.C.	15-17	only
R.A.S.C.	8-9	"
Contractors	5-6	"

To go into operation June 1-15

Crushers	2-3
Rollers	1-2
Spray outfits	1

Trucks.

R.A.S.C.	8
A.C.C.	8 up to 20.

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18. The forgoing is for your information, please.

Lucera
1 June 1944

A.G. PERLEY Major
C 1/C ACC Roads Foggia.

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PROGRESS REPORT No. 16

FOR WEEK ENDING 27 MAY 1944. WEATHER FAIR

EF	No	R.	DESCRIPTION	CONTRACTOR	COST	START	FIN	REMARKS
1		7	Formia - Garigliano	Corvone, Francesco	3.000.000	1-6	—	Mancini ordered to work
2		7	Garigliano - Sessa - Aronca	Foglia	2.500.000	1-6	—	Foglia already has
3	504	7	Sessa - Capua	Giuliano	2.300.000	14-2	120	Progress Satisfactory
4	502	7	Capua - S. Maria C.V.	Sepe	1.830.000	1-6	—	Sepe ordered to
5	502	7	S. Maria - Capua	Mannini & Co	2.370.000	20-3	100	Progress O.K.
6	502	7	S. Maria - Caserta	Bianco	1.200.000	24-4	60	" O.K.
7	502	7	Capua - Caserta	Napolitano	800.000	20-3	25	Canals to be filled
8		7	Caserta - Bivio Arienzo &	Tucci	2.490.000	15-5	50	R.R.S. has agreement
9		7	Caserta - Arienzo	Napolitano	980.000	20-3	10	Canals to be filled
10	511	7	Arienzo - Pinecrete - Arcolino	Lucidi	1.920.000	1-4	200	Progress Satisfactory
11		7	Arcolino - San Andrea		410.000	Yes	Yes	300' Pedestrian Bridge
12	503	70	Capua - Napoli	Merlino	1.360.000	28-2	0	Finished
13		72	Capua - Napoli	Merlino	2.130.000	12-5	150	Progress O.K.
14		72	Arezzo - Secondigliano	Merlino	2.590.000	20-5	50	Cleaning Ditches
15	503	70	Napoli - Baiano	Di Sarno	1.320.000	10-4	100	Progress Satisfactory
16	509	72	Baiano - Arcolino	A Maria	1.400.000	13-4	137	Progress satisfactory
17	501	87	Napoli - Caserta	Varriano	2.300.000	28-2	0	Finished
18		87	Napoli - Cairano	Sepe	700.000	15-5	80	Progress O.K.
19		87	Napoli - Cairano	Sepe	1.370.000	20-3	0	Finished
20		87	Cairano - Canal	Milano	750.000	20-3	0	Finished
21		87	Cairano - Canal	Milano	1.520.000	15-5	165	Progress Satisfactory
22		87	Canal - Caserta	Giugliano	900.000	20-3	0	Finished
23		87	Canal - Caserta	Foglia	750.000	4-4	0	Finished
24		87	Canal - Caserta	Foglia	1.400.000	22-5	120	Progress O.K.
25	510	7	Caserta - interno	Napolitano	800.000	20-4	35	Progress 25%
26		7	S. Maria - Interno	Napolitano	710.000			Finished Satisfactorily
27		87	Caserta - Ponte Annibale	Giugliano	450 Brng	15-5	60	Satisfactory
28	515	6	Spartimento - Ponte	Nunc	Sec 50 ft	—	—	Work to be done
29	517	90	Ponte Calore - Arienzo	Campanelli	2.200.000	24-4	150	Excess to be done
30	505	711	City Limits - West	Bianco	1.650.000	6	—	Finished
31	505	711	West Bagnoli	Salvatore G.	1.600.000	6	45	About Complete
32	505	711	Bagnoli - Pozzuoli	Monaco	2.400.000	6	70	Progress
33		711	Napoli	Bianco	350.000	6		We will
34		711		Campanelli		6		
35		711		Esercitatori	1.800.000	6		
36		711		Salvatore V	4.600.000	6		

Raffaelli

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SHEET 1 of 3

GRESS REPORT No. 16

ING 27 MAY 1944- WEATHER FAIR

CONTRACTOR	COST	START	MEN	REMARKS
Carbone, Francesco	8.000.000	1-6	—	Pendini ordered work to start at once
Faglia	2.500.000	1-6	—	Faglia already has passes for bivouacs & Tents
Faglia	2.800.000	14-2	120	Progress Satisfactory
Giuliano	1.350.000	1-6	—	Sepe ordered to begin here Subito
Sepe	2.370.000	20-3	100	Progress O.K.
Vicenti & Co	1.200.000	24-4	60	O.K.
Bianco	800.000	20-3	25	Canals & Ditches- Clearing Shoulders
Napolitano	2.450.000	15-5	50	P.B.S. has decreased Forces. Tents wanting
Tucci	950.000	20-3	10	Canals & Ditches
Napolitano	1.920.000	1-4	200	Progress Satisfactory
Lucia	410.000	Yes	Yes	3rd Priority Conference on working
	1.340.000	25-4	0	Finished
Merlino	2.120.000	15-5	150	Progress O.K.
Merlino	2.560.000	20-5	50	Cleaning Ditches. Fixing Trenches O.K.
Merlino	1.320.000	10-4	120	Progress still slow
Di Sarno	1.400.000	13-4	197	Progress excellent
Athene	2.200.000	28-2	0	Finished
Fiocco	700.000	15-5	80	Progress O.K.
Sepe	1.270.000	20-5	0	Finished
Sepe	250.000	25-3	0	Finished
Illiano	1.500.000	15-5	165	Progress Excellent
Illiano	900.000	20-3	0	Finished
Guglielmo	750.000	4-4	0	Finished
Faglia	1.400.000	22-5	120	Progress O.K.
Faglia	600.000	10-4	35	Progress O.K. Slow due to delivery of
Napolitano	720.000			Basalt from Force Commanders
Mancini Inc	5th Army	15-5	60	Satisfactory
Guglielmo	See F.A.A.	—	—	Want to 5th Army Ready to Route 7
Nunz	2.200.000	21-4	150	Expects to increase force to 200
Campanelli	1,650.000	✓	—	Finished
Bianco	1600.000	✓	35	About Completed
Saraceno &	3.400.000	✓	70	Progress slow
Monaco	350.000	✓		We will take over from P.B.S.
Bianco		✓		on June first.
Campanello		✓		
Faccia Bella	1.870.000	✓		
Mancini &	600.000			

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PROGRESS REPORT N° 16-

Nr.	#	R	DESCRIPTION	CONTRACTOR	COST	START	ITA'N	REMARKS
37	507		Capodichino Pratt&Whitney	Giuglione	2.211.000	20-3	60	Progress 0%
38	506	713	Caivano West to Melito	Cortemia S.A.	3.316.584	10-4	70	Progress 3%
39	504	713	Frattamaggiore Interno	Spina	644.000	1-2	20	Progress 0%
40	502	713	Melito - Giuliano	Marchese	?	12-2	30	Progress 5%
41		713	Giuliano - Qualiano	Savarese V.	2.180.000	15-1	5	Work completed
42		713	Qualiano - Rozzaro	—	—	—	—	Will be transferred
43		714	Napoli - Giuliano	Savarese V.	?	6-1	—	Surveys needed
44		714	Giuliano - Arzano	—	—	—	—	Will be transferred
45	503	7810	Giuliano - Parete	Marchese	1.617.920	15-1	5	A.P.B.S. Project
46		7810	Parete - Trentola	Savarese V.	2.530.000	15-1	12	A.P.B.S. Project
47		7818	Trentola - Aversa	Savarese V.				
48		7814	Rete 87 - Marcianise	Fagiolo	780.000	20-3	20	Satisfactory
49		7814	Marcianise - 7 Bis	Zinzi	3.060.000	15-2	15	Satisfactory
50	510	710	Cancello Arnaldo	Castaldo G.	532.500	15-7	—	Finished Excellent
51	511	710	Arienzo Cancello	D'Onofrio	4.460.000	10-11	60	Progress 55%
52		710	Mediterranea Cancello	Castaldo G.	2.000.000	—	—	A.P.B.S. Project
53		715	Mediterranea Rete 87	I.L.S.E.	2.570.000	—	—	
54		720	Capua - Aversa	Castaldo F.	12.505.000	—	—	
55		721	S. Maria - 7 Bis	Affinito S.	3.050.000	—	—	
56		721	S. Maria - Rete Annibale	Savarese E.	2.841.000	—	—	
57		5718	Caivano - Aversa	Di Bona A.	5.190.577	—	—	
58	513A	12	Cava del Lago Resine	Pirro Bartolelli	1.950.000	✓	—	Finished
59	B	18	Resine Torre del Greco	Zucci	3.040.000	✓	—	Finished
60	C	18	Torre del Greco Interno	Rocco	3.040.000	✓		
61	D	18	Torre del G. Torre Ann.	Pirone	1.472.000	✓	40	
62	E	18	Torre Ann. Ercolano	D'Amelio	2.432.000	✓	—	Finished
63	F	18	Diversions		2.736.000	✓	—	Finished
64	514A	Auto						
65	B	"	Repairs to Bridges	Carola	5.000.000	✓	100	
66		18	Pagani - Cancello	Malafronte	3.040.000	✓	15	
67		18	Cancello Nicotera	D'Ambrosio	2.660.000	✓	20	
68		18	Diversion Angri	Cerullo	3.700.000	✓	10-12	Progress Excellent
69		18	Pagani - Cancello	Casertex	3.000.000	—	—	Clearing started
70		18	Cancello - Nicotera	D'Ambrosio	2.660.000	—	—	Clearing started
71		18	Cancello - Pompei	Cerullo	3.230.000	6-1	—	Ordinance stage

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PES REPORT No. 16.

CONTRACTOR	COST	START	MEN	REMARKS
Cecchini	3. 312.000	20-3	60	Progress OK.
Stefanic S.A.	3. 316. 554	10-4	70	Progress OK.
Spica	644.000	1-2	20	Progress OK.
Perdisa	?	12-2	20	Progress Slow. Work almost Finished
Asterie V.	2. 180. 000	15-1	5	Work completed under P.B.S.
—	—	—	—	Will be transferred to us soon by P.B.S.
Saraceni V.	?	6-1	—	Sarageno ordered to start at once
—	—	—	—	Will be turned over to us soon.
Perdisa	1. 617. 900	15-1	5	A. P.B.S. Project
Saraceni V. }	2. 530.000	15-1	12	A. P.B.S. Project
Saraceni A. }				
Ceccini	780.000	20-3	20	Satisfactory. Road in good shape.
Ceccini	3. 226. 000	15-2	15	Satisfactory. Road in good condition
Zanzi	$32.520	15-3	—	Finished. Furnish Stone P.B.S.
Castaldo G.	4. 400. 000	20-4	60	Progress Still Slow.
Perdisa	1. 000. 000	—	—	A. P.B.S. Project " "
Castaldo G.	2. 570. 000	—	—	" " "
M.I.C.	12. 505. 000	—	—	" " "
Castaldo F.	3. 050. 000	—	—	" " "
A. Hoca S.	2. 861. 000	—	—	" " "
Saraceni V.	5. 192 527	—	—	" " "
A. Hoca A.	1. 950. 000	✓	—	Finished
Perdisa Martinelli	3. 065. 000	✓	—	Finished
Zanzi	3. 000. 000	✓		
Ceccini	1. 910. 000	✓	40	
Pirone	2. 320. 000	✓	—	Finished
D'Ammora	3. 560. 000	✓	—	Finished
Cerola	5. 000. 000	✓	100	
Malatesta	2. 040. 000	✓	15	
D'Ammora	2. 000. 000	✓	20	
Carrito	3. 700. 000	✓	126	Progress Surprising.
Casarta	3. 000. 000	✓	—	Cleaning Ass. Finished
D'Ammora	2. 000. 000	✓	—	Cleaning Ass. Finished
Carrito	3. 750. 000	6-1	—	Ordinary Maintenance

We could look after as soon as

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PROGRESS REPORT N° 16

EF	#	R	DESCRIPTION	CONTRACTOR	COST	START	MEN	APPROX	
			BRIDGES.						
1	528	114	Stone Arch near Qualiano	Campanello	1.090.000	15-4	25	✓	4-
2	529	713	Ponte Bardon	Campanello	2.720.000	29-4	15	✓	Ma
3		7	"Trepeati" Km 247+500						En
4		7	"S. Martino" Km 247+850	Cerracchio		15-5	2		
5	526	7	"Cerretello" Km 248+100	Cerracchio	2.536.000	27-4		29-3	Pa
6	524	7	"Casa Cantoni" Km 250+250	Tucci	3.461.000	25-4	} 70	29-3	Ma
7	536	7	"Serretella" Km 251+750	Tucci	2.826.000	1-4		4-4	Ca
8	535	7	"Tufariello" Km 252+850	Tucci	998.000	1-4		4-4	Ca
9	534	7	"Carro" Km 253+500	Annino	3.008.000	25-4	30	4-4	Ca
10	533	7	Sabato - Km 260+500	Campanello					Ma
11	537	Prov.	Benevento North	Campanello	6.200.000	25-4	40	30 mile-1	Ma
12	531	7	"Tavole" Km 264	Melchionna	1.640.000	13-3	20	27-4	Ry
13	530	7	"Viele" Km 275+180	Melchionna	2.740.000	1-4	40	22-4	La
15	525	7	"Macetta" Km 296+700	Campanello	5.158.000	26-4	40	29-3	Pa
16		7	Km 300+20						Ry
17		7	"Sabato" Km 301+180						
18		90	Calore Km 0+00						Ba
19		90	D. Melito Km 14+00						
20		87	Ferrovia Caserta	Tucci	600.000	10-5	6	✓	Ro
		Eq	office Furniture	—	56.800	21-5	—	—	Ro

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PROGRESS REPORT No. 16

	CONTRACTOR	COST	START	MEN	APPROX	REMARKS.
kano	Campanello	1.090.000	15-4	25	✓	Arch Ring Complete. Work on Fill
	Campanello	2.720.000	29-4	15	✓	Work on Central Pier under Way
500				—	—	Exploratory Excavation at Abts.
850	Cerracchio		15-5	2	—	" " " "
600	Cerracchio	2.536.000	27-4		29-3	Progress OK. Work on Piers & Abts.
250	Tucci	3.461.000	25-4		29-3	Progress OK. Exca. Completed.
250	Tucci	2.536.000	1-4	70	4-4	Cement & Brick arrived.
832	Tucci	498.000	1-4		4-4	Open for 1 way Traffic
000	Annino	3.008.000	25-4	30	4-4	Cement & Brick delivered.
500	Campanello	—	—	—	—	Work on By Pass Resumed.
	Campanello	6.200.000	25-4	40	30 miles	Bailey Erected, Laying Brick
4	Melchionna	1.640.000	15-3	20	27-4	By Pass OK. Waiting 3rd District OK.
20	Melchionna	2.740.000	1-4	40	27-4	Locks Transport to carry stone
200	Campanello	5.158.000	26-4	40	29-3	Pile Driver on job, South Abt OK.
00			—	—	—	By Pass Completed. We can begin.
150			—	—	—	" " " "
0			—	—	—	Designs Requested from Mass.
00			—	—	—	" " " "
	Tucci	600.000	10-5	6	✓	Roadway Finished. Work on Balustr.

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PUBLIC WORKS DIVISION
HEADQUARTERS PUBLIC WORKS AND UTILITIES SUB-COMMISSION

32 PFN/lp

11 May 1944

Subject: Report of Building Repairs.

To : Lt.Col.John F.Laboon, Chief Public Works Division.

Attached hereto is a report of the reconstruction and alterations of buildings under the supervision of the Division of Public Works and Utilities.

Peter F. Natale

Peter F.Natale
T/Sgt.
Building Supervisor
Public Works Division

Encl. (1)
1 Copy of Report of Building Reports (Trip)

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The following is a resume for all reconstruction and alterations of buildings under the supervision of the division of Public Works and Utilities.

by the Genio Civile at the request of the Allied Commission

Volturno Hotel Via Roma and Piazza Carith

When this Division took over the supervision of the Volturno Building repair work early in January 1944 it was found that a contract had already been let to Nardone, Cappelli and Sambito and the Work had been in progress for a month or more. Under this contract the 3rd,4th, 5th, and 6th, floors were to be repaired and made ready for occupancy. Later it was decided on orders of Lt.Col.Jenny to repair the second and seventh floors. Another contract was awarded by the Genio Civile to the same Contractor. A third contract for repair of columns and supporting beams to make the building safe structurally was also awarded to the same contractor by the Genio Civile. This contractor was the designer and builder of the original structure. A fourth contract for installation of hot water system has been awarded by the Genio Civile to De Micheli and Co., heating Contractors.

The contract for the reconstruction of all concrete columns and necessary supporting beams damaged by land mines planted by the enemy was awarded to the contracting firm of Cappelli, Nardone and Sambito by the Genio Civile and approved by Lt-Col. Laboon. It was originally intended to repair all damage caused by the land mines but a conference held at Lt-Col.Laboon's office changed this. At this conference Lt.Col.Laboon reiterated to the Genio Civile that this Sub-Commission is mainly interested in making this building safe in the quickest time possible and recommended that the original plans and contract be revised eliminating such sections as were not essential. Upon this recommendation the Genio Civile revised the plans and a contract was signed for 1,335,000.00 lires on the 24th day of April 1944. The work will be completed on or about 1 June 1944.

On the 16th of March 1944, Lt-Col.Laboon instructed the undersigned to make plans for the erection of an air raid shelter for the Volturno Bldg. Plans were determined by conference and the contractor was ordered to proceed with work on an emergency basis on a cost plus contract. The total cost was 143,062.57 lires which was approved by Lt-Col.Laboon and submitted to Lt-Col.Jenny for action on 3 April 1944. A contract was let for damage caused by aerial bombings of 14 March 1944 on order of Lt-Col.Jenny. Work was started 15 March 1944 and completed 17 April 1944. Contract cost was 15,656.92 lires. The glass for this job was furnished by Lt.Col.Jenny.

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51 Via De Pretis B. 1st

On request of Headquarters Commandant ACC to advise and propose the type of plumbing installation required at this billet to accomodate 400 British Troops, Lt-Guarini, the billeting officer representing the Hq.Commandant, Lt-Col.Laboon and myself made a physical inspection of the above named billet. As the result of this inspection Lt.Col.Laboon instructed me to prepare plans showing the layout of plumbing to be installed. Upon the completion of plans a contract was let to Mario Cappelli. Work will be completed on or about 19 May 1944. This was considered very urgent as troops already were moving in. In view of this and further, due to the uncertainty of the work to be done, a cost-plus contract was adopted.

Albergo Oriente

This Hotel was been requisitioned by the Commandant as a Billet for senior officers of ACC. This Sub-Commission is in direct supervision of the entire building. The billeting officer through the H. Commandant contemplates the use of four floors. Time limit for two floors, the second and third, has been set by Lt-Col.Jenny, ready for occupancy on 1 June 44. The fourth and fifth floors are to be completed on 15 July 1944. Plans have been checked for the installation of a heating plant for hot water supply which will be completed on or about 27 May 1944. All work above fifth floor has been ordered stopped.

Via Generale Orsini Garage

Letter received from Lt-Col.Robertson, HQ Commandant dated 28 April 1944 subject: Clearance of debris. Lt.Col.Robertson referred Lt-Col.Laboon to Lt-Col.Borg in regard to the work to be performed at this garage. Upon making a physical inspection with Lt-Col.Borg it was agreed that the first operation should consist of opening the entrance which was blocked with masonwry, steel, etc., caused by aerial bombings. After this was done we were further requested to proceed with repairs necessary to make the garage service able promptly. This work is being done by Cappelli on a cost-plus basis necessitated by the urgency.

Officers Red Cross

This Sub-Commission was called by Miss Rietmeyer, directress, for the purpose of repairing damages caused by aerial bombings 14 March 1944. Certain changes were made and plans were prepared and approved by Lt-Col.Laboon. Contract let and work completed 4 May 1944. This Division made the sketches and supervised the work with the permission of Lt-Col.Jenny.

Peter F. Natale

Respectfully Submitted,
Peter F.Natale,
T/Sgt.Public Works Division,
Public Works and Utilities
Sub-Commission.

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COPY

LFA/wht

HEADQUARTERS
ALLIED CONTROL COMMISSION
Agriculture Sub-Commission
APO 394

3 June 1944

AGR/40010

Subject: Bridges and Roads reported to be in need of repair to aid, primarily, sawmills.

To : Public Works & Utilities, ATT: Lt.Col.Lupper.

3. Benevento Province.

a. Terra murata - Murazzano - Highway bridge.
b. Apice - three bridges out.
c. Mazzarello - near Cerroto Telese - highway bridge.
d. Piedimonte d'Alife - highway bridge out.

4. Avellino Province.

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

W.A. HARTMAN
Lt.Colonel
Director.

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

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

LAJ/gf

AGO/247/PWU

2 June 1944.

SUBJECT: Monthly Reports.
TO : Lt. Col. C. P. Bullick, Regional Engineer Officer, Region 1.

1. I wish to acknowledge receipt of the monthly reports from Majors Boyd and Crenshaw. As the Regional Engineer Officer, these reports should be submitted to you and forwarded by you to this office with such overall comments as you may wish to offer. Furthermore, when I was in Palermo, it was agreed that Lt. Hodges would remain as the Public Works Officer in Messina reporting to you directly. Therefore, he should also submit his monthly reports to you. Copies of these reports should then be forwarded by you to this office. These officers should not communicate directly with this Headquarters as it is necessary for you, as the Regional Engineer Officer, to be thoroughly acquainted with what is going on and in all such matters we solicit your views and comments on recommendations made in these reports. This is quite necessary as we naturally must look to you for results and to keep us posted on what is going on.

2. Major Boyd mentions the reconstruction of the Cathedral at Messina estimated to cost about 8 million lire but which, in his opinion, may well reach 100 million lire. It must be quite obvious that we cannot at this stage reconstruct cathedrals and must concentrate all of our efforts on the most essential projects only. For this reason the Messina Cathedral project is disapproved.

3. Many important problems affecting all Regions must be discussed from time to time. We are calling a conference of all Regional Engineer Officers at this Headquarters on 12 June, 9:00 A.M. A letter to this effect will be sent out by the Executive Commissioner to the Regional Commissioners. This will serve as advance notice to you so that you may make the necessary arrangements to be here on the 12 June. Some of the questions to be discussed at that meeting will concern methods of procedure, materials, approvals, as well as the possibility of placing military highways under the Regional Engineer instead of handling these from this Headquarters. In your case Major Gerbig would become a Regional Officer on your staff but would make his headquarters at Catania, where the military headquarters of the inland are located.

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

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PROGRESS REPORT N° 16

FOR WEEK ENDING 27 MAY 1944. WEATHER FAIR

EF	INF	R	DESCRIPTION	CONTRACTOR	COST	START	FIN	REMARKS
1		7	Formia - Garigliano	Concord. Francesi	5.000.000	1-6	—	Ponti ordered
2		7	Garigliano - Sessa - Arenia	Foglia	2.500.000	1-6	—	Foglia ordered
3	504	7	Sessa - Capua	Giuliano	2.800.000	14-2	120	Progress Satisf
4	502	7	Capua - S Maria C.V.	Sepe	1.980.000	1-6	—	Sepe ordered
5	502	7	S Maria - Capua	Vianini & Co.	2.370.000	20-3	100	Progress 6%
6	502	7	S Maria - Caserta	Bianco	1.200.000	24-4	60	" 0%
7	502	7	Capua - Caserta	Napolitano	500.000	20-3	25	Canals & Dr
8		7	Caserta - Bivio Arienzo	Tucci	2.450.000	15-5	50	P.B.S has decre
9	511	7	Caserta - Arienzo	Napolitano	980.000	20-3	10	Canals & Dr
10	511	7	Arienzo Innesto - Arethusa	Lualdi	1.920.000	1-4	210	Progress Satisf
11		7	Arethusa - San Andrea		410.000	Yes	Yes	3rd Priority
12	503	70	Capua - Napoli	Merlino	1.360.000	25-2	0	Finished
13		70	Capua - Napoli	Merlino	2.120.000	25-5	150	Progress 60%
14		70	Aversa - Secondigliano	Merlino	2.540.000	20-5	50	Clearing Debris
15	509	70	Napoli - Baiano	Di Sarno	1.320.000	10-4	100	Progress 5%
16	507	70	Baiano - Arethusa	A Mena	1.000.000	15-4	197	Progress 40%
17	501	87	Napoli - Caserta	Various	2.200.000	23-2	0	Finished
18		87	Napoli - Cancello	Sepe	700.000	15-5	80	Progress 20%
19		87	Napoli - Cancello	Sepe	1.370.000	20-2	0	Finished
20		87	Cancello - Canal	Illiano	750.000	25-3	0	Finished
21		87	Cancello - Canal	Illiano	1.500.000	15-5	165	Progress Excell
22		87	Canal - Caserta	Guglielmo	900.000	20-3	0	Finished
23		87	Canal - Caserta	Foglia	750.000	4-4	0	Finished
24		87	Canal - Caserta	Foglia	1.400.000	22-5	120	Progress 6%
25	510	87	Caserta - Interno	Napolitano	800.000	10-4	35	Progress 30%
26			S Maria - Interno	Napol. Sarno	710.000			Basalt finish
27		87	Caserta - Ponte Annibale	Guglielmo	5th Army	15-5	60	Satisfactory
28	505	6	Spartimento - Nola	Mine	Ex 504	—	—	Work to 504 Ap
29	521	90	Ponte Calore - Arienzo	Ciapparelli	3.200.000	24-4	150	Excavate for ter
30	508	211	C. by Limits West	Bianco	1.650.000	✓	—	Finished
31	508	211	West Bagnoli	Saracco &	1.600.000	✓	35	Road complete
32	208	211	Bagnoli - Rassoli	Nonno	2.400.000	✓	70	Progress 5%
33		211	Napoli	Bianco	350.000	✓		Ile road to be
34		211		Campanello		✓		on Jun
35		211		Ferrobeton	1.800.000	✓		
				Saracco &	4.600.000	✓		

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PROGRESS REPORT N° 16 SHEET 1 OF 3

ENDING 27 MAY 1944 WEATHER FAIR

	CONTRACTOR	COST	START	MEN	REMARKS
o	Corsano Francesco	3.200.000	1-6	—	Mendini entered work to start at "Zero".
ania	Foglia	2.500.000	1-6	—	Foglia already has passes for Landoff Force.
	Bulgaria	2 800 000	14-2	120	Progress Satisfactory
v.	Sepe	1. 250 000	1-6	—	Sepe ordered to begin here Subito"
	Ferrari & Co	2. 370. 000	20-3	100	Progress O.K.
	Bianco	1 200.000	24-4	60	" O.K.
	Napolitano	300.000	20-3	25	Canals & Ditches - Cleaning Should-rs
nzo	Tucci	2 490.000	15-5	50	R.B.S. has decreased Forces
	Napolitano	780.000	20-3	10	Canals & Ditches
Avellino	Lovato	1920.000	1-4	200	Progress Satisfactory
		410.000	7-5	7-1	3rd Priority
	Merolino	1.360.000	28-2	0	Finished
	Merlino	2.120.000	15-5	150	Progress OK.
ano	Merlino	2.570.000	20-5	50	Cleaning Ditches. Fixing Tramway etc.
	Di Sarno	1 820 000	10-4	100	Progress 2 ft. 11 Slow
	A Mena	1.000.000	13-4	191	Progress excellent
	Iarrobino	2.300.000	28-2	0	Finished
	Sepe	700.000	15-5	80	Progress OK.
	Sepe	1 370 000	20-3	0	Finished
	Milano	750.000	25-3	0	Finished
	Milano	1 500.000	15-5	163	Progress Excellent
	Guaglierno	700.000	30-7	0	Finished
	Foglia	750.000	4-4	0	Finished
	Foglia	1400.000	22-5	120	Progress OK
	Napolitano	800.000	10-4	35	Progress O.K. Slow due to delivery of
	Napolitano	710.000			Landoff forms. Force decreased.
ibaldi	Guglierno	8th Army	15-5	60	Satisfactory
lo	Nave	—	—	—	Work to 8th Army - Funds to Route 7.
ano	Coppola-III	3200.000	24-4	150	Expects to increase force to 200
	Bianco	1,650.000	✓	—	Finished
	Savarese G	1600.000	✓	35	About completed
li	Monaco	2.400.000	✓	70	Progress Slow
	Bianco	350.000	✓		We will take over force P.B.S.
	Campanello		✓		on June First.
	Ferrobeton	1. 300.000	✓		
	Savarese V	4. 600.000	✓		

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PROGRESS REPORT N° 16-

E	#	E	DESCRIPTION	CONTRACTOR	COST	START	DEEN	REMARKS
37	507	-	Carpodichino Frattamaggiore	Guglielmo	8.311.000	20-3	60	Progress 20%
38	508	713	Caivano West & Italia	Cedronia S.A	23.316.584	10-4	70	Progress 0%
39	506	713	Frattamaggiore Interno	Spina	604.000	1-7	20	Progress 0%
40	509	712	Italia - Guglielmo	Martino	?	17-3	20	Progress 5%
41		713	Guglielmo - Qualiano	Saverese K	2.120.000	15-1	5	Work complete
42		712	Qualiano - Deposito		?	2-1	—	Will be transf
43		714	Napoli - Qualiano	Saverese G		—	—	Will be transf
44		710	Qualiano - Aversa					
45	515	7510	Guglielmo Parete	Martino	1.517.900	15-1	5	A P E 5% Prog
46		7510	Parete - Frattaglia	Saverese V.	2.530.000	15-1	12	A P E 5% Prog
47		7515	Frattaglia - Aversa	Saverese G.				
48		8704	Napoli 87 - Marcianise	Foglia	720.000	20-3	20	Satisfactory
49		8705	Marcianise - 7 Bis	Zinzi	2.406.000	15-2	15	Satisfactory
50	520	710	Caivano Aversa	Castaldo G	832.520	15-2	—	Finished
51	520	710	Aversa Caivano	D'Onofrio	4.400.000	10-11	60	Progress 5%
		717	Madalena - Caivano	Castaldo G	1.060.000	—	—	A P E 5%
		715	Madalena Aversa 87	12 S.C.	2.570.000	—	—	
		720	Caivano Aversa	Castaldo F	12.502.000	—	—	
		721	S. Maria - 7 Bis	A Mena S	3.050.000	—	—	
		721	S. Maria - Frattaglia	Saverese K	2.861.000	—	—	
		8708	Caivano - Aversa	A Mena A	5.190.517	—	—	
51A	18		Frassa del Lagno Resina	Perna & Martinelli	1.950.000	—	—	Finished
C	18		Resina Torre del Greco	Totale	3.000.000	—	—	Finished
C	18		Torre del Greco Interno	Pecora	3.600.000	—		
D	18		Torre del G. Torre Ann.	Perone	1.970.000	—	40	
E	18		Torre Ann. Bad	D'Ambrosio	2.300.000	—	—	Finished
F	18		Diversion		1.560.000	—	—	Finished
58A	A.I.							
B			Repairs to Bridges	Carola	5.000.000	—	100	
	18		Raysano - Camerelle	Maletesta	3.000.000	—	15	
	18		Camerelle Vitelli	D'Ambrosio	2.068.000	—	80	
	18		Pozzuoli Arco	Carrita	3.700.000	—	100	Progress 80%
	18		Pignano - Camerelle	Casata	2.000.000	—	—	Cleaning Up
	18		Camerelle - Vitelli	D'Ambrosio	2.000.000	—	—	Clean up 95%
	18		Frassa del Lagno - Resina	Carrita	3.750.000	6-1	—	Ordinary Work

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GRESS REPORT N° 16

CONTRACTOR	COST	START	WKN	REMARKS
Borghigiano	211.000	20-5	60	Progress OK.
Ordonna S.A	316.584	10-4	70	Progress OK
Spina	600.000	1-2	40	Progress OK
Martinez	?	17-3	20	Progress Slow. Work about Finished
Sarapiz V.	120.000	15-1	5	Work completed under PBS
	?	6-1	—	Will be transferred to us soon by PBS
Sarmiento V.			—	Sarapiz ordered to start at once
			—	Will be turned over to us soon.
Martinez	1.617.900	15-1	5	A P.B.S. Project
Sarapiz V.	2 530.000	15-1	12	A P.B.S. Project
Sarmiento V.				
	780.000	20-3	20	Satisfactory
Faglia	2.006.000	15-2	15	Satisfactory
Zinzi	532.520	15-2	—	Finished. Progress Slow P.B.S
Castaldi &	4.400.000	20-11	60	Progress Still Slow
Diorafino		—	—	A P.B.S. Project
Castaldi &	1.000.000	—	—	We will look
I.L.I.E.	2 570.000	—	—	" " after " Sheet.
Castaldo F	17.508.000	—	—	" "
A Hirsch S	3.250.000	—	—	" "
Sarapiz V.	2.261.000	—	—	
A Hirsch A	5.424.577	—	—	
Perini & Martinelli	1.958.000	✓	—	Finished
Total	3.600.000	✓	—	Finished
Electric	3.000.053	✓		
Mirac	1.430.000	✓	40	
Diamare	2.324.000	✓	—	Finished.
	2.560.000	✓	—	Finished
Carola	5.000.000	✓	100	
Martinez	3.000.000	✓	15	
D'Ambrosio	2.068.000	✓	20	
Serrato	3.700.000	✓	106	Progress Excellent
Castaldo	2.000.000	✓	—	Cleaning Area. Finished
Diamare	2.000.000	✓	—	Cleaning Area. Finished
Serrato	3750.000	6-1	—	Ordinary Maintenance

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PROGRESS REPORT N° 16

SHEET

EF	#	R	DESCRIPTION	CONTRACTOR	COST	START	MEN	APPRO	REMA
			BRIDGES						
1	528	714	Skew Arch near Gualano	Campanella	1,000,000	15-4	25	4	Rock Blast
2	529	713	Ponte Berdon	Campanella	1,720,000	28-4	15	4	Work suspe
3		7	"Treponti" Km. 247+500			—	—	—	Explosive
4		7	S. Martino" Km. 247+850	Ceccacchia		15-5	2	—	
5	526	7	Cencelle" Km. 248+000	Cerracchio	2,835,000	27-4		29-3	Progress D
6	524	7	Casa Cantoni Km. 250+220	Tucci	Incl. 2,826,000	25-4		29-3	Progress Re
7	536	7	Serravalle" Km. 251+750	Tucci		1-4	10	4-4	Concrete
8	535	7	Cafarella" Km. 252+550	Tucci		1-4		4-4	Open for
9	534	7	Fosso" Km. 253+500	Pennino	1,005,000	25-4	30	4-4	Concrete
10	533	7	Sabato - Km. 254+500	Campanella		—	—	—	Work on
11	537	Prov	Benevento Naples	Campanella	5,200,000	25-4	40	Submit	Bridge
12	531	7	Tenole" Km. 264	Malcherone	1,650,000	15-3	20	22-4	By-pass Cl
13	532	7	Melo" Km. 278+180	Malcherone	1,740,000	1-4	40	27-3	Concrete
14	525	7	Maretta" Km. 284+700	Campanella	5,150,000	28-4	40	29-3	Pile Drive
16		7	Km. 296+700			—	—	—	Bypass
17		7	Sabato Km. 301+150			—	—	—	
18		90	Cancelli Km. 302+200			—	—	—	Drainage
19		90	Di Melito Km. 304+600			—	—	—	
20		RT	Serravalle Casa 40	Tucci	840,000	10-5	4	—	Roadway
	Eq		Office Furniture	—	5,600	22-5	—	—	Delivered

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OGRESS REPORT N° 16

SHEET 3 OF 3

	CONTRACTOR	COST	STARS	MEN	APPRO	REMARKS.
ue	Camponella	1,690,000	15-4	25	4	Pier Ring Complete. Work on Fill.
	Camponella	2,750,000	21-4	15	4	Work on Central Roadway.
			—	—	—	Preparatory Excavation at Abutments.
	Peterson		15-5	8	—	" " " "
	Peterson	2,250,000	27-4		29-3	Progress On Work on Piers & Abts.
	Tucci	3,400,000	25-4	} 70	29-3	Progress On Excn. Compressors.
	Tucci	2,850,000	1-4		4-4	Cement & Brick ordered.
	Tucci	240,000	1-4		4-4	Open for one way Traffic.
	Ramirez	3,000,000	25-4	30	4-4	Forms for Arch Delivered.
	Camponella		—	—	—	Work on By-pass resumed.
	Camponella	6,200,000	25-4	40	5 Sept	Bents Erected. Laying Beams
	Mitchell	1,400,000	15-2	20	27-4	By-pass On. Washing Material On.
	Peterson	1,750,000	1-4	40	27-4	Excn. Transport Concrete Steps
	Pompanette	5,150,000	25-4	40	29-3	Fill driven over. South Abt. Cl.
			—	—	—	By-pass Completed. We can Open.
			—	—	—	
			—	—	—	Designs Required from Mass.
			—	—	—	
	Tucci	610,000	10-5	6	✓	Roadway Finished Work on Balustrade
—		50,000	22-5	—	—	Delivered Transmissions etc.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission

Salerno Area. Field Office. 28

26th May, 1944.

Ref : SAL/2.5/3/PWU.

Subject : Status of Contracts, Military Highways, C.E. III District, Salerno Province.

To : Public Works and Utilities Sub-Commission, A.C.C., Public Works Div. (Att. Lt.-Col. V.S. Thompson).

1. Reference meeting Lt.-Col. Thompson, Major Hyland, and Captain Weeber at Salerno, on 21 May, in which it was decided that all A.A.S.S. road repairs and maintenance work should be handled through contractors, since the Salerno A.A.S.S. organisation, due to its present limitations, is unable to execute this work properly and with the necessary speed required. Contracts to be let as soon as possible. Previous policy that A.A.S.S. do the maintenance and repair work to be discontinued.

2. Following is present Contract status of the Military Highways, C.E. III District :

Hy. No.88.	Salerno - Avellino 34 Km. :	Work estimate L.5,273,000 - A.C.C. approval 26 April, 1944. Bids opened 11 May, 1944, and contract awarded to Angelo NOTARI, Baronissi, amount of contract L.5,157,370.
Hy. No.18.	Salerno - Battipaglia 19 Km. :	A.A.S.S. work estimate L.5,640,000 A.C.C. approved 22 May, 1944. Contract to be let during week ending June 3rd. Contractor to work on Section of road not covered by Detachment 809 Road Constrction Coy.
Hy. No.19,	Battipaglia - Ponte Sele 13.5 Km. :	A.A.S.S. work estimate L.5,080,000 was sent to Italian Ministry for approval 25 May, 1944. Contract to be let during week ending June 3rd.
Hy. No.19	Ponte Sele - Km 28 (Serre) 14.5 Km.	A.A.S.S. work estimate L.7,326,000 - was sent to Italian Ministry for approval 25 May, 1944. Contract to be let during week ending June 3rd, preferably to Ferrobeton Co.
Hy. No.19.	Km 28 - Auletta 19 Km. :	A.A.S.S. work estimate in progress, to be ready for approval by 31 May, 1944.
Hy. No.19.	Auletta - Polla. 9 Km.	A.A.S.S. work estimate in progress, to be ready for approval 3 June, 1944.
Hy. No.19.	Polla - S/y. Boundary of	A.A.S.S. work estimate in progress,

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maintenance work should be handled through contractors, [illegible]
organisation, due to its present limitations, is unable to execute this work properly and with the necessary speed required. Contracts to be let as soon as possible. Previous policy that A.A.S.S. do the maintenance and repair work to be discontinued.

2. Following is present Contract status of the Military Highways, C.E.

III District :

Hy. No.88.	Salerno - Avellino : 34 Km.	Work estimate L.5,273,000 - A.C.C. approval 26 April, 1944. Bids opened 11 May, 1944, and contract awarded to Angelo NOTARI, Baronissi, amount of contract L.5,157,370.
Hy. No.18.	Salerno - Battipaglia : 19 Km.	A.A.S.S. work estimate L.5,640,000 A.C.C. approval 22 May, 1944. Contract to be let during week ending June 3rd. Contractor to work on Section of road not covered by Detachment 809 Road Constrction Coy.
Hy. No.19,	Battipaglia - Ponte Sele : 13.5 Km.	A.A.S.S. work estimate L.5,080,000 was sent to Italian Ministry for approval 25 May, 1944. Contract to be let during week ending June 3rd.
Hy. No.19	Ponte Sele - Km 28 (Serre) 14.5 Km.	A.A.S.S. work estimate L.7,326,000 - was sent to Italian Ministry for approval 25 May, 1944. Contract to be let during week ending June 3rd, preferably to Ferrobeton Co.
Hy. No.19.	Km 28 - Auletta : 19 Km.	A.A.S.S. work estimate in progress, to be ready for approval by 31 May, 1944.
Hy. No.19.	Auletta - Polla. 9 Km.	A.A.S.S. work estimate in progress, to be ready for approval 3 June, 1944.
Hy. No.19.	Polla - S/y. Boundary of Salerno Province. 46 Km.	A.A.S.S. work estimate in progress, ready for approval 10 June, 1944.

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CONTINUED Sheet No.2.

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Hy. No.19.	Salerno Southly Boundary to Lagonegro. 11 Km.	A.A.S.S. work estimate in progress ready for approval 10 June, 1944.

Richard P. Weber.

RICHARD P. WEBER,
Captain, C.E.,
Field Engineer.

Copies to : Chief Engineer, No.3 District.
(Att. Capt. A.A. Osborne).

O.C., 364 Works Section, R.E.

Ing. Scalera, A.A.S.S., Salerno.

Major Hyland.

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Copies to : Chief Engineer, No.3 District.
(Att. Capt. A.A. Osborne).

O.C., 364 Works Section, R.E.

Ing. Scalera, A.A.S.S., Salerno.

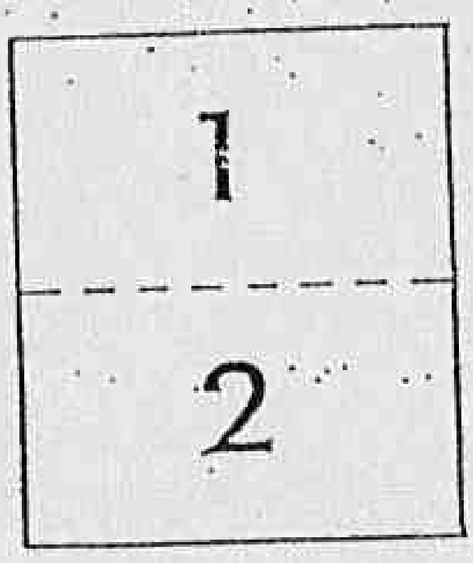
Major Hyland.

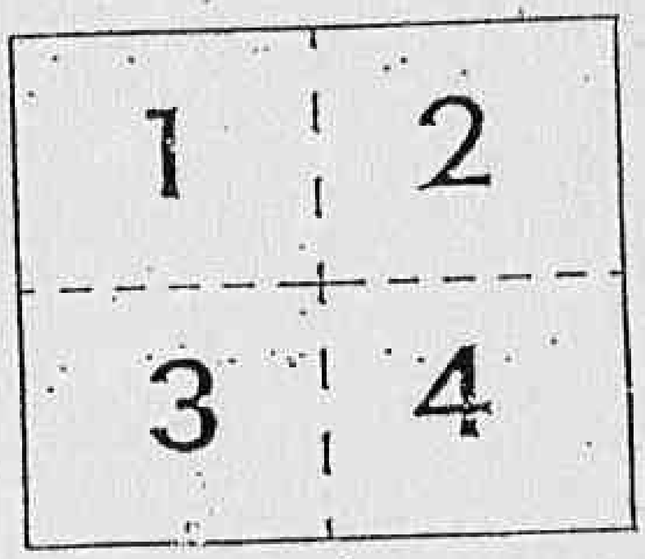
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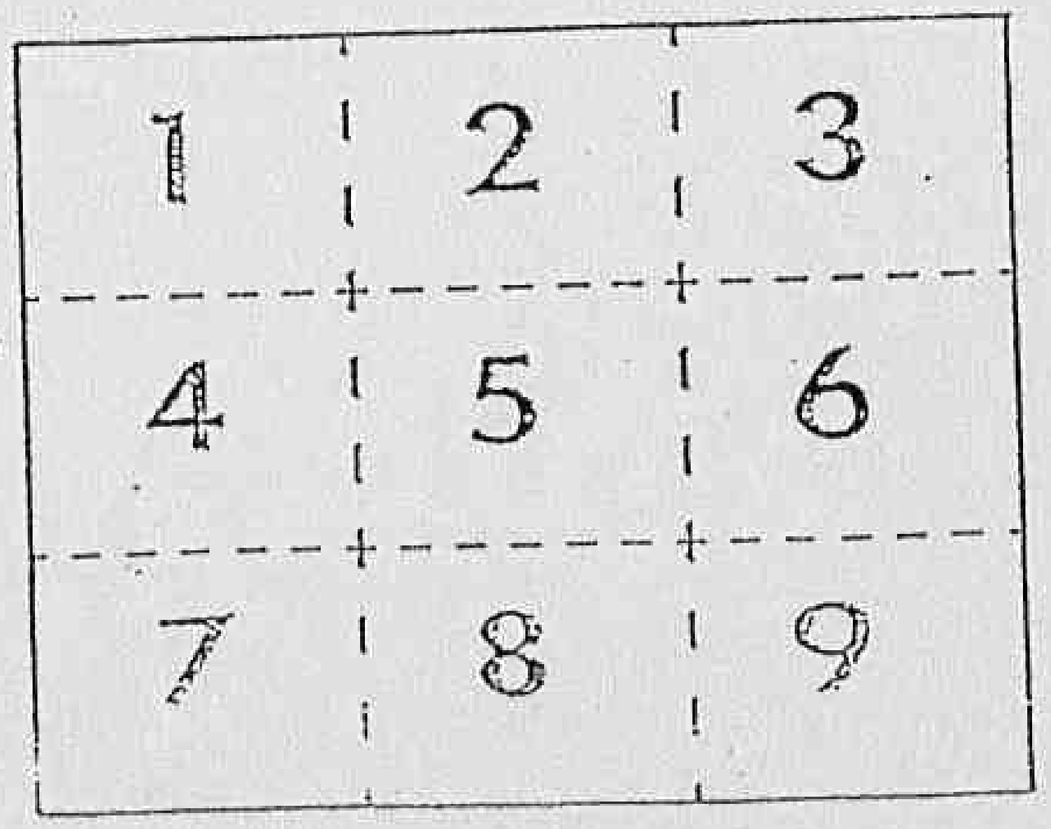
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MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.







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MINISTERO DEI LAVORI PUBBLICI
CORPO REALE DEL GENIO CIVILE
UFFICIO DI NAPOLI

RAPPORTO SUI LAVORI RELATIVI ALLA RICOSTRUZIONE DI STRADE E PONTI DISTRUTTI O GRAVEMENTE DANNEGGIATI A SEGUITO DI AZIONI BELLICHE ED ARRESTATI

NELLA

QUINDICINA / dal 1 al 15 Gennaio 1944

N°585 Napoli, li 17 Gennaio 1944

L'INGEGNERE CAPO

1765

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RAPPORTO SUI LAVORI RELATIVI ALLA RICOSTRUZIONE DI STRADE E PONTI DISTRUTTI O GRAVEMENTE DANNEGGIATI A SEGUITO DI AZIONI BELLICHE ED ESEGUITI

NELLA

QUINDICINA / dal I al 15 gennaio 1944

N°585 Napoli, li 17 gennaio 1944

L'INGEGNERE CAPO

1765

MINISTERO DEI LAVORI PUBBLICI
ISPETTORATO SUPERIORE DEL GENIO CIVILE
CON SEDE IN NAPOLI

IL CAPO DELL'ISPETTORATO

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N°	Indicazione dei lavori	N° persone impiegate 1	N° ore lavorative di ogni rapporto 2	Somma complessiva spesa nei quindici giorni. Salari 3	Materiali 4	Altre spese 5	Totale 6	Somma totale dedotto
	= Strade statali =							
1	Strada statale Domiziana tratto nei pressi della fermata della Mostra Oltremare.	=	=	=	=	=	=	
	Strada Regia Napoli Torre Annunziata - Pompei							
2	tratto nel comune di Portici	830	5800	58000	50000	=	108.000	60
3	" " " " Resina	2000	14.000	140.000	250.000	=	380.000	100
4	" " " " Torre del Greco	850	6.000	48.000	90000	=	138.000	70
5	" " " " di Torre Annunziata	380	2640	26.400	13.000	=	39.400	10
6	" " " " di Castell.	30	200	1.500	=	=	1.500	
7	Napoli - Aversa - Tratto Colonne di Giuliano Capodichino -	1956	10.078	90.702	=	34000	124,702	40
8	Napoli - Caserta Tratto Casoria - Caserta	929	7732	85.000	4000	=	89.000	
	= Strade Provinciali =							
9	Strada Provinciale Terracina - Tratto: nei pressi del cimitero di Fuorigrotta -	220	1760	13500	10.000	=	23500	
	= Strade Comunali =							
10	Corso Vitt. Emanuele - Castell.	350	2400	24.000	30000	=	54000	1
11	" Garibaldi	120	750	7.500	9.200	=	16.700	
12	Via Brin	130	920	11.500	25.000	=	36.500	

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lavora- ogni o	Somma complessiva spesa nei quindici giorni.				Somma totale spesa alla data del rapporto.	Km. lunghezza del tronco	Km in corso di		Km. ultimati nel periodo del rapporto		Totale completato data del to
	Salari 3	Materiali 4	Altre spese 5	Totale 6	7	8	Ricostruzione 9	Riparazioni	Ricostruzione 10	Riparazione	11
	-	-	-	-	-	-	0.200	0.050	0.150	-	-
00	58000	50000	-	108.000	600.000	6.000	-	02	-	0.1	0.1
00	140.000	250.000	-	380.000	1000.000	2.000	-	04	-	0.2	0.2
00	48.000	90.000	-	138.000	700.000	8.000	-	08	-	0.2	0.2
20	26.400	13.000	-	39.400	100.000	3.000	-	1.-	-	03	0.3
00	1.500	-	-	1.500	1.500	5.000	-	0.3	-	-	
78	90.702	-	34000	124.702	403.920	12.000	0.500	11.500	120	5	5.
32	85.000	4000	-	89.000	89.000	18.000	1.	17.	-	. 2	2
li- 60	13500	10.000	-	23.500	23.500	0.050	0.020	0.300	-	-	
li- 00	24.000	30000	-	54000	100.000	0.600	-	0.400	-	0.250	0
50	7.500	9.200	-	16.700	60.000	1	-	0.700	-	0.4	0
20	11.500	25.000	-	36.500	50.000	0.2	-	0.1	-	0.05	0

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in corso di		Km. ultimati nel periodo del rapporto		Totale Km. completi alla data del rapporto	Tipo costruzione stradale	N° dei ponti distrutti nella lunghezza del tronco in tipi e campate	Ponti in ricostruzione	Ponti completi	Totale mc. rimossi nel periodo di cui trattasi	Totale mc. mantenuti in efficienza
Costruzioni	Riparazioni	Ricostruzione	Riparazione							
9		10		11	12	13	14	15	16	17
0.050	0.150	=	=	=	a penetrazione di bitume	collettore coperto di bacoli filtrato o canalizzato per 200 m.	=	=	=	=
=	0.2	=	0.1	0.1	basolato	=	=	=	=	=
=	0.4	=	0.2	0.2	basolato	=	=	=	=	=
=	0.8	=	0.2	0.2	basolato	=	=	=	=	1200
=	1.-	=	0.3	0.3	basolato	=	=	=	=	=
=	0.3	=	=	=	bitumato	=	=	=	=	=
5.500	11.500	120	5	5.0	Mac Adam bituminoso	=	=	=	=	=
	17.	=	2	2	idem	=	=	=	=	=
0.020	0.300	=	=	=	a penetrazione di bitume	n.1 in muratura di tufo a 3 luci	n 1	=	=	10.000
=	0.400	=	0.250	0.250	inghiaiato	1 campata di luce m.8 : arco in mattoni spalle in muratura.	1	=	=	400,00
=	0.700	=	0.4	0.40	idem	=	=	=	=	=
=	0.1	=	0.05	0.05	basolato	=	=	=	=	=
0.140	0.450	0.040		0.290	basolato					

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Ponti completi 15	Totale mc. rimasti nel periodo di cui trattasi 16	Totale mc. muratura e mattoni eseguiti in detto periodo 17	Totale mc. calcestruzzo gettato. 18	Totale mc. costruzione in legno eseguita 19	Totale complessivo di cui ai N.ri 16, 17, 18, 19 fino alla data del rapporto. 20	Mq. pavimentazione completata. 21	Ann
"	"	"	"	"	"	"	
"	"	"	"	"	"	700,=	
"	"	"	"	"	"	1200,=	
"	"	"	"	"	"	600,=	
"	1200	"	40	"	1600,=	200,=	
"	"	"	"	"	"	"	
"	"	"	"	"	"	"	
-	-	-	-	-	-	-	
-	-	-	-	-	-	-	
-	10.000	-	-	-	100	-	
-	400,00	-		10.00	410	2500	
-			-	-	-	4000	
-	-	-	-	-	-	138	
-	-		-	-	-		

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tale complessivo dei Nri 16, 17, 19 fino alla data del rapporto. 20	Mg. parimentazione completato. 21	Annotazioni
=	=	
=	700,=	
=	1200,=	
=	600,=	
1600,=	200,=	
=	=	
-	-	
-	-	
100	-	
410	2500	
-	4000	
-	138	
-		

- Ponti distrutti -

	Campata inferiore a m. 5	Campata 5-10m.	Campata 10-15	Campata 15-20	Campata oltre
Ponte in ferro	-	-	-	-	-
Ponte in calcestruzzo di cem. ar.	-	-	-	-	-
Arco in calcestruzzo	-	-	-	-	-
Arco in muratura di pietra	-	6	1	-	-
Ponte in legno	-	-	-	-	-
Totale	-	6	1	-	-

- Ponti in ricostruzione -

Ponte in ferro	-	-	-	-
Ponte in calcestruzzo di cem. ar.	-	-	-	-
Arco in calcestruzzo	-	-	-	-
Arco in muratura di pietra.	-	4	1	-
Ponte in legno	-	-	-	-
Totale	-	4	1	-

- Ponti completati -

Ponte in ferro

Ponte in calce-

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Osservazioni relative	Annotazioni

- Ponti distrutti -

	Campata inferiore a m. 5	Campata 5-10 m.	Campata 10-15	Campata 15-20	Campata oltre 20	Totale
Ponte in ferro	-	-	-	-	-	-
Ponte in calce-struzzo di cem. ar.	-	-	-	-	-	-
Arco in calcestruzzo	-	-	-	-	-	-
Arco in muratura di pietra	-	6	1	-	-	7
Ponte in legno	-	-	-	-	-	
Totale	-	6	1	-	-	7

- Ponti in ricostruzione -

Ponte in ferro	-	-	-	-	-	-
Ponte in calce-struzzo di cem. ar.	-	-	-	-	-	-
Arco in calcestruzzo	-	-	-	-	-	-
Arco in muratura di pietra.	-	4	1	-	-	5
Ponte in legno	-	-	-	-	-	-
Totale	-	4	1	-	-	5

- Ponti completati -

Ponte in ferro

Ponte in calce-

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	Torre Annunziata - Pompei							
2	Tratto nel comune di Portici	830	5800	58000	50000	=	108.000	60
3	" " " " Resina	2000	14.000	140.000	250.000	=	380.000	100
4	" " " " Torre del Greco	850	6.000	48.000	90.000	=	138.000	70
5	" " " " di Torre Annunziata	380	2640	26.400	13.000	=	39.400	10
6	" " " " di Castell.	30	200	1.500	=	=	1.500	1
7	Napoli - Aversa - Tratto Colonne di Giugliano Capoluogo.	1956	10078	90.702	=	34000	124.702	40
8	Napoli - Caserta Tratto Casoria - Caserta	929	7732	85.000	4000	=	89.000	89
	Strade Provinciali							
9	Strada Provinciale Terracina - Tratto: dei Ponti della Valle di Maddaloni	220	1760	13.500	10.000	=	23.500	23
	Strade Comunali							
10	Corso Vitt. Emanuele - Castell.	350	2400	24.000	30.000	=	54000	100
11	" Garibaldi	120	750	7.500	9.200	=	16.700	60
12	Via Brin	130	920	11.500	25.000	=	36.500	50
13	Napoli - Vico Marinella Angolo Duomo P.zza Duca degli Abb.	397	3176	33.774	10.000	21.000	62.774	582
14	Napoli - Strada vecchia di S. Rocco di Capodimonte	277	2193	25.000	=	8.000	33.000	251
15	Resina - Quattro orologi	20	1120	11.200	20.000	=	31200	31
16	Barra - Quattro Novembre	30	3120	31.000	50.000	=	81.000	81
17	Poggioreale - Via Nuovo Tiburtino	25	2600	20700	50.000	=	70.800	70
18	S. Giovanni - Via Ottaviano.	25	2600	20800	60.000	=	80.000	80

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00	58000	50000	=	108.000	600.000	6.000	=	0.2	=	0.1		0
00	140.000	250.000	=	380.000	1.000.000	2.000	=	0.4	=	0.2		0
00	48.000	90.000	=	138.000	700.000	8.000	=	08	=	0.2		0
40	26.400	13.000	=	39.400	100.000	3.000	=	1.-	=	03		0
00	1.500	=	=	1.500	1.500	3.000	=	0.5	=	=		
78	90.702	=	34000	124.702	403.920	12.000	0.500	11.500	120	5		5
32	85.000	4000	=	89.000	89.000	18.000	1.	17.	-	. 2		
li-												
60	13500	10.000	=	23500	23.500	0.050	0.020	0.300	=	-		
li-												
00	24.000	30.000	=	54000	100.000	0.600	=	0.400	-	0.250		0
50	7.500	9.200	=	16.700	60.000	1	=	0.700	-	0.4		0
20	11.500	25.000	=	36.500	50000	0.2	=	0.1	-	0.05		0
76	33.774	10.000	21000	62.774	582.000	0.950	0.100	0.550	0.040	-		0
93	25.000	=	8.000	33.000	251.716	=	=	=	-	-		
20	11.200	20.000	=	31.200	31.200	2.000	=	0.200	-	0.100		0
20	31.000	50.000	=	81.000	81.000	0.250	=	0.260	-	0.200		0
00	20.700	50.000	=	70.800	70.800	0.280	=	0.280	-	0.200		0
00	20.800	60.000	=	80.000	80.000	0.300	=	0.300	-	0.200		0

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00	"	0.2	"	0.1	0.1	basolato	"	"	"	"	"
00	"	0.4	"	0.2	0.2	basolato	"	"	"	"	"
00	"	0.8	"	0.2	0.2	basolato	"	"	"	"	"
00	"	1.-	"	0.5	0.3	basolato	"	"	"	"	126
00	"	0.5	"	"	"	bitumato	"	"	"	"	"
00	0.500	11.500	120	5	5.0	Mac Adam bituminoso	—	—	—	—	—
00	1.	17.	—	.2	2	idem	—	—	—	—	—
50	0.020	0.300	"	—	—	a penetrazione di bitume	n.1 in muratura di luce 3 luci	n1		—	10.0
600	"	0.400	—	0.250	0.250	inghiaiato	1 campata di luce m.8 + arco in mattoni spalle in muratura.	1		—	400
	"	0.700	—	0.4	0.40	idem	—	—		—	—
2	"	0.1	—	0.05	0.05	basolato	—	—		—	—
950	0400	0.550	0.040	-	0.890	basolato	—	—		—	—
	"	"	—	—	"	"	n1. arcata in muratura a tutto sesto della luce di m. 10.40	1		—	75
000	"	0.200	—	0.100	0.100	basolato	—	—		—	—
250	"	0.250	—	0.200	0.200	basolato	—	—		—	—
280	"	0.280	—	0.200	0.200	Mac Adam	—	—		—	—
300	"	0.300	—	0.200	0.200	Mac Adam	—	—		—	—

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								700,-
								1200,-
								600,-
		1200		40			1600,-	200,-
n 1		10.000					100	

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		700,=	
	=	1200,=	
	=	600,=	
	1600,=	200,=	
	=	=	
	-	-	
-	-	-	
-	-	-	
	100	-	
10.00	410	2500	
-	-	4000	
-	-	138	
-	-		
211,00	620	-	
		1000	
-	-	1600	
-	-	1200	
-	-	1200	

Ponte in calce-struzzo di cem. ar.	-	-
Arco in calcestruzzo	-	-
Arco in muratura di pietra	-	6
Ponte in legno	-	-
Totale	-	6

- Ponti in

Ponte in ferro	-	-
Ponte in calce-struzzo di cem. ar.	-	-
Arco in calcestruzzo	-	-
Arco in muratura di pietra.	-	4
Ponte in legno	-	-
Totale	-	4

- Ponti co

Ponte in ferro

Ponte in calce-struzzo di cem. ar.

Arco in calcestruzzo

Arco in muratura di pietra.

Ponte in legno

Napoli, li 17 gennaio 1944

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Ponte in calce-struzzo di cem. ar.	-	-	-	-	-	-
Arco in calcestruzzo	-	-	-	-	-	-
Arco in muratura di pietra	-	6	1	-	-	7
Ponte in legno	-	-	-	-	-	
Totale	-	6	1	-	-	7

- Ponti in ricostruzione -

Ponte in ferro	-	-	-	-	-	-
Ponte in calce-struzzo di cem. ar.	-	-	-	-	-	-
Arco in calcestruzzo	-	-	-	-	-	-
Arco in muratura di pietra.	-	4	1	-	-	5
Ponte in legno	-	-	-	-	-	-
Totale	-	4	1	-	-	5

- Ponti completati -

Ponte in ferro	
Ponte in calce-struzzo di cem. ar.	
Arco in calcestruzzo	
Arco in muratura di pietra.	
Ponte in legno	

N. N.

Napoli, li 17 gennaio 1944

L'Ingegnere Capo

MINISTERO DEI LAVORI PUBBLICI

CORPO REALE DEL GENIO CIVILE

UFFICIO DI NAPOLI

27

RAPPORTO DEI LAVORI RELATIVI ALLA RICOSTRUZIONE DI STRADE E PONTI DISTRUTTI O GRAVEMENTE DANNEGGIATI A SEGUITO DI AZIONI BELLICHE A TUTTO IL

31 DICEMBRE 1943

N° 583 Napoli, li 17 gennaio 1944

L'INGEGNERE CAPO

1764

MINISTERO DEI LAVORI PUBBLICI
ISPETTORATO SUPERIORE DEL GENIO CIVILE
CON SEDE IN NAPOLI

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

RAPPORTO DEI LAVORI RELATIVI ALLA RICOSTRUZIONE DI STRADE E PONTI DISTRUTTI O GRAVEMENTE DANNEGGIATI A SEGUITO DI AZIONI BELLICHE A TUTTO IL

31 DICEMBRE 1943

N° 583 Napoli, lì 17 gennaio 1944

L'INGEGNERE CAPO

1764

MINISTERO DEI LAVORI PUBBLICI
ISPETTORATO SUPERIORE DEL GENIO CIVILE
CON SEDE IN NAPOLI

IL CAPO DELL'ISPETTORATO

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

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

N°	Indicazioni dei lavori	N° persone impiegate 1	N° ore lavorative di ogni rapporto 2	Somma complessiva spesa al 31 dicembre 1943				Somma spesa
				Salari 3	Materiali 4	Altre spese 5	Totale 6	
	Strade statali							
	Napoli - Torre Annunziata - Pompei							
1	Tratto nel Comune di Portici.	400	2.800	25.200	467.000	–	492.000	49
2	Tratto nel Comune di Resina	3.000	21.000	168.000	442.000	–	610.000	61
3	Tratto nel Comune di Torre del Greco.	1.600	11.400	91.200	470.800	–	568.000	56
4	Tratto nel Comune di Torre Annunziata	300	2.100	16.800	53.800	–	70.600	7
	Strada Napoli - Aversa							
5	Tratto: Colonne di Giugliano - Melito e Melito - Capodichino	3.564	26.802	241.218	–	38.000	279.218	27
	Strade comunali							
	Strade interne del Comune di Castellammare.							
1	Corso Vitt. Emanl. II	500	3.500	28.000	18.000	–	46.000	46
2	Corso Garibaldi	700	4.700	37.600	5.700	–	43.300	43
3	Via Brin	150	1.050	8.400	5.100	–	13.500	13
	Napoli							
4	Strada vecchia di S. Rocco di Capodimonte.	1410	125.400	127.416	66.300	25.000	218.716	218

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...ario-ogni	Somma complessiva spesa al 31 dicembre 1943				Somma totale spesa alla data del rapporto.	Km. lunghezza del tronco	Km. in corso di		Km. ultimati nel periodo del rapporto.		Totale Km. completi alla data del rapporto
	Salari	Materiali	Altre spese	Totale			ricostruzione.	riparazione.	ricostruzione.	riparazione.	
	3	4	5	6	7	8	9		10		11
...atali											
...00	25.200	467.000	—	492.000	492.000	6		0,1		0,1	0,1
...0	168.000	442.000	—	610.000	610.000	2		0,2		0,1	0,1
...0	91.200	470.800	—	562.000	562.000	8		0,7		0,1	0,1
...0	16.800	53.800	—	70.600	70.600	3		0,2		0,2	0,2
...0	241.218	—	38.000	279.218	279.218	12	0.500	11,500		3.00	3.00
...unali											
	28.000	18.000	—	46.000	46.000	0,6		0,4		0.150	0.150
	37.600	5.700	—	43.300	43.300	1.-		0,6		0.3	0.3
	8.400	5.100	—	13.500	13.500	0,2		0,1		0,05	0,05
	127.416	66.300	25.000	218.716	218.716	0,10					

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...hez-	Km. in corso di		Km. ultimati nel periodo del rapporto.		Totale Km. completi alla data del rapporto	Tipo costruzione stradale.	N° dei ponti distrutti nella lunghezza del tronco in tini e campate.	Ponti in ricostruzione.	Ponti completati	Totale mc rimossi nel periodo di cui trattasi	
	ricostruzione.	riparazione.	ricostruzione.	riparazione.							
	9		10		11	12	13	14	15	16	
		0,1		0,1	0,1	Bolotato					
		0,2		0,1	0,1	idem					
		0,7		0,1	0,1	idem					
		0,2		0,2	0,2	idem					800
	0.500	11,500		3.00	3.00	"Mac Adam".					
		0,4		0.150	0.150	Inghiaiata	1. Campata di luce 8 - Arco in mattoni e spalle in pietrame.	1			
		0,6		0.3	0.3	idem					
		0,1		0.05	0,05	Bolotato					
							1. Arcata in muratura a tutto sesto della luce di m. 10.40	1			325

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nti della del tini te.	Ponti in ricostruzione.	Ponti completati	Totale mc rimossi nel periodo di cui trattasi	Totale mc muratura e mattoni eseguiti in detto periodo	Totale mc calcestruzzo gettato.	Totale mc costruzione in legn~~o~~ eseguita	Totale complessivo di cui ai n. 16,17,18,19 fino alla data ~~del~~ rapporto.	mq. pa tazione ta
	14	15	16	17	18	19	20	21
								70
								1.20
								60
			800	40			1.600	20
dificazione ttori ame.	1							10
								150
								10
mura tto n.	1		325	Tufo 250 mattoni 10	35	29	649	

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e complessivo ai n. 16,17,18,19 lla data del rapp. 20	mq. pavimentazione completata 21	Annotazioni
1.600	700,- 1.200,- 600,- 200,- 1000,- 1500,- 100,-	

649

Ponti distrutti

	Campata inferiore a m. 5	Campata 5-10 m.	Campata 10-15 m.	Campata 15-20
Ponti in ferro	-	-	-	-
Ponti in calcestruzzo di cemento armato.	-	-	-	-
Arco di calcestruzzo	-	-	-	-
Arco di muratura di pietra.	-	1	1	-
Ponti in legno	-	-	-	-
Totale	-	1	1	-

Ponti in ricostru

Ponti in ferro	-	-	-
Ponti in calcestruzzo di cemento armato.	-	-	-
Arco di calcestruzzo	-	-	-
Arco di muratura di pietra.	-	1	1
Ponti in legno	-	-	-
Totale	-	1	1

Ponti completat

Ponti in ferro

Ponti in calcestruzzo

0308

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Annotazioni

Ponti distrutti

	Campata inferiore a m. 5	Campata 5-10 m.	Campata 10-15 m.	Campata 15-20 m.	Campata oltre 20 m	Totale
Ponti in ferro	-	-	-	-	-	-
Ponti in calcestruzzo di cemento armato.	-	-	-	-	-	-
Arco di calcestruzzo	-	-	-	-	-	-
Arco di muratura di pietra.	-	1	1	-	-	2
Ponti in legno	-	-	-	-	-	-
Totale	-	1	1	-	-	2

Ponti in ricostruzione

Ponti in ferro	-	-	-	-	-	-
Ponti in calcestruzzo di cemento armato.	-	-	-	-	-	-
Arco di calcestruzzo	-	-	-	-	-	-
Arco di muratura di pietra.	-	1	1	-	-	2
Ponti in legno	-	-	-	-	-	-
Totale	-	1	1	-	-	2

Ponti completati

Ponti in ferro

Ponti in calcestruzzo

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	Portici.	400	2.800	25.200	467.000	–	492.000	4
2	Tratto nel Comune di Resina	3.000	21.000	168.000	442.000	–	610.000	6
3	Tratto nel Comune di Torre del Greco.	1.600	11.400	91.200	470.800	–	568.000	5
4	Tratto nel Comune di Torre Annunziata	300	2.100	16.800	53.800	–	70.600	
	Strada Napoli - Aversa							
5	Tratto: Colonne di Giugliano - Melito e Melito - Capodichino	3.564	26.802	241.218	–	38.000	279.218	2
	Strade comunali							
	Strade interne del Comune di Castellammare.							
1	Corso Vitt. Emon. II	500	3.500	28.000	18.000	–	46.000	4
2	Corso Garibaldi	700	4.700	37.600	5.700	–	43.300	4
3	Via Brin	150	1.050	8.400	5.100	–	13.500	1
	Napoli							
4	Strada vecchia di S. Rocco di Capodimonte.	1410	125.400	127.416	66.300	25.000	218.716	2

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—	492.000	492.000	6		0,1		0,1	0.1		
—	610.000	610.000	2		0.2		0,1	0.1	idem	
—	568.000	562.000	8		0,7		0,1	0,1	idem	
—	70.600	70.600	3		0,2		0,2	0.2	idem	
38.000	279.218	279.218	12	0.500	11,500		3.00	3.00	"Mac Adam	
—	46.000	46.000	0,6		0,4		0.150	0.150	Inghiaiata	1. Cam... 8 - A... e strad...
—	43.300	43.300	1.-		0,6		0.3	0.3	idem	
—	13.500	13.500	0,2		0,1		0.05	0,05	Barolata	
25.000	218.716	218.716	0,10							1. Arc... turo d... della ... 10. 4...

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idem							
idem							
idem				800		40	
"Mac Adam"							
Inghiaiata	1. Campata di luce 8 - Arco in mattoni e spalle in pietrame.	1					
idem							
Basolato							
	1. Arcata in muratura a tutto sesto della luce di m. 10.40	1		325	Tufo 250 mattoni 10	35	29

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			1.200,-		Ponti in calcestruzzo di cemento armato.
			600,-		Arco di calcestruzzo
					Arco di muratura di pietra.
					Ponti in legno
0		1.600	200,-		
					Totale
					Ponti in ferro
					Ponti in calcestruzzo di cemento armato.
			1000,-		Arco di calcestruzzo
			1500,-		Arco di muratura di pietra.
			100,-		Ponti in legno
					Totale
35		29	649		Ponti in ferro
					Ponti in calcestruzzo di cemento armato.
					Arco di calcestruzzo
					Arco di muratura di pietra.
					Ponti in legno

Napoli, li

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Ponti in calcestruzzo di cemento armato.	-	-	-	-	-	-
Arco di calcestruzzo	-	-	-	-	-	-
Arco di muratura di pietra.	-	1	1	-	-	-
Ponti in legno	-	-	-	-	-	2
Totale	-	1	1	-	-	2

Ponti in ricostruzione

Ponti in ferro	-	-	-	-	-	-
Ponti in calcestruzzo di cemento armato.	-	-	-	-	-	-
Arco di calcestruzzo	-	-	-	-	-	-
Arco di muratura di pietra.	-	1	1	-	-	-
Ponti in legno	-	-	-	-	-	2
Totale	-	1	1	-	-	2

Ponti completati

Ponti in ferro

Ponti in calcestruzzo di cemento armato.

Arco di calcestruzzo

Arco di muratura di pietra.

Ponti in legno

N. N.

Napoli, li

L'Ingegnere Capo

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PROGRESS REPORT NO 11
FOR WEEK ENDING 22 APRIL WEATHER FAIR

E&F	LIN.	ROUTE	DESCRIPTION	CONTRACTOR	COST	START	MEN	REMARKS
1	504	#7	Castiglione - Villa Jadarosa Villa Speranza Capua	Guido Puglia Salvatore Giuliano	$1,200,000 $1,000,000	1-A- 14-2		Puglia started Contractor
2	502	#7	Capua - St. Maria St. Maria - Caserta Canali & Ditches	Vicinini S.A. Luigi Bianco Carmine Marchitto	$1,200,000 $ 800,000	20-3 14-4 20-3	100 0 25	Paving Excell Contractor Ditches
3	531	#7	Caserta - Aversa					If completed
4 5	519 511	#7	Aversa - Benevento Benevento - Avellino	Riccardo Lombardi Riccardo Lombardi	$620,000 $1,200,000	1-4- 1-5	25 13	Materials No Work
6		#7	Avellino - San Severo	None	$ 410,000	Yes	Yes	Steel Plant
7	543	#7811	Capua - Napoli	Giuseppe Merolla	$1,250,000	23-2	150	Grade Cr
8 9	509 515	#815	Napoli - Baiano Baiano - Avellino	Arnaldo Di Sarno Sebastian Mirra	$1,300,000 $1,200,000	10-4 13-4	20 10	Manchuria "
10 11 12 13 14	511	#87	Napoli - Caivano Caivano - Canal Canal - Route 87 Route 87 - Caserta	Nunzio Zapata Vincenzo Illiano Guido Puglia Giuseppe Guglielmo	$ 2,150,000 $ 750,000 $ 750,000 $ 900,000	20-2 25-3 4-4 25-3	150 100 90 40	Progress " "
15	510	#7 #7	Caserta - Interno St. Maria - Interno	Carmine Mazzolino	$ 800,000 $ 750,000	10-4 —	10 0	Nicola Excavation
16	525	#6	Santa Maria - North	Guido Puglia	$1,200,000	14-2	25	Work Started
17		#85	Caiazzo - Isernia	None	$ 3,150,000	—	0	Work started
18		#90	Ponte Calore - Ariano	Ciaffarelli Sons		24-4	0	Work Start
19 20	508	#711	Napoli - City Limits City Limits - Bagnoli Bagnoli - Pozzuoli	Luigi Bianco Ernesto Saverese Guglielmo Manzo	$1,650,000 $1,200,000 $ 3,400,000		35 25 45	Progress Work
21	507 502 502	#8717 #713 #713	Cancello - North Caivano - 7 Bis 7 Bis - Santa Maria	Giuseppe Guglielmo Costantino Sig Raffaele Sarno		20-3 10-4 1-5	40 40 20	Progress "
22	528	#713 — —	7 Bis Guglione Guglione Parete Parete - Tratturo Ariano	Giuseppe Martino " Vincenzo Saverese		19-3 17-2 17-2	75 5 12	Work Stop Road Cut
23	522	#85-87	Guglione - Duelone Road	Vincenzo Saverese		16-4	22	Complete
24		#810	87 to Matrimonio Matrimonio - 7 Bis	Guido Puglia Pietro Zanzi		24-3 20-3	7 7	Progress "

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PROGRESS REPORT NO 11
WEEK ENDING 22 APRIL WEATHER FAIR

	CONTRACTOR	COST	START	MEN	REMARKS
	Emilio Foglia	£120,000	1-4-		Foglia transferred from Rd.
	Salvatore Siciliano	£1,000,000	14-2		Contractor unable to proceed
	Fratelli S.A.	£1,248,000	20-3	100	Paving Excellent Work. Progress Slow
	Luigi Bianco		28-4	0	Contractor Ready to Begin 24 April.
	Carmine Pizzi Fund	£ 500,000	24-3	25	Ditches & Side drains in fair Shape
					A Convoy 25 Tons Daily & Little
	Riccardo Lunetti	£ 600,000	1-4-	25	Materials Ordered
	Riccardo Lunetti	£1,560,000	1-4	13	No Warehouse Space for Materials
	Nolte	£ 410,000	Jan	Jan	3rd Party Conference at Hq.
	Giuseppe Merlino	£1,560,000	25-2	150	Good Progress
	Berardo D'Sorso	£1,200,000	10-4	30	Headquarters Position Satisfactory
	Salvatore Ferrara	£1,000,000	13-4	10	
	Pietro Sepe	£2,000,000	28-2	150	Progress Satisfactory
	Umberto Illuzzo	£ 750,000	25-2	100	" "
	Giulio Foglia	£ 750,000	4-4	90	" "
	Giuseppe Ferrigno	£ 900,000	20-2	40	" "
	Carmine Napolitano	£ 500,000	10-4	10	Needs Also Be Pushed Back to
	"	£ 717,000	—	0	Alternating to Drainage. Progress Poor
	Giulio Foglia	£1,200,000	28-2	0	Work Taken Over By A.M.G. 8th Army
	Nolte	£2,150,000	—	0	Work Taken Over By A.M.G. 8th Army
	Ciampanelli S.A.		24-4	0	Will start Monday without fail.
	Luigi Bianco	£1,250,000		25	Work Finished 22 April
	Gennaro Salvatore	£1,600,000		25	Progress Slow
	Guglielmo Manzo	£2,000,000		15	Held up By Lack of Detonators
	Giuseppe Guglielmo		20-3	40	Progress Satisfactory
	Emiliano S.A.		10-4	40	" "
	Raffaele Spano		1-2	20	" "
	Giuseppe Merlino		17-3	75	Working on Spare Block
	"		17-3	5	Found in Good Condition
	Salvatore Ferrara		17-3	12	" "
	Vincenzo Lunetti		16-4	22	Clearing Debris. U.S. Still Working
	Emilio Foglia		20-3	?	Progress Satisfactory
	Pietro Zingi		20-3	?	

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PROGRESS REPORT N° 11 — SHEET 2

KM	N°	ROUTE	DESCRIPTION	CONTRACTOR	COST	START	FINISH	REMARKS
K20	570	S 710	Cancello - Arienzo	Consorzio Pozzuoli	£ 1.824.625	10-8	3	No Formal Contract
K21		S 720	Capua - Aversa	Nuzzi		—	5	C.I. Sheet
K22		S 724 S 813	Strada Provinciale	Campanella & Capelli		15-4 25-4	25 0	Making Good Contractor
K23		S 7	Km 251+750 Km 252+200	Pennisi & Tucci	£ 2.826.000 £ 998.000	1-4 1-4	25	Excavation Earth Work
K24		S 7	Km 264+100 Km 275+150	R.P. Melchionda R.P.	£ 1.640.000 £ 2740.000	15-3 1-4	3 25	Bridge Road Work
K25	575	S 7	Km 276+700	Campanella & Capelli	£ 5.158.000	20-4	—	Excavation
K26		S 7 Provin.	Km 280+300 Provincia Napoli	Campanella & Capelli Campanella & Capelli		25-5	—	Steel Work Concrete
K27		S 7	Km 298+200	Basile Cardocchia	£ 2.836.000			Steel Work
K28		S 7	Km 299+810	Salvatore Annino	£ 3.008.600			Steel Work
K29		S 7	Km 250+250	Domenico Tucci	£ 3.461.000			" "

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PROGRESS REPORT No 11. SHEET 2 of 2.

CONTRACTOR	COST	START	ITEM	REMARKS
Ferrara D'Ascoli Road	Lit 420.000	10-6	2	No Returns Delivered for Est. Col Street Passes as to Sub Dist.
Campobello Diapolo		15-6 15-10	25 0	Making Good Progress Construction Expected to Start 20/21
Decimoman Tucci	£2 826 000 £ 998.000	1-4 1-4	} 25	Excavation Started Piles Abutments Finished
R.T. Melchionda R.P.	£1,640.000 £2740 000	15-3 1-4	5 25	By Pass Road Finished Road Progress Being Made
Campobello & Porto	£5.158.000	20-4	—	Equipment Dispatched
Campobello & Empoli Campobello & Porto		25-4	—	1st Start when By Pass is Fin (?) 1st Commence Tuesday
Angelo Cerracchio	£2. 836.000			Will start next week
Salvatore Rubino	£3. 008.000			Will start next week
Domenico Tucci	£ 3.461.000			" " " "

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

NWS/Tr

25 May 1944

ACC/108/PWU

Subject: Estimates- Capital Expenditures.

To : Ministry of Public Works.
Att: Sig. Tiezano.

1. Attached are approved copies of form ACC/MST/I covering work to be done on various Highways as listed below.

2. Please ensure that funds are available to pay there contractors.

Number	Location	Cost
2-C	Santa Maria- Caserta	£ 2,370,000
14	Ponte Calore-Ariano	3,200,000
15-B	Marcianise- Rt 87	780,000
18	Cancello-Arienzo	4,400,000
22-A	Pagani-Cancelle	3,040,000
22-C	Cancelle-Vietri	2,060,000
24	Marano Bridge	1,090,000
25	Qualiano Bridge	2,720,000
26	Bridge Route 7 Km 249+200	2,836,000
27	Bridge Rt. 7 Km. 250+200	3,481,000
34	Bridge Rt. 7 Km. 296+700	5,186,000
35	Rt. Bridge - Caserta	600,000
76	Caserta--Arienzo	2,490,000
77	Caivano-Caserta	1,500,000
78	Naples-Aversa	2,590,000
79	Naples-Aversa	3,120,000
80	Aguano-S.Gennaro	350,000
81	Naples-Pompei	1,750,000
		£ 44,543,000

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

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Col. Jenney OK 12/5

File

9/5/44

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RECORD ON ROAD AND BRIDGE PROGRAM IN KING'S ITALY

The Military Highway Program became effective financially by directive 18 Feb.1944 but steps to effect an organization to handle the program were taken somewhat earlier. Priorities were established by the Districts effected.

A survey of the Roads and damaged bridges of Southern Italy in accordance with already known priorities was made by Lt-Col.Laboon and Maj.Hyland with Engineers Grauso,Pugliese, and Reggiani, of the Genio Civile starting 28 Jan.1944 and completed 6 Feb.1944. A distance of 1362 miles was covered . The information and data were recorded and estimates of materials were made.

Maj.Hyland was sent to Potenza where he set up his office with Capt.Weeber. He was to be the Field Officer in charge of Puglie,Lucania,Salerno and Calabrie and liaison officer with Engineer Grauso of the Italian Public Works Ministry. He arrived at Potenza 22 Feb.1944.

Maj.Knight was sent to Bari to represent Puglie in King's Italy and also to be the liaison officer with N°2 District of the Royal Engineers. He set up his office in Bari on 18 Feb.1944.

Capt.Weeber was sent to Potenza to represent Lucania Compartment and Salerno Province. He set up his office in Potenza 17 Feb.1944.

Lt.Brownloe was sent to Catanzaro to represent the Calabrie Compartment. He set up his office in Catanzaro on 25 Feb.1944.

The first meeting and discussion with Brig.Dixon the C.E. of N°2 District was held in his office in Bari on the 3 Feb. 1944. Other meetings followed. The entire bridge and road program in District N°2 in Liberated Italy was discussed. Several meetings and discussions with Brig.Foley of District N°3 were held in his office in Castellammare. The road and bridge program in Salerno Province was discussed fully.

Up to 1 May 1944 we had received from District N°3 only 11 tons of Bitumen for the repair of a total of 100 miles. On the first of May we received 5 tons of Bitumen. Up to 1 May 1944 we received 90 tons of Asphalt from Dist.N°2 for repair of more than 400 miles. They also released on 1 May 190 tons of Asphalt and 170 tons of Emulsion for maintenance work. District N°2 has turned over to AASS 16 trucks-10 being

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used in Puglie and 6 in Lucania. P.B.S. has turned over to ACC 10 trucks to be used on their work on route 18 South of Battipaglia.

District N°3 had supplied only two trucks to be used in Salerno Province for repair of 100 miles of Military Highways.

Monthly requirements of materials and transport have been furnished both Districts from time to time.

Time schedules, listing the projected highways, the priorities, and the number of Contractors required to complete the program within the time set up have been furnished the C.E. of each District and copies are attached hereto. Other data shown on the Time Schedules are: (1) the lengths of highways, (2) the time of completion, (3) the number of rollers per month, (4) the amount of bitumen per month per job, (5) the amount of rock chips per month per job,(6) the amount of crushed rock per month per job and (7) the number of trucks per month.

A trip was made to Sicily recently by Lt.Col.Laboon to make preparations for taking over the Military Highways now under control of N°1 District.

Col.Lindsey C.E. of N°1 District was contacted in Catania and Lt-Col.Bolick and Maj.Boyd of Region I in Palermo.

The Military highway program was fully discussed. Col. Lindsey furnished a map showing the first and second priority military highways, a copy of which is attached hereto.

Capt.Gamble was sent to Sicily last week with instructions that he would operate independently from Major Hyland and that he would report directly to Lt-Col.Laboon according to orders of Lt-Col.Jenny.

A map has been completed showing all Cantonieri houses in King's Italy as well as some in the Army Zone. The information was requested of and received from the AASS. It is proposed to use the houses for storage of equipment and materials, particularly bitumen, for the highway program.

An effort was made to locate all the contractors equipment in Southern Italy that was not being used by the Army as well as all equipment still in the hands of AASS. A list of such equipment was submitted to Lt-Col.Jenny.

An intense effort was made by members of this Division to requisition cars for the use of the Italian Engineers, as well as for P.W. & U. Sub-Commission at the request of Lt-Col.Jenny.

A list of equipment that is considered necessary to complete

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the repairs to the Military Highways speedily to avoid complete failure of the base and in order that future maintenance may be assured on the part of the Italian Government, was made up and is now on requisition for prompt delivery from the U.S.A.

A project register giving the project number for every section of Military Highway in King's Italy was set up.

The list of projects under contract at the present time follows:

Type of Construction	Contractor	Contract Price	Remarks
Resurfacing route N°16 in Bisceglie.	S.I.C.E.L.P.	900,000	Complete on 7 May.
* Repairing and patching of base on Route N°18 from Battipaglia to 15 miles South.	Granantino P.B.S.	1,670,000	Old contract in force.
* Repairing bridge over Sele River on Route N°I8.	Società Ferrobeton	Cost-plus 160,000	
Rebuilding Bridge over the Castellaneta River on Route N°7 between Castellaneta and Laterza.	I.R.S.A.	600,000	Complete 30 June.
Rebuilding bridge at Minervino on Route N°97.	S.I.C.E.L.P.	1,500,000	Complete 30 June.
Rebuilding bridge over Murge River on Route N°97 between Spinazzola and Gravina	S.I.C.E.L.P.	800,000	Complete 30 June.
Rebuilding Bridge over Muratura River on Route N°96 between Gravina and Irsina.	S.I.C.E.L.P.	1,400,000	Complete 30 June
Rebuilding bridge over Spinalba River on Route N°96 between Gravina and Irsina.	S.I.C.E.L.P.	1,800,000	Complete 30 June.

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	Type of Construction	Contractor	Contract Price	Remarks
*	Two Culverts on Route N°96 between Gravina and Irsina.	S.I.C.E.L.P.	400,000	Complete 30 June.
	Rebuilding Bridge over Fratte River on Route N°88	G.Coraggio	345,000	Complete 15 July.
*	Bridge at Auletta on Route N°97	G.Cavaliere	1,777,000	Complete 30 June.
*	Campostrino Bridge 3.3 mi South of Auletta.	C.Cavaliere	3,049,000	Complete 30 June.
	Bridge over R.R tunnel at Favazzina.	Nicola Giunta	1,300,000	Complete I5 May 44.Financed by British Mission.
	Overpass in town of Bagnara (Calabria)	Nicola Giunta	1,310,000	Complete 1 June 44.Financed by British Mission.
	Bridge over Cattola River on Route N°18.	Barberio Pietro	977,000	Complete 1 June 44.Financed by British Mission.
	Bridge South of Castrovillari	Francesco Calendino	1,400,000	Financed by British Mission
*	Resurfacing of Route I9 from Rogliano to Caraci	Albert Santelli	1,333,000	1 Sept.complete.
*	Resurfacing Route N°I9 from Coraci Pedadace	Albert Santelli.	2,978,030,70	Complete 1 Sept.
*	Retaining wallson N°I9.Two near Bivio Pedadace, one near Bivio Mastrelia.	Salvatore Stranges	576,393	
*	Retaining wall near Angitola Bridge on Route N°I8.	Salvatore Stranges	239,984	
*	Furnishing aggregate tools and labor Batti- paglia-Salerno-Paestum.	Silvio Giannantonio	870,000	Furnishing aggregate from Salerno to Paestum,but labor only for Battipaglia-Paestum.

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	Type of Construction	Contractor	Contract Price	Remarks
*	Furnishing tools and labor, Salerno (Paestum) Battipaglia.	Alfonso Coraggio	920,000	
*	Furnishing aggregate Battipaglia-Paestum	Federico Agnetti	1,400,000	
*	Furnishing tools and labor. Battipaglia Fossole Marone.	Giuseppe Seinome	260,000	
*	Furnishing tools and labor Salerno-Avellino	Giovanni Galasso	253,000	
*	Furnishing Aggregate and wood.	Domenico Auletta	330,000	
*	Resurfacing of Rt.I6 from Bari to F.Ofanto.	Nicola di Venuta	4,500,000	
*	Resurfacing of Rt.98 from Canosa to Bari.	S.A.B.B.A.	5,600,000	

Approx. Total 37,000,000 Lire Approx.

BIDS HAVE BEEN RECEIVED ON THE FOLLOWING PROJECTS

	Type of Construction	Low Bidder	Construction Price	Remarks
*	Bridge over Mesima River on Route N°I8	Nicola Giunta	1,373,519	Waiting for to be approved.
*	Bridge over Angitola River on Route N°I8	Salvatore Stranges	2,9I8,731	Waiting for design to be approved.
*	Salerno Avellino Hwy.	(Angelo Notari)	5,157,370	Papers being prepared for final approval
*	F.Ofanto Bridge	S.I.C.E.L.P.	3,500,000	Only I bid received.

Check this

Approx. Total. £13,000,000 Approx.

ESTIMATES SUBMITTED AND AWAITING FIELD APPROVAL

*	Change of Alignment: approaches to Massima Bridge	3,700,000
*	2 Culverts near Soveria Mannelli	460,000
	Total	£.4,160,000

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* Initiated or started in construction since 18 Feb. 44.

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PROGRESS REPORT Nº 15

FOR WEEK ENDING 20- MAY 1944- WEATHER FAIR

EF	NO.	ROUTE	DESCRIPTION	CONTRACTOR	COST	START	MEN	REMARKS
1	504	#7	Garigliano-Capua	Giuliano S.	2.200.000	14-2	120	Entire Project
2	502	#7	Capua-S. Maria	None	1.330.000	—	0	Will begin
		7	S. Maria - Capua	Vianini & Co.	1.200.000	20-3	95	Progress OK
		7	S. Maria - Caserta	Bianco	2.370.000	24-4	55	Progress Sa
		7	Ditches	Napolitano	800.000	20-3	28	Progress O.
3		7	Caserta-Junction	Tucci	2.490.000	15-5	30	Road Roller
4	511	7	Junction-Avellino	Lualdi	1.920.000	1-4	200	Materials s
5		7	Avellino-San Andria	None	410.000	Yes	Yes	Contractors
6	503	7Bis	Capua-Napoli	Merlino	1.360.000	28-3	170	Progress So
		"	"	Merlino	2.120.000	15-5		Began mon
		"	Aversa-Secondigliano	Merlino	2.590.000	—		Ditches. Drai
7	509	7Bis	Napoli-Baiano	Di Sarno	1.320.000	10-4	100	Progress S
		7Bis	Baiano-Avellino	Athena	1.000.000	13-4	200	Progress S
8	501	87	Napoli-Cairano	Seppe	2.320.000	24-2	—	Completed
			Napoli-Cairano	Seppe	700.000	15-5	80	Progress O.K
			Cairano-Canal	Illiano	750.000	25-3	—	Finished.
			"	"	1.500.000	15-5	165	Progress O.
			Canal-Route 87	Foglia	750.000	4-4	120	Progress O.
			Route Caserta	Giugliano	900.000	20-3	—	Finished.
			Caserta-North	Giugliano	8th Army	15-5	54	Satisfactor
9	510	7	Caserta Interno	Napolitano	800.000	10-4	30	Progress S
		7	S. Maria Interno	Napolitano	710.000			Has not be
10	505	6	Spartimento-	None	See #504	—	—	Work to 8th Ar
11	527	#90	Ponte Calore-Ariano	Ciapparelli	3.200.000	24-4	120	Shortage of
12	508	711	City Limits West	Bianco	1.650.000	✓	—	Completed.
		711	West Bagnoli	Savarese G	1.600.000	✓	35	Satisfactor
		711	Bagnoli-Pozzuoli	Monaco	3.400.000	-	70	Work delay

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PROGRESS REPORT No 15 SHEET 1 OF 3

WEEK ENDING 20- MAY 1944- WEATHER FAIR

ION	CONTRACTOR	COST	START	MEN	REMARKS
Capua	Giuliano S.	2.200.000	14-2	120	Entire Project now being Done by Civil.
Maria	None	1.330.000	—	0	Will begin about June 1.
apua	Viamini & Co-	1.200.000	20-3	95	Progress O.K. Materials plentiful.
aserta	Bianco	2.370.000	24-4	55	Progress Satisfactory.
	Napolitano	800.000	20-3	28	Progress O.K.
netino	Tucci	2.490.000	15-5	30	Road Roller on Job. Beginning mate
ellino	Lualdi	1.920.000	1-4	200	Materials scarce.
Andria	None	410.000	Yes	Yes	Contenierc at Work 3rd Priority
poli	Merlino	1.360.000	28-2	170	Progress Satisfactory. Completed.
	Merlino	2.120.000	15-5		Began work on new allotment.
ighano	Merlino	2.590.000	—		Ditches. Drainage & Tram way.
iano	Di Sarno	1.320.000	10-4	100	Progress Slow.
ellino	A Hewa	1.000.000	13-4	200	Progress Satisfactory
ireno	Seppe	2.340.000	24-2	—	Completed
iano	Seppe	700.000	15-5	80	Progress O.K.
nal.	Illiano	750.000	15-3	—	Finished.
	"	1.500.000	15-5	165	Progress O.K.
te 819	Faglia	750.000	4-4	120	Progress O.K.
serta	Giugliano	900.000	20-3	—	Finished.
Maria	Giugliano	8th Army	15-5	54	Satisfactory. (Financed by 8th Army)
nterno	Napolitano	500.000	10-4	30	Progress Satisfactory
aterno	Napolitano	710.000			Has not begun to Haul Stone yet.
ta	None	See #504	—	—	Work to 8th Army. Funds to #504
Arienzo	Ciapparelli	3.200.000	24-4	120	Shortage of Bitumen.
West.	Bianco	1.650.000	✓	—	Completed.
noli	Savarese G	1.600.000	✓	35	Satisfactory Progress. About finished.
uoli	Romano	3.400.000	-	70	Work delayed. Lack of Materials.

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PROGRESS REPORT N.° 15

R.F.	N.°	ROUTE	DESCRIPTION	CONTRACTOR	COST	STAR	HEN	REMARK
13		711 - 711 - 711 -	Naples.	Bianco Campanello & Co. Ferrobeton S.A.	350.000 ? 1800.000	✓ - ✓	✓ ✓ ✓	We will P.B.S.
	507	8717 -	Fra Ttamaggiore	Giugliano	3.311.000	20-3	60	Progress
14	506	713 -	Cairano - Nett	Cedroni e S.A.	3.316.584	10-4	67	"
	506	713 -	Fra M. "Interno"	Spina	644000	1-2	20	"
15	522	713 - 714 -	Melito - Giugliano Giugliano - Napoli	Merlino Saracese (V.)	? ?	17-3 16-4	20 15	Progress Difficu
16	523	——— - ——— -	Giugliano - Parete Parete - Trentola	Merlino Saracese (V)	? ?	17-3 17-3	5 12	Progress Progress
17		8719 - 8719 -	Route 87 - Marcianise Marcianise - Route 7	Foglia (Postal) Zingi	750.000 3 406.000	20-3 20-3	32 12	Progress "
18	520	710	Cancello - Arienzo	D'Onofrio	4.400.000	16-4	50	Progress
19		717	Maddaloni - Cancello	Castaldo	———	—	—	Will be
20		718	Maddaloni - #87	I. L. S. E.	2.570.000	—	—	P. B. S. P
21		720 -	Capua Arnone	Castaldo	12.505.000	—	—	P. B. S. P
22		721 -	S. Maria - TBJ	Athena (S)	3.050.000	—	—	P. B. S. P
23		721 -	S. Maria - Nord	Saracese (V)	2.861.000	—	—	P. B. S. Prog
24		8718 -	Arezza - Cairano	Athena (A)	5.190.577	—	—	P. B. S. Prog
		713	Qualiano - Pozzuoli		———	—	—	P. B. S. Prog
		714	Qualiano - Arnone		———	—	—	P. B. S. Prog

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PROGRESS REPORT No 15 SHEET 2 OF 3

PTION	CONTRACTOR	COST	STAR	MEN	REMARKS.
	Bianco	350.000	✓	✓	We will take thes over from
	Campanello & Co.	?	✓	✓	
	Ferrobeton S.A.	1800.000	✓	✓	P.B.S. on June 1st
aggiore	Giugliano	3.211.000	20-3	60	Progress O.K.
-West	Cedroni a S.A.	3.316584	10-4	67	" Satisfactory.
terno"	Spina	644000	1-2	20	" "
iagliano	Merlino	?	17-2	20	Progress Slow. Work Stopped on Lots
-Napoli	Saracese (V.)	?	16-4	15	Pitching. Arranging for Materials.
Parete	Merlino	?	17-2	5	Progress O.K.
Trombla	Saracese (V)	?	17-3	12	Progress O.K.
Marciano	Foglia (Postel)	750,000	20-3	32	Progress O.K. Road in good shape
Rocca	Zinzi	3.406.000	20-3	12	" " " " "
Arriago	D'Amofrio	4.400.000	16-4	50	Progress Slow but improving
Cancello	Castaldo	—	—	—	Will be taken over from P.B.S. June 1st
: #87	I.L.S.E.	2.570.000	—	—	P.B.S. Project.
ano	Castaldo	12.568.000	—	—	P.B.S. Project.
P.B.S	Attena (S)	3.050.000	—	—	P.B.S. Project.
North	Saracese (V)	2.861.000	—	—	P.B.S. Project.
Grande	Attena (A)	5.190.577	—	—	P.B.S. Project.
Pozzuoli		—	—	—	P.B.S. Project
Arpino		—	—	—	P.B.S. Project

on June 1st. we will take over the project from P.B.S.

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PROGRESS REPORT N/O 15

EF		Route	DESCRIPTION	CONTRACTOR	COST	START	MEN	REMARKS
	517-A	18	Croce del Lagno-Resina	Perna & Portarelli	1,950,000	—	0	Finished
	517-B	18	Resina Torre Del Greco	Tucci	3,000,000	—	0	Finished
	517-C	18	Torre del Greco Interno	Reccia & Giordano	3,000,000			
	517-D	18	Torre del G- Torre Ann.	Pirone	1,470,000	18-3-49	38	
	517-E	18	Torre Ann. Interno	Oliva	3,000,000			
	517-F	18	Torre Ann- End	D'Ammiera	2,320,000	—	0	Finished
	517-G	18	Diversions		2,560,000	—	0	Practically
	518-A	Auto						
	518-B	Auto.	Repairs to Bridges	Carola.	5,000,000		100	
	530	18	Pompei Salerno	Malatesta		X	X	
	530-B	18	Pompei Angri	Cerrito	3,710,000		87	Progress
		18	Pagani-Cancello	Malatesta	3,040,000	1-5	15	Small gang
		18	Cancello Pietr.	D'Ammiera	2,060,000	—	0	Will start 2-
		18	Croce del Lagno-Pompei	Cerrito	2,750,000	6-5	10	Have started
			BRIDGES.					
528		#714	near Qualiano	Campanello	1,090,000	15-4	22	Cement Ar
529		#713	" "	Cancello	2,720,000	29-4	10	Working on
		7	S. Martino. Km. 247+550	Cerracchio		15-5	10	Excavation
526		7	Tufara 249+100	Cerracchio	2,536,000	27-4	30	No cement
524		7	Casa Canton. 250+200	Tucci	3,461,000	25-4		Progress 0.K
536		7	Serratella 251+750	Tucci	2,826,000	1-4	70	Waiting on
535		7	Tufariello. 252+850	Tucci	998,000	1-4		About Com
534		7	Cerro 253+500	Ammino	3,008,000	25-4	20	Needs Bri
533		7	Sabato. 260+520	Campanello	?	—	0	Work on Ap
537		Provin.	Calore - Benevento	Campanello	?	25-4	20	Laying Brick
531		7	Torrate 264+100	Melchionna	1,640,000	15-3	10	By Pass still
532		7	Piale 278+180	Melchionna	2,740,000	1-4	30	Work Tomor
525		7	Marotta 296+310	Campanella	5,158,000	26-4	30	Progress 5%
		87	Ferrovia Casarta.	Tucci	600,000	10-5	10	Progress 20

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PROGRESS REPORT #/0 15 SHEET 2 of 2

	CONTRACTOR	COST	START	MEN	REMARKS.
...ima	Perna & Rotarelli	1,950,000	—	0	Finished
...co	Tucci	3,000,000	—	0	Finished
...ferno	Roccia Gabardine	3,000,000			
...o.	Rome	1,470,000	8-1-44	38	
...o	Oliva	3,000,000			
	D'Ammora	2,320,000	—	0	Finished
		2,560,000	—	0	Practically Completed - 20-5-44
...es	Carola	5,000,000		100	
	Malatesta		X	X	
	Cerrito	3,710,000		87	Progress Excellent. Cave Clear over the Seam.
...te	Malatesta	3,040,000	1-5	15	Small gang clearing rock Bunding material
...l.	D Ammora	2,060,000	—	0	Will start 22 May 1944
...ell	Cerrito	2,750,000	6-5	0	Maintenance only. (not started)
	Campanello	1,090,000	15-4	22	Cement Arrived. Arch Ring in Progress
	Campanello	2,720,000	29-4	10	Waiting on Foundations
...520	Cerrachio		15-5	10	Excavation Started.
...100	Cerrachio	2,536000	27-4	30	No cement & Bricks Delayed.
...000	Tucci	3,461,000	25-4		Progress O.K. (New design)
...32	Tucci	2,526,000	1-5	70	Waiting on Brick & Cement
...30	Tucci	998,000	1-4		About Completed.
...00	Annina	3,008,000	25-4	20	Needs Brick & Cement
...00	Campanello	?	—	0	Work on By Pass Discontinued.
...0	Campanello	?	25-4	20	Laying Brick on Arch Ring - Materials Short
...0	Melchionna	1,640,000	15-3	10	By Pass still not satisfactory.
...0	Melchionna	2,740,000	1-4	30	Lack Transport for Stone.
...0	Campanello	5,158,000	26-4	80	Progress Slow.
	Tucci	600,000	10-5	10	Progress OK. about Finished.

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

28 May 1944

Extracts from Report by Capt. Gamble, dated 21 May 44.

Finance.

Can I be given ~~for~~ the information on the Financial aspect and provisions of funds for these works. I understand that funds have been deposited at Messina. To what amount will this sum amount to?

Future Status of A.A.S.S.

I regret to have to report that the Chief Engineer Ballentini of the Genio Civile, apparently appointed to act with me, is reluctant to accept the work and to act in that capacity. As previously stated, in company with him, a detailed inspection of the work was made during this week. At the conference at Palermo between the Chief Engineer for Genio Civile and Chief Engineer AASS and Assistant Engineer, at which I was present, a crisis arose. The facts are as follows:-

1. The Genio Civile do not consider the change-over advisable.
2. All work now in progress and in fact to cover the whole programme of works, has been prepared by the AASS and Staffs, who are acquainted with the inner history of each Contract.
3. The A.A.S.S Chief Engineer either for personal or other reasons, stated to me that in his opinion it would worsen conditions, retard progress and be detrimental to our interest.
4. Both sides agreed that the new organisation of centralizing authority, as advocated by Lt. Col. Jenny and the re-establishing of confidence in the financing of the projects was excellent.
5. It was obvious that the Genio Civile officials, especially the Chief Engineer, were over-awed by the magnitude of the works and responsibility entailed.

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CONFERENCE WITH MINISTER

Friday, 26 May 1944.

Present: Sig. Tarchiani, Minister
Sig. Tizzano, Director General
Lt. Col. L.A. Jenny
Lt. Col. G.E. Rhodes
Lt. Col. W.M. Lapper
Lt. Col. V.S. Thompson

1. Concerning Italian Public Works staff now in Rome, or to be made available there, Minister mentioned that the Administrative Chief is a certain Sig. Romano, who is now understood to be a refugee within the Vatican City. Being a fascist, however, Sig. Tarchiani would not wish to employ him. Agreed that, not later than tomorrow, Saturday 27th, Minister would let Lt. Col. Jenny have a list of names, with a probable indication as to who will act for the Minister in Rome (and for Sig. Tizzano) the moment the time comes.

2. Sig. Tarchiani expressed a great wish to go to Rome himself as soon as possible. He was told that this must depend on certain military factors, most of which may be outside our control. Agreed that there will be advantage, nevertheless, for the Minister to visit Rome at the earliest possible date.

3. Concerning more Italian engineer staff for Rome and farther north thereof, Minister and Sig. Tizzano said that they expect to find an amply sufficient technical staff in Rome itself.

As to present requirements for supervising engineers in Lt. Col. Thompson's area now, Lt. Col. Thompson will let the Director have a specific list of locations.

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4. Recent requisitioning of 20 vehicles in Naples fully discussed, as example of what can be done by energetic action. Agreed that Sig. Tizzano is to be given a special letter, authorising Sig. Basso or other official nominated by him, with a view to assisting in further requisitionings either in Italian Government territory or north thereof. (Letter attached herewith, along with copy of these notes).

5. Minister informed that there are still complaints about inefficiency and slackness on the part of certain engineer officials. He said matter would be taken up again. In the meantime a new engineer has been appointed to Foggia, Sig. Derisо.

6. Director General had incorrectly stated that A.C.C. Finance Sub-Commission had objected to the transfer of certain funds as credits at banks, e.g. Foggia and Naples. Since discovered that it was Italian Finance Minister that had objected. (Letter sent to Salerno by Finance Sub-Commission on 25 May, putting this particular matter right.)

7. Sig. Tizzano will present next week list of expenditure up to end of April. A monthly compilation will be made afterwards, and will be ready not more than one month in arrear.

8. Impressed on Minister and Director General that the principal engineers of their Department must take time to get away from their offices and carry out tours of inspection. No proper control can be exercised without this. Sig. Tizzano said that transport difficulties had prevented. (This not understood, seeing that 20 vehicles have been got within the last few days).

9. Director said that he would try and get two good and reliable military vehicles to be placed at Sig. Tizzano's disposal, one for the north and one for the south, so that there could be no excuse on this ground, from now onwards. Minister gave positive undertaking that such inspection tours would be insisted on.

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10. Concerning visit to Sardinia, Friday, 9 June was provisionally fixed, and the Minister will probably get one of the three private aeroplanes that are held at Marshal Badoglio's disposal.

11. Lt. Col. Thompson raised the point about approvals for projects. It was agreed, finally, that whilst all projects to be debited against the 600 million lire fund should continue to come up to this office through Lt. Col. Thompson's staff, all other projects of every kind will continue to come through Sig. Tizzano's office. Such projects will be those involving control and critical materials only, and Sig. Tizzano will see that they are commented on by our Regional Engineer on the spot before they come to us for approval. This will save time, as they will then not have to be sent back again for a local report from our representative. (To assist Sig. Tizzano in this matter, a list of Regional Engineers' names and addresses is being forwarded to him).

12. The Minister submitted a draft Decree in connection with allowing rate increases to Utility Companies. He was told that we did not wish to see it at the present stage but we must see it when it is finally ready, and before it goes to ~~the plenbs~~ Print.

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Lt. Shepherd

To you - & to show to Lt. Col. Thompson

Action needed by you on Items

b — get these, often typed.

7 — a, b, c, d } Sattle — Regs III. if necessary, & indent. Are these really urgent? —

8 — Discuss with Lt. Col. Thompson.

① Get first materials.
② Get views your F. Eyp.

10 } 11 } You have these files. Prepare a letter to ~~[illegible]~~ one last week. (I will sign it).

12 — Are you complying? As soon as they do No. 13? —

13 Total Lt. Col. Thompson. GER. 10/5 (Set up letter of today — to F.E.).

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Title 20

WEEKLY MEETING WITH SIGNOR TIZIANO
Tuesday, 16 May 1944.

Present:

Lt. Col. L. A. Jenny, Director.
Lt. Col. G. E. Rhodes, Deputy-Director.
Lt. H. W. Shepherd (rep. Lt. Col. Thompson)

Notes for record.

1. Map of Sicily was discussed and Sig.Tiziano told probable revised military highway priorities.

2. Informed about organizational changes in Sub-Commission, Lt. Col. Lebcom having gone and Lt. Col. Thompson now responsible his duties.

3. Regarding projects approval procedure, Sig. Tiziano informed that detailed particulars of all projects are retained locally by the Italian engineers; they do not come to this office; if Sig. Tiziano wants them, he must ask his local representative for them.

4. Sig. Tiziano submitted a list of personal particulars regarding 13 principal engineers in his various offices in Sicily. [I have sent these on to the Public Safety Sub-Commission for their consideration or comment.]

5. Sig. Tiziano raised a question about a certain ship under repairs. Informed that this question is under discussion and he had better take no definite action until he receives further instructions.

6. Lists submitted of materials' prices in April 1943 compared with April 1944. I am having these translated and made clearer, and on passing them to Lt. Col. Lapper and Lt. Col. Thompson for note.

7. Four requests for materials submitted and urgently needed, as follows:-

(a) Road Carolio to Nicida - 240 quintals of Bitumen, and to authorise withdrawal from Pozzuoli quarries of 950 mc. rubble and 150 mc.

(b) Outlets storm water sewers near Via Carmelo, Naples, 300 quintals cement needed, and request that contractor Martorelli be authorised to draw the cement from the Ilva Company at Bagnoli, contractor paying for it on delivery.

(c) Foundations of building Colonia Maria Vittorio Emanuele III at Arco Felice to prevent further sea damage, 650 mc rubble from Pozzuoli quarries and 300 mc sand from shore at Lucrino.

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(A) State road San Gennaro from Pennelli to Lucrino, 7000 kilograms of bitumen required; intensely heavy traffic. I have passed these to Lt. Shepherd, in original, so that he can clear them as between Region III and his own branch.

8. A further list of materials required for 16 bridges furnished by the Genio Civile, Salerno office. Asking for 4 quintals cement, 905 mc lumber, 62 quintals steel and 375,000 bricks. Sig. Tiezano said that these cover requirements over the next 4 months. Passed in original to Lt. Shepherd to be discussed with Lt. Col. Thorpson on return (in triplicate).

9. Lists of approval projects up to 30 April are being prepared by Provinces. A list of six projects totalling 8,772,605 lire was submitted period 1 to 10 May 1944 with actual sanctioning Decrees attached. I am not sure whether our formal endorsement of this is required or not. (refer to documents in file marked 9 attached).

10. List of six projects totalling 2,398,000 lire submitted by Sig. Tiezano originating from his Potenza office, with complete file, plans, sections, etc. These six works all No. 1 priority. I have passed the complete file to Lt. Shepherd for examination, and he will be responsible for its safe return to the Genio Civile. Formal approval sent.

11. A similar list covering five projects and totalling 12,300,000 lire all No.1 priority, one at Battipaglia, three in Salerno Province and one in Catanzaro Province. Letter of formal approval being sent to Director-General and file handed over to Lt. Shepherd for similar action in preceding paragraph.

12. Sig. Tiezano asked for 15 trucks for Calabria from the 200 trucks that A.M.I. are loaning to us. Lt. Shepherd noted this request.

13. Impressed on Sig. Tiezano that they must furnish, very urgently, drivers for the 200 trucks. They are available immediately but drivers must be furnished.

14. Sig. Tiezano had no real progress to report about requisitioning private vehicles for use of Genio Civile. Said that vehicles exist but have no tyres, etc. Instructed to send the officer they have on this special duty to see me on Friday morning at 10:00 o'clock when I will put him in touch with the proper people either in this office or in Region III office. Proper collaboration urgently necessary. Made clear to Sig. Tiezano that we can do no more than make these contacts. We will not do anything further about requisitioning. The definite action must be taken by them.

15. Notified that Major Chamberlin is taking over responsibility for Public Works with headquarters at Catanzaro and is taking some approved lists of projects with him from here. Sig. Tiezano promised to let us know the name of his officer at Catanzaro or Reggio.

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16. Notified that Sig. Russo is taking over the chief appointment in Sicily, at Palermo, in a few days' time.

17. Sig. Tinsano informed that Genio Civile are not taking instructions from military(engineer)officers in the way they should do in certain cases. He asked for specific instances, stating that he had given most positive orders about this to all his men. Detention in financing projects also mentioned to Sig. Tinsano. Delay

18. He was asked to arrange for the replacement of Sig. Di Serafin at Foggia, by a more energetic officer. Sig. Tinsano said it is a difficult matter and wanted to know if Foggia could not be placed under Bari(as it was before the war) in order to get over the difficulty. He was advised that we must keep "King's Italy" separate from the Army Zones because of differences in our degree of control.

19. He was informed that Palermo advises us that his engineers in Sicily had been instructed to go ahead with projects costing less than 200,000 Lire without submitting them to us. He replied that he had authorised his staff to go ahead with urgent projects only and not to spend more than that sum on them, pending our approval. If we should reject them later, then the project would stop. His engineer was instructed to send a telegram without ~~Mxxx~~ any main cause. Lt. Col. Jenny thought this was a reasonable arrangement.

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

25 May 1944

Subject: Project Status.

To : Engineer Officer, PBS.

1. Attached is report of status of contracts on PBS roads assigned to this Sub-Commission as of 20 May, 1944.

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

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PROJECT STATUS P.B.S. AREA 20 MAY 1944

Route	Description	Contractor	Start	Men	
7	Capua S.Maria	None		0	Will
7	S.Maria Capua	Vicinni & Co.	20-3	5	Pro
7	S.Maria Caserta	Bianco	24-4	55	Pro
7	Ditches	Napolitano	20-1	21	Pro
7	Caserta Junction	Tucci	15-5	3	Road
7 Bis	Capua Napoli	Merlino	28-2	170	Pro
"	" "	Merlino	15-5		Seg
"	Averna Secondigliano	Merlino			Dit
	Napoli Calvano	Seppe	28-2		Cam
	Napoli Calvano	Seppe	15-5	80	Pro
	Calvano Canal.	Illiano	20-3		Fin
	" "	Illiano	15-5	165	Pro
87	Canal Route 8719	Foglia	4-4	120	Pro
	Route Caserta	Giugliano	20-3		Fin
	Caserta North	Giugliano	15-5	54	Cat
7	Caserta Interno	Napolitano	10-4	30	Pro
7	S.Maria Interno	Napolitano			Har
6	Spartimento	None			Cor
711	City Limits West	Bianco	—	—	Con
711	West Bagnoli	Savarese G.	—	35	Cat
711	Bagnoli Pozzuoli	Monaco	—	70	Cor
711	Napler	Bianco	—	—	Wa
711	~~Bagnoli Ital.~~	~~Campanile & Co.~~	—	—	A.P
711		~~Petrobelli Bpr.~~			
8717	Frattamaggiore	Giugliano	20-3	60	Tro
713	Calvano West	Cedronio S.A.	10-4	67	Tro
713	Frattamaggiore Int.	Spina	1-2	20	
713	Melito Giugliano	Merlino	17-3	20	Tro
714	Giugliano Napoli	Savarese V.	16-4	15	Dit
—	Giugliano Parete	Merlino	11-3	5	Tro
—	Parete Trentola	Savarese V.	17-3	12	Tro

711 8717

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PROJECT STATUS P.B.S. AREA 20 MAY 1944

on	Contractor	Start	Men	Remarks:
	None	—	0	Will begin about June 1
aria	Viantni & Co.	20-3	5	Progress O.K. Materials plentiful
apue	Bianco	24-4	55	Progress satisfactory
egarta	Napolitano	20-3	23	Progress O.K.
	Cucci	15-2	30	Road roller on job. Beginning made
Junction	Merlino	28-2	170	Progress satisfactory Completed
oll	Merlino	15-3		Began work on new allotment
"	Merlino			Ditches, drainage & Trumway
ecolgliano				Completed
stvano	Volpe	28-2	—	Progress O.K.
ivano	Volpe	15-3	80	Finished
Canal	Illiano	23-3	—	Progress O.K.
"	Illiano	15-3	165	Progress O.K.
	Foglia	4-4	120	Finished
ute Piro	Giugliano	20-2	—	Satisfactory (Financed by 8th Army
ecrta	Giugliano	15-2	24	Progress Satisfactory
North	Napolitano	10-4	30	Has not began to Haul Stone yet.
Interno	Napolitano		—	Work to 8th Army Funds to #°504
Interno	Nore		—	Completed
nto	Bianco	—	35	Satisfactory Progress about finish
ta Vert	Savarese G.	—	76	Work delayed Lack of material.
noli	Monaco	—	—	We will take this over from
Pozzuoli	Bianco	—	—	~~U.S.S. on June 1st.~~
	Imparella & Co.	—	—	
	~~Requisition fr.~~			
	Giugliano	20-1	60	Progress O.K.
ezzore	Cadronio F.lli	10-4	67	Progress Satisfactory
ot	Epion	1-2	20	" "
ezzore Int.	Merlino	17-3	20	Progress Slow Work stopped on cube
Giuglino	Savarese V.	16-4	15	Ditching arranging for Materials
Napoli	Merlino	17-3	5	Progress O.K.
ar Isfete	Savarese V.	17-3	12	Progress O.K.
Prentola				

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PROJECT STATUS P.B.T. AREA 20 MAY 44

Route	Description	Contractor	Bn:t	Men	
8719	Route 87 Marcianise	Foglia	20-3	32	Fro
8719	Marcianise Route 7	Zinni	20-3	12	

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PROJECT STATUS P.B.S. AREA 20 MAY 44

n	Contractor	Start	Mon	Remarks:
rciante	Foglia	20-3	32	Progress O.K. Road in good shape
Route 7	Zinni	20-3	12	" " " " " "

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PROGRESS REPORT NO. 14

FOR WEEK ENDING MAY 13 - 1944 WEATHER FAIR

EDF	N°	ROUTE	DESCRIPTION	CONTRACTOR	COST	START	MEN	REMARKS
1	504	#7	Cancello-Sparanise Sparanise - Capua	Giulio Faglia Salvatore Galiano	£1.200.000 £1.000.000	14-2	50 100	Not Visit "
2	502	#7	Capua - S. Maria S. Maria - Caserta Shoulders & D.T.Ars	Fiorini Bianco Napolitano	£1.200.000 £2.390.000 £ 800.000	20-3 24-4 20-3	108 46 25	Daily Excellent in direction 200 Cubic-m
3	514	#7	Caserta-Junction	Tocci	£2.990.000	15-3	0	Contractor T
4	519	#1	Junction Benevento	Lodati	£ 620.000	1-4	100	Plenty of M
5	511	#7	Benevento-Avellino	Lodati	£ 1.300.000	1-4	15	No materials
6		#7	Avellino-S Andrea	Mazzo	£ 410.000	Yes	Yes	Continuous o
#7	503	#7E-	Capua - Napoli	Merlino	£ 3.480.000	25-2	175	Progress Sat
#8	509	#7D	Napoli Bivano Bivano - Avellino	D. Sarno Athena	£1.220.000 £1.000.000	10-4 18-4	70 60	Progress Slow Extraordinary
#9	507	#87	Napoli Casanova Casanova Casoria Casoria Junction Junction Caserta	Sepe Milano Faglia Giuliano	£2.300.000 £2.250.000 £ 750.000 £1.200.000	28-2 25-3 4-4 20-3	100 185 118 0	Extraordinary Progress Sat " Removal to E
#10	510	#7	Caserta Interno S Maria Interno	Napolitano Napolitano	£ 800.000 £ 710.000	10-4	35	Progress Sat
#11	505	#6	Spartimento Nord	Mazzo	See #534	—	—	To Town Quar
#12	—	#55	Cancello North	Mazzo	£2.150.000	—	—	To Town Quar
#13	537	#90	Ponte Calore - Arienzo	Crapparelli	£2.200.000	24-4		Not visited
#14	508	#711	Napoli City Limits City Limits Bagnoli Bagnoli Pozzuoli	Bianco Saracco (G.) Manaco	£1650.000 £1600.000 £2.400.000	✓ ✓ ✓	0 25 20	Finished Will Complete Materials
		#711		Crapparello Bianco e Ferro Beton	£1.300.000			Will Be #5

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OGRESS REPORT NO. 14
NDING MAY 13 - 1944 WEATHER FAIR

	CONTRACTOR	COST	STAGE	MEN	REMARKS
nno	Giulio Fagiolo	£ 1,200,000	14-2	50	Not visited during week.
ova	Salvatore Emiliano	£ 1,000,000		100	" "
a	Visconi	£ 12 00,000	22-3	108	Doing Excellent Work But very Slow. P.B.
ta	Bianco	£ 2,370,000	24-4	46	to directing 400 Italian Soldiers on 1
ra	Napoli Faro	£ 500,000	20-3	25	200 Civilian extra section.
ano	Tucci	£ 2,490,000	13-5	0	Contractor Tucci will begin withdrawl. 15th
ato	Lualdi	£ 620,000	1-4	100	Plenty of Materials- Good Progress
ino	Lualdi	£ 1,300,000	4-4	15	No Materials- Continuance Delaying
ano	Mario	£ 410,000	Yes	Yes	Continuance of Work 3rd Priority
ti	Martino	£ 3,450,000	23-2	175	Progress Satisfactory
no	D'Amico	£ 1,520,000	10-4	70	Progress Slow But Satisfactory
no	Alessa	£ 1,000,000	12-4	60	Extraordinary Repairs almost completed
a	Sapo	£ 300,000	25-2	100	Extraordinary Repairs Finished.
ti	Bianco	£ 2,250,000	25-3	185	Progress Satisfactory.
ano	Foglia	£ 750,000	4-4	118	" "
to	Guglielmo	£ 1,370,000	20-3	0	Removed to Route 87 North of Caserta
no	Napoli Faro	£ 800,000	10-4	35	Progress Satisfactory
ti	Napolitano	£ 710,000			
to	Nono	See £24	—	—	Taken over By 5th Army
to	Nono	£ 2,152,000	—	—	Taken over By 5th Army
ano	Campanelli	£ 3,200,000	24-4		Not visited during week. No Emp. X
nio	Grasso	£ 1650,000	1	0	Finished
ato	Saracena (G)	£ 1,600,000	2	25	Will Complete within a week.
ti	Monaco	£ 3,400,000	1	20	Materials approved Progress Slow.
	Campanello Bianco Ferri Baton	£ 1,800,000			Will Be assigned to use on Sunset

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PROGRESS REPORT No 14

EAF	No	ROUTE	DESCRIPTION	CONTRACTOR	COST	START	MEN	REMARKS
15	507	8717	Capodichino	Giugliano	£3.311.000	2-2	40	Progress
	506	713	Cancello 7 Bis	Costruzioni S.A	£3.316.580	10-4	75	"
	506	713	Frattamaggiore	Somma	£ 664.000	1-2	20	"
16	522	—	Giugliano - Parete	Marino		17-3	5	"
		—	Parete - Trentola	Savarese (V.)		17-3	12	"
17	523	713	7 Bis - Giugliano	Marino		17-3	35	"
		713-714	Giugliano - Napoli	Savarese (V.)		16-4	33	Ditching
#18		713	Mondragone - Cancello	Castelotto				Not Started
#19		#8717	#87 - Marcianise	Foglia		20-3	20	Progress
			Marcianise - 7 Bis	Zitoli	£3.406.000	20-3	12	"
#20	520	#713	Cancello - Arnone	D'Onofrio	£4.403.000	10-4	40	Progress: Ba
#21		#720	Capua - Arnone	Castelotto				Not Started
	528	#714	Bridge Quadrano	Campanello	?	15-4	7	Waiting
	529	#713	" Quadrano	Campanello	?	29-4	10	Excavation
	526	# 7	" Km. 249	Ortrecchio	£2.836.000	27-4	27	Plants Com
	524	# 7	" Km. 250	Tucci	£3.461.000	25-4		Plants Com
	536	# 7	" Km. 251	Tucci	£2.826.000	1-4	70	Plants Ba
	535	# 7	" Km. 252	Tucci	£ 998.000	1-4		Progress
	534	# 7	" Km. 257	Arnino	£3.008.000	25-4	80	Piles Placed
	528	# 7	" Km. 260	Campanello	?	—	0	Not Started
	537	Prov.	" Casertana	Campanello	?	25-4	11	Soil Bridge
	—	# 7	" Km. 264	Melchiorre	£1.648.000	15-3	5	Diversion
	—	# 7	" Km. 278	Melchiorre	£2.740.000	1-4	50	Piles Trestle
	525	#87	" Km. 296	Campanello	£5.158.000	26-4	50	Plants Com
	—	#87	" Casertina	Tucci	?	10-5	13	Progress

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PROGRESS REPORT No 14

	CONTRACTOR	COST	START	MEN	REMARKS
	Guglielmo	£3 21h000	20-2	40	Progress Satisfactory
	Costruzioni S.A	£3 216 584	10-11	75	" "
	Sama	£ 664000	1-2	20	" "
			17-3	5	" "
	Merlino		17-3	12	" "
	Savarese (V)		17-2	25	" "
	Merlino		16-4	35	Ditching Waiting on Delivery of Tar
	Savarese (V)				Will Be taken over by use Jan 1st
	Castaldo				Progress ok
	Forlo		20-2	20	" "
	Zibzi	£3 604 000	24-2	12	
	Donofrio	£4 000 000	10-11	40	Progress Bad. No stone. No Guglielmo
	Castaldo				Not Started during Week
	Campanello	?	15-4	7	Waiting on Cement
	Campanello	?	29-4	10	Excavation Complete of Hands Cement
	Campanello	£2 836.00	21-4	27	Hands Cement & Brick
	Defrancisco	£3 061 000	25-4		Hands Cement.
	Tucci	£2 526.00	1-4	70	Hands Brick.
	Tucci	£ 998000	1-4		Progress ok.
	Tucci	£3 008 000	25-4	80	Will need Cement & Brick Soon
	Amino	2		0	No work on Ac Pass
	Campanello	2	25-4	11-	3000 Brick on Hand Baking Begun
	Campanello		15-3	-5	Diversion Discussed with Col Murray
	Melchionna	£1 640 000	1-4	30	Hand Transport for 3 Force
	Melchionna	£2 700 000	26-4	30	Hands Cement Baking
	Campanello	£5 158 000	10-5	13	Progress ok.
	Tucci	2			

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

RWS/fr

7 May 1944

ACC/073/PWU

Subject: Military Highways - Status Report.

To : Engineer Officer, PBS.

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

LAJEUNY
Lt. Col. C.E.
Director.

0348

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ROAD STATUS AS OF 6 MAY 44 PBS AREA

6666.

Route	Description	Contractor	Location on Road		Men
7	Capua-Caserta	1.Vianini & Co. 2.Napolitano Carmine 3.Bianco Luigi	S.Maria toward Capua Ditching & Drainage Capua toward S Maria	1.- 2.- 3.-	105 35 44
7B	Naples-Capua	Merlino, Giuseppe	Entire Length		178
87	Naples-Caserta	1.Sippo, Nunzio 2.Illiano, Umberto 3.Foglia, Giulio 4.Giugliano,Giuseppe	1 Naples-Calvano 2 Calvano-Canal 3 Canal-Intersection 87B 4 87B-Caserta	1.- 2.- 3.- 4.-	145 172 37 33
7B4	Bridge near Qualiano	Campanella & Caputo	_____		22
713	Bridge near Qualiano	Campanella & Caputo	_____		20
711	Naples-Pozzuoli	1.Bianco,Luigi 2.Savarese,Gennaro 3.Monaco,Guglielmo	1 Naples-East 2 Bagnoli-East 3 Bagnoli-Pozzuoli	1.- 2.- 3.-	10 40 30
8717	Capodichino-Frattamaggiore	Giugliano,Giuseppe	Entire Length		40
713	Caivano-7Bis	Cedronio Soc.	All except Frattmaggiore		40
713	Frattamaggiore-Aterno	Spina,Raffaelo	_____		20
713 & 714	7Bis-Qualiano Qualiano-Naples	1.Savarese,Vincenzo 2.Merlino,Giuseppe	1. 7Bis-Giugliano 2. Giugliano-Qualiano-Naples.	1.- 2.-	70 22

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ROAD STATUS AS OF 6 MAY 44 PBS AREA

6666

Contractor	Location on Road	Men	Remarks
anini & Co. politano Carmine anco Luigi	S.Maria toward Capua Ditching & Drainage Capua toward S Maria	1.- 105 2.- 35 3.- 44	1 Progress very slow due to inadequate supply of materials
rlino, Giuseppe	Entire Length	178	Under control
ppe, Renzio liano, Umberto glia, Giulio uglianno, Giuseppe	1 Naples-Caivano 2 Caivano-Canal 3 Canal-Intersection 8718 4 8718-Caserta	1.- 145 2.- 172 3.- 57 4.- 33	Satisfactory Progress
mpanella & Caputo	———	22	Work held up waiting on Cement.
mpanella & Caputo	———	20	Excavating foundations. Material demand not yet d complete
anco, Luigi varese, Gennaro onaco, Guglielmo	1 Naples-West 2 Bagnoli-East 3 Bagnoli-Pozzuoli	1.- 10 2.- 40 3.- 30	1. Cleaning up - 2. Will complete in 10 days- 3 No materials -Contractor instructed to suspend work until materials deliv
uglianno, Giuseppe	Entire Length	40	Progress Satisfactory
drondo Soc.	All except Frattamaggiore	40	Under control
pina, Raffaele	———	20	do
avarese, Vincenzo erlino, Giuseppe	1. 7 Bis-Giugliano 2 Giugliano-Qualiano-Naples.	1.- 10 2.- 22	" " Stone Blocks " "

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Route	Description	Contractor	Location on Road	Men	
—	Giugliano-Parete	Merlino, Giuseppe	———	10	P.
—	Parete-Aversa	Savarese, Vincenzo	———	15	
720	Capua-Ac Route 714 Near Arnone	— —	———	—	Con

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

0 3 5 21

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PROGRESS REPORT Nº 12

FOR WEEK ENDING 29 APRIL 1944. WEATHER - 2 DAYS RAIN

LBI	Nº	ROUTE	DESCRIPTION	CONTRACTOR	COST	START	FIN	REMARKS
#1	504	#7	Caserta-Spartimento Spartimento - Capua	Guido Faglia Salvatore Siciliano	$1.220.000 $1.100.000	14-2 14-2	150	Work progressing well use in conformity
✓2	502	#7	Capua - S. Maria S. Maria - Caserta Canals - Ditches	Fiamni S.A. Luigi Bianco Carmine Napolitano	$1.200.000 $ 800.000	20-3 24-4 22-3	16.6 20 23	Being Excellent Wo Equipment operate Roads & Ditches
3	521	#7	Caserta - Maddaloni Maddaloni Junction	Domenico Tocci Riccardo Lualdi		25-4 23-4	100 200	Italian Army Sol Contractors Equip.
4	519	#7	Arienzo - Benevento	Riccardo Lualdi	$ 120.000	1-4	29	Materials ordered
5	50	#7	Benevento - Avellino	Riccardo Lualdi	$1.900.000	1-4	13	Army material Co
6		#7	Avellino San Andrea	NONE	$ 410.200	#1	Yes	Bad French Contr
✓7	502	#7 Bis	Capua Napoli	Giuseppe Merlino	$1.960.000	28-2	142	Wearing surface
8	509	#7 Bis	Napoli - Sarno Sarno - Avellino	Gennaro Di Sarno Sebastiano Athena	$1.200.000 $1.200.000	12-4 13-4	50 60	Sufficient Materi Sufficient Materi
✓9	501	#87	Napoli - Caserta Caserta - Canal Canal - Route #87 #7 Bis - Caserta	Nunzio Sepe Umberto Milano Guido Faglia Giacomo Guglione	$2.250.000 $ 750.000 $ 750.000 $ 900.000	25-2 28-3 4-4 20-3	138 190 73 60	Progress Satisfac
✓10	520	#7	Caserta Inferno S. Maria Inferno	Carmine Napolitano Carmine Napolitano	$ 500.000 $ 750.000	10-4 —	10 0	Progress Slow Holes filled
11	505	#6	Spartimento North	None				Tables Over Typ
12		#85	Caianello - Bernia	None				Tables Over Typ
13	527	#90	Piste Caserta Ariana	Giampaoli S.A.	$3.200.000	24-4	15	Work Started - Weath
✓14	505	#7 II	Napoli City Limits City Limits - Secondi Secondi - Pomigliano	Luigi Bianco Gennaro Savarese Guglielmo Nocera	$1.850.000 $ 600.000 $ 300.000		0 do 20	Finished Progress Slow Lack of Materials
✓15	507 506 506	#87 #72 #72	Capodichino Nº 2 Nocera - Pass Pass Nocera - Cotores	Giuseppe Guglione Cedrone S.A. Raffaele Nocera		20-3 10-4 1-2	40 40 20	Progress "

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PROGRESS REPORT NO 12

ENDING 29 APRIL 1945 - WEATHER - 2 DAYS RAIN

CONTRACTOR	COST	START	MEN	REMARKS
Giulio Faglia	£.200.000	14-2	150	Work progressing satisfactory. Coal Hard to use for concrete. Sufficient Men & Material
Salvatore Giuliano	£.1.000.000	14-2		
Merlini S.A.	£.200.000	20-3	105	Doing Excellent Work. Taken over Month.
Luigi Bianco		23-4	20	Equipment arrived 25 April
Carmine Ranalletto	£ 100.000	20-3	25	Roads & Bridges in good order.
Domenico Tocci		25-4	100	Italian Army Soldiers & P.O.W.
Riccardo Lualdi		23-4	200	~~Contractors Name~~ & P.O.W. Had heard Men.
Riccardo Lualdi	£ 120.000	1-4	23	Materials ordered. Some metering.
Riccardo Lualdi	£.300.000	1-4	73	Army working Parties. Continuous Piling.
NONE	£ 410.000	Jan.	Dec	3rd Priority Contractor on Jet. Bridges Needed
Giuseppe Merlino	£.360.000	28-2	150	Wearing surface Capua-Aversa getting thin
Generale Di Zenno	£.1.300.000	12-4	50	Sufficient Materials. Quality Doubtful
Salvatore Amore	£.1.000.000	13-4	60	Sufficient Materials. Quality Doubtful
Nunzio Tegle	£.150.000	25-2	120	Progress Satisfactory
Gaspare Liguoro	£ 250.000	20-3	100	"
Giulio Faglia	£ 323.000	4-4	70	"
Giuseppe Giudicianni	£ 900.000	20-3	60	"
Carmine Mastrianni	£ 300.000	10-4	20	Progress Slow
Carmine Mastrianni	£ 70.000	—	0	Holes filled with Reinforcement Concrete
None				Taken Over By 8th Army
None				Taken Over By 8th Army
Ciapparelli S.A.	£3.200.000	28-4	15	Work Started. Sand & Tar Delivered
Luigi Bianco	£1650.000		0	Finished
Domenico Saverese	£.1.200.000		40	Progress Slow
Guglielmo Vacca	£ 250.000		20	Lack of Materials Delaying Job
Giuseppe Migliano		27-3	40	Progress Satisfactory
Carbone S.A.		10-4	40	" " Needs Lime
Raffaele Spina		1-2	20	" "

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PROGRESS REPORT No 12

E.R.R.	No	Route	Description	Contractor	Cost	Start	Mos	Remarks
✓		713	F.lli Graziano -	Giuseppe Merlino		19-2	7.5	Progress Satisfac
16	533		Giuliana Parete	"		17-6	5	Road in good
			Parete - Averza	Vincenzo Saverese		13-2	12	"
✓ 17	522	713-A	Giuliano Scalise-Nasal	Vincenzo Saverese		16-4	22	Cleaning Ditches
✓			Route 87: Marcianise	Emilio Fabbio		20-3	20	Progress Satisfac
19		8719	Marcianise - Route 7	Pietro Zinzi	£3,436.430	24-3	12	"
20	530	720	Caserta - Arienzo	Gerardo D'Angelo	£4.200.223	10-4	22	Progress Slow
21		720	Capua - Arienzo	Ferdinando Castaldo		25-4	7	Masonry has ceased
								Bridge Reconstr
✓ 22	528	714	Nola - Cimitile	Campanella & Capuano		15-3	25	Progress Excellent
	529	712	"	"		29-4	5	Just Begun Exc
23	526	7	Km. 24+250.00 (515794)	Angelo Cerracchio	£ 2.326.000	27-4	8	Office & Workshop
	532	7	Km. 25+250 599747	Domenico Tucci	£ 2.326.000	1-4	25	Piers Wall Mas
	525	7	Km. 22+250	" "	£ 99.000	17-4	16	Arch Ring Stone
	527	7	Km. 23+250 (343736)	" "	£ 3.401.000	23-4	20	Excavations Com
	534	7	Km. 25+300 (625756)	Salvatore Alonzo	£ 2.653.000	26-4	10	Reinforcing Erecting
	523	7	Km. 20+420	Campanella & Cerchi		—	0	Not Started Ex
	537	Road	Embankments (643815)			25-4	10	Excavating Ditches
	521	7	Km. 26+250	N.S. Pietrobruno	£ 2.643.000	13-3	15	Working on Pier
		7	Km. 21+750	"	£ 2.326.000	1-4	25	Progress Satisfac
	535	7	Km. 27+250	Campanella & Cerchi	£ 5.158.000	22-3	5	Excavations on Abut
✓			Caserta Ex Crossing	None		—	—	Material Delivered
		710	N.C. 208-572	None		—	—	Permanent Cul
		710	NK 248-268	None		—	—	Widen Roadway

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	Contractor	Cost	Start	Fin	Remarks
-	Giuseppe Verlino		12-3	75	Progress Satisfactory.
	"		17-6	5	Ease of its Kind Condition
	Vincenzo Saraceno		17-3	12	" " "
Basel	Vincenzo Saverio		16-4	22	Clearing Debris - Negro troops Finished
Gino	Giulio Puglia		20-3	20	Progress Satisfactory
le J	Pietro Lenzi	$ 3,436,450	20-3	12	
ago	Gerardo D'Onofrio	$ 4,200,000	10-4	27	Progress Slow. Will speed up next week
ze	Ferdinando Costello		25-4	7	Planning has entered Construction Phase
	Campanella & Caputo		15-4	25	Progress Excellent. Rock Line in Cement
	"		27-4	5	Just Began Excavation
1378136	Angelo Cervarello	$ 2,532,000	27-4	8	Office & Warehouse Started.
349787	Domenico Ticci	$ 2,821,250	1-4	25	Piers Well advanced
"	" "	$ 975,000	1-4	5	Arch Ring Started (low priority)
1437536	" "	$ 3,461,300	25-4	20	Excavation Commenced.
1623764	Salvatore Amico	$ 1,200,000	25-4	10	Removing Existing Road Structure.
	Campanella & Caputo		—	0	Work was By Pass Suspended.
1152157	"		25-4	10	Erecting Office & Warehouse.
	R.E. Vecchiarino	$ 1,600,000	15-3	15	Working on Diversion Dike.
		$ 2,340,000	1-4	25	Progress Satisfactory.
	Campanella & Caputo	$ 1,158,000	22-4	5	Excavation Started
ning	Name		—	—	Marconi Redone to Advance for Office
	Name		—	—	Permanent Culvert on Main Lagoon
	Name		—	—	Water Roadway.

Bridge Reconstructions

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EXTRACT FROM CAPTAIN SAUL REPORT.

Canal Bridges.

Met Capt. Cobb, agriculture and Lt. Whorty (A) of Mosquito Control who came in place of Capt. Hill with whom the appointment was made. With them I toured the whole canal banks between Route 87 and 7 Bis. It appears that these canals which are interconnected in places serve the dual purpose of drainage and irrigation , and it is for the latter purpose & they will be principally used in the Summer. To this end they are dammed up at interval, so as to produce the proper water level in the various irrigation ditches and especially the hemp rotting ponds which are connected to the canals. With t his in view and the fact that agriculture must presumably continue I can hardly see that a little additional damming up at road crossing will make much difference the main breeding ground for mosquitoes in any case being in the small irrigation ditches and hemp rotting ponds and not the canals themselves.

In event of anything being done at the road crossings this can be done as formerly suggested by interconnecting the canals above and below each road crossing so as to make use of the ample bridges on the side canals for passing of water under the roads and relieve pressure on the pipes in the fill over the central canal when the bridges were blown up bythe Germans.

A possibly more serious position arises on Route 7 Bis where the canals have been so connected above but not below the road crossings. Here the Northen canal has an ample bridge but the other two have only pipes buried in the fill at too high a level. The result of this is that below 7 bis the northen canal is running full while the two others are virtualy empty with a trickle of water and stagnant shallow pools at the bottom. This is the worst possible condition for mosquitoes and will also deprive the country south of the canals and West of 7bis of irrigation. It is suggested that here at any rate the canals should be connected below the road crossing so as to divide the water evenly between the three canals. All canals are well stocked with small fishes. The question therefore arises whether it is advisible to use oil or might be better to dam up the water and flush down once every few days.

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Subject: Monthly Report. Foggia and Campobasso Province.

To : Director P.W.&.U.

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

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

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

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

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

Both of these machines are ready to run and require only to be taken to the sight chosen. It is estimated that at Bovino in stock site, in addition to the crushed stone on the road there is, 275 cu. meters 3/4" to 3" and 325 cu.meters of chippings.

5. Arrangements have been made to take the out put of the existing crusher and that of a second presently being installed in the Consortio Bonifica Quarry at San Ferdinando. This will be diverted to the Canosa-Cerignola project to hasten completion, which it is hoped will be about 15 June.

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

4. A summary of the plant set up is as follows:
Bovino Station 6 Crushers.
9.2 Km. West of Bovino 2 Crushers.
San Ferdinando 2 Crushers
San Marco 2 Crushers
San Severo 1 crusher
Foggia 1 Crusher
Bovino-Ortanova project 3 - 12 ton Rollers
Bovino-Ariano project 1-4 and 1 - 8 ton Rollers
Bovino Station Quarry, 1 Air Compressor 70 to 75 cu.ft. 1- 3/4 cu.meters Drill Stone.

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

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

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

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

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Foggia 1 Crusher
Bovino-Ortanova project 3 - 10 ton Rollers
Bovino-Ariano project 1-4 and 1 - 8 ton Rollers
Bovino Station Quarry, 1 Air Compressor 70 to 75 cu.ft. 1- 3/4 cu.meters Drill Stone.

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

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

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

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

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

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

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

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

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

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

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

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

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VST/fr

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

ACC/106/PWU

2 May 1944.

Subject: Weekly Report.

To : Engineer Officer, P.B.S.

1. Attached is progress report for period ending Saturday, April 29, for your information.

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

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

PROGRESS WEEKLY REPORT N° 1

EXTRACT FROM OUR REPORT N°12 WEEK ENDING 29-4-44

Route N°	Description	Contractor	Cost	Start	Men	
7	Capua-S.Maria	Vianini& Comastra	£1,200,000	20-3	105	Doing exco
"	S.Maria-Caserta	Bianco, Luigi		24-4	20	Equipment
"	Canals-Ditches	Napolitano, Carmine	£ 800,000	20-3	25	Banks & Di
7Bis.	Capua-Naples	Merlino, Giuseppe	£1,360,000	28-2	140	Wearing su
87	Naples-Caivano	Seppe, Nunzio	£2,300,000	28-2	120	Progress s
"	Caivano-Canal	Illiano, Umberto	£ 750,000	25-3	170	Progress s
"	Canal-Route 8719	Foglia, Giulio	£ 750,000	4-4	70	Progress s
"	Rt 8719-Caserta	Giugliano, Giuseppe	£ 900,000	20-3	60	Progress s
7	Caserta Interno	Napolitano, Carmine	£ 800,000	10-4	10	Progress s
"	S.Maria Interno	Napolitano, Carmine	£ 710,000	--	--	Holes fill
711	Naples-City Limits	Bianco, Luigi	£1,650,000	--	--	Finished
"	City Limits-Bagnoli	Savarese, Gennaro	£1,500,000	--	40	Progress s
"	Bagnoli-Pozzuoli	Monaco, Guglielmo	£3,400,000	--	20	Lack of Ma
8717	Capodichino-North	Giugliano, Giuseppe		20-3	40	Progress s
713	Caivano-7bis	Cedronio Soc.A?		10-4	40	Progress s
"	Frattamaggiore-Interno	Spina, Raffaele		1-2	20	Progress s
713	7Bis-Giugliano	Merlino, Giuseppe		17-3	75	Progress s
"	Giugliano-Parete	Merlino, Giuseppe		17-3	5	Road in go
"	Parete-Aversa	Savarese-Vincenzo		17-3	12	Road in go
8719	Rt.87-Marcianise	Foglia, Giulio		20-3	30	Progress s
"	Marcianise-Rt 7	Sinzi, Pietro	£3,406,000	20-3	12	Progress s
720	Capua-Arnone	Castaldo, Ferdinando		25-4	?	Mancini ha
714	Near Qualiano	Campanella & Caputo		15-4	25	Bridge Rec
						Lack Lime
713	Near Qualiano	Campanella & Caputo		29-4	5	Just began
87	Caserta RR Crossing	None		—	—	Mancini or

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PROGRESS WEEKLY REPORT Nº 1

EXTRACT FROM OUR REPORT Nº 12 WEEK ENDING 29-4-44

Contractor	Cost	Start	Men	Remarks:
Viamini & Comastra	£1,200,000	20-3	105	Doing excellent work ½ Km. per Month
Bianco, Luigi		24-4	20	Equipment arrived 25 April
Napolitano, Carmine	£ 800,000	20-3	25	Banks & Ditches in good shape.
Merlino, Giuseppe	£1,360,000	28-2	140	Wearing surface Capua-Aversagetting thin
Seppe, Nunzio	£2,300,000	28-2	120	Progress satisfactory
Illiano, Umberto	£ 750,000	25-3	170	Progress satisfactory
Foglia, Giulio	£ 750,000	4-4	70	Progress satisfactory
Giugliano, Giuseppe	£ 900,000	20-3	60	Progress satisfactory
Napolitano, Carmine	£ 800,000	10-4	10	Progress slow
Napolitano, Carmine	£ 710,000	--	--	Holes filled with Bituminous Concrete
Bianco, Luigi	£1,650,000	--		Finished
Savarese, Gennaro	£1,500,000	--	40	Progress slow
Monaco, Guglielmo	£3,400,000	--	20	Lack of Materials, delaying job.
Giugliano, Giuseppe		20-3	40	Progress satisfactory
Cedronio Soc.A?		10-4	40	Progress satisfactory Needs lime.
Spina, Raffaele		1-2	20	Progress satisfactory
Merlino, Giuseppe		17-3	75	Progress satisfactory
Merlino, Giuseppe		17-3	5	Road in good condition
Savarese-Vincenzo		17-3	12	Road in good condition
Foglia, Giulio		20-3	30	Progress satisfactory
Sinzi, Pietro	£3,406,000	20-3	12	Progress satisfactory
Castaldo, Ferdinando		25-4	?	Mancini has ordered Contractor to spread stone
Campanella & Caputo		15-4	25	Bridge Reconst. Progress excellent Lack Lime & Cement
Campanella & Caputo		29-4	5	Just began excavation
None		—	—	Mancini ordered to arrange for cont

File

HEADQUARTERS RWS/FR
ALLIED CONTROL COMMISSION
Public Works and Utilties Sub-Commission 12
APO 394
HIGHWAYS DIVISION

ESTIMATE OF WORK - MAY THROUGH SEPTEMBER.

Prior.	Proj.N°	Description	Lenght Km.	N° of Contr	No.in Const	No.in Maint.	
1	501/87	Naples-Caserta	23	4	3	2	P
"	502/7	Capua-Caserta	11	3	3	2	P
"	503/7Bs	Naples-Capua	32	1	2	3	P
"	504/7	Capua-Garigliano Rv;	40	2	—	5	P
"	506/711	Naples-Pozzuoli	12	3	1	4	P
"	509/7Bs	Naples-Avellino	42	2	2	3	P
"	510/7	Caserta Interno	6	1	1	4	P
"	511/7	Benevento-Avellino	43	1	2	3	P
"	512/	Rovino-Ortanova	32	1	2	3	P
"	513	Cerignola-Canosa	15	1	2	3	P
"	514/17	Foggia-Lucera	17	1	1	4	P
"	515/89	Manfredonia-Foggia	37	1	1	4	P
"	516/16	S.Severo-Foggia	27	1	1	4	P
"	519/7	Arienzo-Benevento	27	1	2	3	P
"	520	Cancello-Arienzo	10	1	3.	2	P
"	524/7	Bridge -KM.250+200 Route 7	—	1	4	—	
"	525/7	Bridge-Km.296+700	—	1	4	—	
"	526/7	Bridge-Km.249+200	—	1	4	—	
"	527/90	Ponte Calore-Ariano	22	1	2	3	P
"	531/7	Bridge-Km.264+100Route 7	—	1	4	—	
"	532/7	Bridge-Km.278+180 Rt. 7	—	1	4	—	
"	533/7	Bridge-Km.260+500 Rt.7	—	1	4	—	
"	534/7	Bridge-Km.257+500 Rt. 7	—	1	4	—	
"	535/7	Bridge-Km.252+850	—	1	4	—	
"	536/7	Bridge-Km.251+750	—	1	4	—	
"	537	Bridge - Benevento	—	1	4	—	
"	538	Ariano-Foggia	55	1	3	2	P
2....	517/18	Naples-Pompei	21	6	2	3	P
"	518	Autostrada (Nap-Pomp)	19	3	3	2	P
"	530/18	Pompai-Salerno	28	1	3	2	P
3....	506/713	Caivano-Molito	8	1	—	5	P
"	507/8717	Naples-Frattamaggiore	6	1	—	5	P
"	522	Qualiano-Naples Qualiano-~~Naples~~ Molito.	18	2	—	5	P
*	523	Giugliano-Trentola [illegible]	7	2	—	5	P

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"	508/711	Naples-Pozzuoli	12	3	1	4	P
"	509/7Be	Naples-Avellino	42	2	2	3	3
"	510/7	Caserta Interno	6	1	1	4	P
"	511/7	Benevento-Avellino	43	1	2	3	3
"	512/	Rovino-Ortanova	32	1	2	3	2
"	513	Cerignola-Canosa	15	1	2	3	2
"	514/17	Foggia-Lucera	17	1	1	4	2
"	515/89	Manfredonia-Foggia	37	1	1	4	2
"	516/16	S.Severo-Foggia	27	1	1	4	2
"	519/7	Arienzo-Benevento	27	1	2	3	3
"	520	Cancello-Arienzo	10	1	3.	2	3
"	524/7	Bridge -KM.250+200 Route 7	—	1	4		
"	525/7	Bridge-Km.296+700	—	1	4	—	
"	526/7	Bridge-Km.249+200	—	1	4	—	
"	527/90	Ponte Calore-Ariano	22	1	2	3	3
"	531/7	Bridge-Km.264+100Route 7	—	1	4	—	
"	532/7	Bridge-Km.278+180 Rt. 7	—	1	4	—	
"	533/7	Bridge-Km.260+500 Rt.7	—	1	4	—	
"	534/7	Bridge-Km.257+500 Rt. 7	—	1	4	—	
"	535/7	Bridge-Km.252+850	—	1	4	—	
"	536/7	Bridge-Km.251+750	—	1	4	—	
"	537	Bridge - Benevento	—	1	4	—	
"	538	Ariano-Foggia	56	1	3	2	2
2....	517/18	Naples-Pompei	21	6	2	3	3
"	518	Autostrada (Nap-Pomp)	19	3	3	2	3
"	530/18	Pompai-Salerno	28	1	3	2	3
3....	506/713	Caivano-Molito	8	1	—	5	P
"	507/8717	Naples-Frattamaggiore	6	1	—	5	P
"	522	Qualiano-Naples Qualiano-~~Naples~~ Molito	18	2	—	5	P
"	523	Giugliano-Trentola	7	2	—	5	P
"	528/714	Bridge-Route 7 near Qualiano	—	1	3	—	
"	529/713	Bridge-Qualiano	—	1	3	—	

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

RWS/fr

ESTIMATE OF MATERIALS AND EQUIPMENT FOR MAY THROUGH SEPTEMBER.

Proj.N°	Bitumen Tons	Chips Tons	Crushed Rock.tn	Cement Tons	Bricks N°	Lime Tons
501/87	775	3000	600			
502/87	140	1500	300			
503/7Bs	375	4000	300			
504/7	500	6000				
508/711	130	1500	300			
509/7Bs	470	5500	400			
510/7	80	800	100			
511/7	460	5400	400			
512	1000	6500	25000			
513	150	2200				
514/17	190	2200	200			
515/89	350	4500	400			
516/16	250	3700	300			
519/7	300	3700	400			
520	150	1800	3000			
52477				30	60000	20
525/7				40		30
526/7				40	80000	40
527/90	270	3000	5000			
531/7				30	60000	20
532/7				30	60000	20
533/7				2 5	50000	15
534/7				40	80000	30
535/7				30	60000	20
536/7				30	60000	20
537				40	80000	30
538/18	660	7000	1000			
517/18	210	2800	500			
518	190	2500	300			
530/18	280	4000	400			
506/713	70	1000	200			
507/8717	15	300	100			
522	100	1200	200			
523	50	500	100			
528/714			200	26		
529/713			300	32		
TOTALS....	7165	66000	35800	393	590000	265

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

504/7	500	6000					
508/711	130	1500	300				
509/7Bs	470	5500	400				
510/7	80	800	100				
511/7	460	5400	400				
512	1000	6500	25000				
513	150	2200					
514/17	190	2200	200				
515/89	350	4500	400				
516/16	250	3700	300				
519/7	300	3700	400				
520	150	1800	3000				
52477				30	60000	20	
525/7				40		30	
526/7				40	80000	40	
527/90	270	3000	5000				
531/7				30	60000	20	
532/7				30	60000	20	
533/7				2 5	50000	15	
534/7				40	80000	30	
535/7				30	60000	20	
536/7				30	60000	20	
537				40	80000	30	
538/18	650	7000	1000				
517/18	210	2800	500				
518	190	2500	300				
530/18	280	4000	400				
506/713	70	1000	200				
507/8717	15	300	100				
522	100	1200	200				
523	50	500	100				
528/714			200	26			
529/713			300	32			
TOTALS....	7165	66000	35800	393	590000	265	

	MAY	JUNE	JULY	AUG.	SEPT.	TOTALS	
Bitumen	1900	2100	1200	1100	865	7165	Tons
Chips	15000	20000	12000	10000	8000	66000	Tons
Rock.....	13000	12000	4000	3800	3000	35800	Tons
Rollers	34	34	25	16	16		
Bricks	130000	150000	150000	100000	60000	590000	Brick
Cement	90	100	100	53	50	393	Tons
Lime.....	60	70	70	35	30	265	Tons
Trucks	110	130	120	90	90		

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

RWS/FR

ESTIMATE OF WORK - MAY THROUGH SEPTEMBER.

Prior.	Proj.N°	Description	Lenght Km.	N° of Contr	No.in Const	No.in Maint.
1	501/87	Naples-Caserta	23	4	3	2
"	502/7	Capua-Caserta	11	3	3	2
"	503/7Bs	Naples-Capua	32	1	2	3
"	504/7	Capua-Garigliano Rv;	40	2	—	5
"	508/711	Naples-Pozzuoli	12	3	1	4
"	509/7Bs	Naples-Avellino	42	2	2	3
"	510/7	Caserta Interno	6	1	1	4
"	511/7	Benevento-Avellino	43	1	2	3
"	512/	Bovino-Ortanova	32	1	2	3
"	513	Cerignola-Cancsa	15	1	2	3
"	514/17	Foggia-Lucera	17	1	1	4
"	515/89	Manfredonia-Foggia	37	1	1	4
"	516/15	S.Severo-Foggia	27	1	1	4
"	519/7	Ariensc-Benevento	27	1	2	3
"	520/	Cancello-Ariansc	10	1	3	2
"	524/7	Bridge -KM.250+200 Route 7	—	1	4	—
"	525/7	Bridge-Km.256+700	—	1	4	—
"	526/7	Bridge-Km.249+200	—	1	4	—
"	527/90	Ponte Calore-Ariano	22	1	2	3
"	531/7	Bridge-Km.264+100Route 7	—	1	4	—
"	532/7	Bridge-Km.278+180 Rt. 7	—	1	4	—
"	533/7	Bridge-Km.260+500 Rt.7	—	1	4	—
"	534/7	Bridge-Km.257+500 Rt. 7	—	1	4	—
"	535/7	Bridge-Km.252+850	—	1	4	—
"	536/7	Bridge-Km.251+750	—	1	4	—
"	537	Bridge - Benevento	—	1	4	—
"	538	Ariano-Foggia	56	1	3	2
2....	517/18	Naples-Pompei	21	6	2	3
"	518	Autostrada (Nap-Pomp)	19	3	3	2
"	530/18	Pompei-Salerno	28	1	3	2
3....	506/713	Caivano-Nolito	8	1	—	5
"	507/8717	Naples-Frattamaggiore	6	1	—	5
"	522	~~Qualiano-Naples~~ Qualiano-~~Naples~~ Nolito	18	2	—	5
"	523	Giugliano-Trentola	7	2	—	5
"	528/714	Bridge-Route 7 near Qualiano	—	1	3	—

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

"	508/711	Naples-Pozzuoli	12	3	1	4
"	509/7Bs	Naples-Avellino	42	2	2	3
"	510/7	Caserta Interno	6	1	1	4
"	511/7	Benevento-Avellino	43	1	2	3
"	512/	Bovino-Ortanova	32	1	2	3
"	513	Cerignola-Canosa	15	1	2	3
"	514/17	Foggia-Lucera	17	1	1	4
"	515/89	Manfredonia-Foggia	37	1	1	4
"	516/16	S.Severo-Foggia	27	1	1	4
"	519/7	Arienzo-Benevento	27	1	2	3
"	520/7	Cancello-Arienzo	10	1	3	2
"	524/7	Bridge -Km.250+200 Route 7	—	1	4	—
"	525/7	Bridge-Km.256+700	—	1	4	—
"	526/7	Bridge-Km.249+200	—	1	4	—
"	527/90	Ponte Calore-Ariano	22	1	2	3
"	531/7	Bridge-Km.264+100Route 7	—	1	4	—
"	532/7	Bridge-Km.278+180 Rt. 7	—	1	4	—
"	533/7	Bridge-Km.260+500 Rt.7	—	1	4	—
"	534/7	Bridge-Km.257+500 Rt. 7	—	1	4	—
"	535/7	Bridge-Km.252+850	—	1	4	—
"	536/7	Bridge-Km.251+750	—	1	4	—
"	537	Bridge - Benevento	—	1	4	—
"	538	Ariano-Foggia	55	1	3	2
2....	517/18	Naples-Pompei	21	6	2	3
"	518	Autostrada (Nap-Pomp)	19	3	3	2
"	530/18	Pompai-Salerno	28	1	3	2
3....	506/713	Caivano-Nolito	8	1	—	5
"	507/8717	Naples-Frattamaggiore	5	1	—	5
"	522	~~Qualiano-Naples~~ Qualiano-~~Naples~~ Nolito	18	2	—	5
"	523	Giugliano-Trentole near Qualiano	7	2	—	5
"	528/714	Bridge-Route 7 near Qualiano	—	1	3	—
"	529/713	Bridge-Qualiano	—	1	3	—

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

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

RWS/fr

ESTIMATE OF MATERIALS AND EQUIPMENT FOR MAY THROUGH SEPTEMBER.

Proj.N°	Bitumen Tons	Chips Tons	Crushed Rock.tn	Cement Tons	Bricks N°	Lime Tons
501/87	275	3000	600			
502/87	140	1500	300			
503/7Bs	375	4000	300			
504/7	500	6000				
508/711	130	1500	300			
509/7Bs	470	3500	400			
510/7	80	800	100			
511/7	460	5400	400			
512	1000	6500	25000			
513	150	2200				
514/17	190	2200	200			
515/89	350	4500	400			
516/16	250	3700	300			
519/7	300	3700	400			
520	150	1800	3000			
52477				30	60000	20
525/7				40		30
526/7				40	80000	40
527/90	270	3000	5000			
531/7				30	60000	20
532/7				30	60000	20
533/7				25	50000	15
534/7				40	80000	30
535/7				30	60000	20
536/7				30	60000	20
537				40	80000	30
538/18	660	7000	1000			
517/18	210	2800	500			
518	190	2500	300			
530/18	280	4000	400			
506/713	70	1000	200			
507/8717	15	300	100			
522	100	1200	200			
523	50	500	100			
528/714			200	26		
529/713			300	32		
TOTALS....	7165	66000	35800	393	590000	265

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509/713	470	5500	400				
510/7	80	800	100				
511/7	460	5400	400				
512	1000	6500	25000				
513	150	2200					
514/17	190	2200	200				
515/89	350	4500	400				
516/16	250	3700	300				
519/7	300	3700	400				
520	150	1800	3000				
524/7				30	60000	20	
525/7				40		30	
526/7				40	80000	40	
527/90	270	3000	5000				
531/7				30	60000	20	
532/7				30	60000	20	
533/7				2 5	50000	15	
534/7				40	80000	30	
535/7				30	60000	20	
536/7				30	60000	20	
537				40	80000	30	
538/18	660	7000	1000				
517/18	210	2800	500				
518	190	2500	300				
530/18	280	4000	400				
506/713	70	1000	200				
507/8717	15	300	100				
522	100	1200	200				
523	50	500	100				
528/714			200	26			
529/713			300	32			
TOTALS....	7165	66000	35800	393	590000	265	

	MAY	JUNE	JULY	AUG.	SEPT.	TOTALS	
Bitumen	1900	2100	1200	1100	865	7165	Tons
Chips	16000	20000	12000	10000	8000	66000	Tons
Rock.....	13000	12000	4000	3800	3000	35800	Tons
Rollers	34	34	25	16	16		
Bricks	13000	15000	15000	10000	60000	590000	Brick
Cement	90	100	100	53	50	393	Tons
Lime.....	60	70	70	35	30	265	Tons
Trucks	110	130	120	90	90		

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

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

PROGRESS REPORT No. 10
FOR WEEK ENDING 12 - APRIL WEATHER FAIR

JOB	DESCRIPTION	ESTIMATE	CONTRACTORS	SECTION	COST
#1	ROUTE #7- Caserta- Capua	£1.000.000	Salvatore Giuliano	Entire	£1.000.
#2	ROUTE #7- Capua- Caserta	£1.000.000	Vedrino Soc. Ap. Cemmara Saverese Luigi Bianco Carmine Napolitano	Capua- S. Maria S. Maria- East. East- Caserta Difetos	£1.200. ? ? 800.
#3	ROUTE #7- Caserta- Arienzo	1/2 something is not done			
#4	ROUTE #7- Arienzo- Benevento	£ 620.000	Riccardo Lualdi	Entire	£ 620.
#5	ROUTE #7- Benevento- Grottino	£1.200.000	Riccardo Lualdi	Entire	£1.300
#6	ROUTE #7- Avellino- S. Andrea	£ 410.000	—	—	£ 410
#7	ROUTE #7 Bis- Capua- Napoli	£1360.000	Giuseppe Merlino	Entire	£1.360
#8	ROUTE #7 bis- Napoli- Avellino	£2.300.000	Generale Di Sarno Sebastiano Afrone	Napoli- Pozzuoli Pozzuoli- Avellino	£1.300 £1000
#9	ROUTE #7- Napoli- Caserta	£4000.000	Nunzio Sepe Umberto Milano G. Lio Foglia Gaetano Giuliano	Napoli- Cancello Cancello Canal E 7/8 E 7 bis- Caserta	£700. £750. £750 £800
#10	ROUTE #7- Caserta Interna S. Maria Interno	£ 800.000 £ 200.000	Carmine Napolitano Sepe	Entire Entire	£ 800 £ 200
#11	ROUTE # 5 Sparanise- Pietravola	£1.200.000	Gaetano Foglia	Entire	£1.200
#12	ROUTE # 85- Grumello- Nerola	£ 3180.000	WORK IN PROGRESS		UNDER
#13	ROUTE # 90- Ponte Colore Ponte Acquara		Giuseppe Ill. S. A.		
#14	ROUTE # 7 bis Napoli- Bacoli- Pozzuoli	£ 650.000	Luigi Bianco Carmine Saverese Guglielmo Mariano	Napoli- City Limit City Limit- Bacoli Bacoli- Pozzuoli	£1.650 £1.600 £340
#15	Route # 87- Capodichino North Route # 73- Caivano- 7 bis Frattamaggiore Interno		Giuseppe Giuglano Concezione - Ad Raffaele Spina	Entire	
#16	Route # 73- 73 bis- Giuliano Giuliano- Parete Parete Frattaste		Gaetano Merlino Giuseppe Merlino Vincenzo Saverese		
#17	ROUTE # 71 & 74- Giuliano- Qualiano- Napoli		Vincenzo Saverese		

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RESS REPORT N° 10 PAGE 1 OF 2

EK ENDING 15 - APRIL WEATHER FAIR

	ESTIMATE	CONTRACTORS	SECTION	COST	START	MEN	PROGRESS
	£1.000.000	Salvatore Giuliano	Entire	£1.000.000	14-2	9	4000
	£3.000.000	Vianini Soc. Am. Consorzio Sarnese Luigi Bianco Carmine Napolitano	Cupa via S. Maria S. Maria - East East - Caserta Ditches	£1.200.000 ? ? 800.000	20-3 12-4 14-4 20-3	60 0 0 35	2400 — — SLOW
	15° sewer line is not done		The road will go to the N. Support of Cast steps.				
	£ 620 000	Riccardo Zvalati	Entire	£ 620.000	20-4	0	NONE
	£1.300.000	Riccardo Zvalati	Entire	£1.300.000	23-4	0	NONE
	£ 410.000	——	——	£ 410.000	——	0	NONE
	£1360.000	Giuseppe Merlino	Entire	£1.360.000	28-2	150	6000
	£2.300.000	Erasmo Di Sarno Sebastiano Amor.	Napoli Balzano Balzano - Avellino	£1.300.000 £1.000.000	10-4 13-4	30 10	6000 6000
	£4000.000	Giorgio Sepe Roberto Iliano Giulio Faglia Giuseppe Scaglione	Napoli - Caserta Caserta Canal Canal R 9718 R 9718 - Caserta	£700.000 £750.000 £750.000 £ 900.000	28-2 25-3 4-4 20-2	150 100 90 50	6000 6000 6000 6000
	£ 800.000 £ 210.000	Carmine Napolitano None	Entire Entire	£ 800.000 £ 210.000	10-4 —	10 0	Rock NONE
	£1.200.000	Giulio Faglia	Entire	£1200.000	12-2	125	6000
	£3120.000	WORK NOT PROGRESS UNDER 8th			4 2nd		6000
		Campanelli S. M.				1-0	NONE SOFT
	£6.650.000	Luigi Bianco Erasmo Sarnese Giulietta Napoleo	Napoli Circonvallazione Circonv. Napoli Napoli - Nocera	£1.850.000 £1.600.000 £2400.000		55 25 30	6000 SLOW SLOW
		Giuseppe Scaglione Centrania - Sd. Raffaele Sarno	Entire		23-3 19-4 1-2	15 10 15	OK. OK. OK.
		Giuseppe Merlino Giuseppe Merlino Vincenzo Sarnese			17-3 17-2 17-3	75 30 25	SLOW OK. OK.
		Vincenzo Sarnese			16-4	0	None

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PROGRESS REPORT No. 9. WEEK ENDING 4.

JOB	DESCRIPTION	ESTIMATE	CONTRACTORS	SECTION	
#18	Route #724 - 725 S. Maria	Store for	been furnished	2 Spaces	#1
#19	Route #717 Telo Mercatorile		Giulio Foglia Pietro Zingi		
#20	Route #716 Arienzo - Cancello	£ 4.500.000	D'Onofrio		
#21	Route #7 Arienzo - Maddaloni Acellino Bridges	£ 3.225.000 £ 317.500 £ 570.000 £ 1.230.000 £ 1.745.000 £ 275.000 £ 1.500.000 £ 498.000 £ 1.410.000 £ 2.542.000 £ 5.220.000	R. Cerracchio G. Mercaldo G. Mercaldo G. " G. " D. Tucci D. Tucci ✓ R. R. Melchiorre R. R. " ✓ Campanello & Coputo ✓	Km 237+550 Km 241+500 Km 247+850 Km 249+100 Km 250+700 Km 251+750 Km 252+000 ✓ Km 253+500 Km 260+250 Km 264+250 Km 275+500 ✓ Km 291+500 Km 296+700 ✓ Km 300+100 Km 301+650 Km 312+500 In Bonerotte	
#22	Route #720 Capua - Grazzanise				
#23	Bridge - Route 714		Campanello & Coputo		

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PROGRESS REPORT NO 9. WEEK ENDING 4-17 PAGE 2 OF 2

	ESTIMATE	CONTRACTORS	SECTION	COST	START	MEN	
	Stone for	Been furnished	& Spread By	Province			
		Gatti Fabbia			20-3	20	6.000
		Pietro Zinzi			20-3	15	6000
					18-4	3	No TAR
Ha	£ 4.500.000	D'Onofrio			—	0	Sclero
	£ 1.335.000	R. Centracchio	Km 237+550	£ 3723'80	-	0	Pecorelli
	£ 317.500	G. Mercatelli	Km 247+350				S. Martino
	£ 575.000	G. Mercatelli	Km 247+350				Carnevalla
	£ 1.231.250	G. "	Km 248+200				Tufara
	£ 1.995.000	G. "	Km 254+250				Colle
	£ 2.754.000	D. Tucci	Km 261+450				Sidelcreft
		D Tucci ✓	Km 253+000 ✓				Cerro
	£ 1.500.000		Km 257+580				Sabato
			Km 260+750				Tavelo
	£ 720.000	E. R. Melchionda	Km 264+04				Melo
	£ 1.410.000	E. R. " ✓	Km 275+580 ✓				Zego
			Km 279+750				Morotta
	£ 2.545.000	Campanella + Capeto	Km 286+700 ✓				
			Km 300 ma				Sa Carlo
	£ 3.920.000		Km 301+150				Lido Cerro
	?		Km 302+700				Cafaro
	?		In Banchetta				
ma							
		Campanella + Capeto			12-April		

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PROGRESS REPORT No 9
FOR WEEK ENDING 8- APRIL 1944 - WEATHER FAIR

JOB	DESCRIPTION	COST	CONTRACTORS	LOCATION	COST
#1	ROUTE #7 Garigliano - Capua	£1.000.000	Salvatore Giuliano		£1000.00
#2	Route #7 - Capua - Caserta	£3.000.000	Vianini Soc. An. Carmine Napolitano	Capua - Caserta Ditches	£1.200.00 800.00
#3	Route #7 - Caserta - Ariengo				
#4	Ariengo - Benerento Route #7	£ 620.000	Ricardo Lualdi	Ariengo - Benev.	£ 620.00
#5	Benerento - Avellino Route #7	£1.300.000	Ricardo Lualdi	Benev. - Avellino	£ 1.300.00
#6	Route #7 - Avellino - San Andrea Di L.	£ 410.000	—	—	—
#7	Route #7 B - Capua - Napoli	£1.360.000	Giuseppe Merlino	Capua - Napoli	£ 1.360.00
#8	Route #7 B - Napoli - Avellino	£ 2.300.000	Geraldo Di Sarno Sebastiano Athena	Napoli - Biano Baiano - Avellino	£ 1.300.00 £ 1.000.00
#9	Route #87 - Napoli - Caserta.	£4.000.000	Nunzio Sepe Umberto Illiano Canal - #8718 #8718 - Caserta	Napoli - Cairano Cairano - Canal Giulio Foglia Giuseppe Giugliano	£ 700.000 £ 750.000 £ 750.00 £ 900.00
#10	Caserta Interno St Maria Interno C.V.	£ 500.000 710.000	Carmine Napolitano	Caserta St Maria C.V.	£ 800.00 £ 710.00
#11	Route #6 - Spartimento - S. Pietro Inf	£1.200.000	Giulio Foglia	Spartimento - SP	£ 1.200.00
#12	Route #85 Caianello - Bernia	£3.180.000			
#13	Route #90 - Ponte Calore - Ariano		Ciapparelli S.A.		
#14	Route #7 Napoli - Pozzuoli	£6.650.000	Luigi Bianco Gennaro Savarese Guglielmo Monaco	Napoli - west Napoli - Napoli Napoli - Pozzuoli	£ 2.650.00 £ 1.600.00 £ 3.400.00
#15	Route #8717 - Capodichino - Fra Hamag. Route # 713 - Cairano - 7 Bis. " #713 Hamaggare Interno		Giuseppe Giugliano Cerdonio S.A. Raffaele Spina		
#16	Route #713 - 7 Bis to Giugliano		Giuseppe Merlino		
#17	Giugliano - Parete - Frete - Trentola - Aversa		Giuseppe Merlino Vincenzo Savarese		
#16	Route #713 - 714 Giugliano Qualiano - Napoli -		Vincenzo Savarese		

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PROGRESS REPORT No 9

WEEK ENDING 8- APRIL 1944 - WEATHER FAIR

	COST	CONTRACTORS	LOCATION	COST	START	MEN
Capua	£1.000.000	Salvatore Giuliano		£1.000.000	14-2	70
erta	£3.000.000	Vianini Soc. An. Carmine Napolitano	Capua - Caserta Ditches	£1.200.000 800.000	20-3 20-3	65 85
rango						
Route #7	£ 620.000	Ricardo Lualdi	Arienzo - Benev.	£620.000	15-4	0
Route #7	£1.300.000	Ricardo Lualdi	Benev. - Avellino	£1.300.000	15-4	0
Andrea D.L.	£ 410.000	—	—	—	—	—
oli	£1.360.000	Giuseppe Merlino	Capua - Napoli	£1.360.000	28-2	135
llino	£ 2.300.000	Geraldo Di-Sarno Sebastiano Athena	Napoli - Biano Baiano - Avellino	£1.300.000 £1.000.000	10-4 10-4	0 0
erta.	£4.000.000	Nunzio Sepe Umberto Illiano Canal - #5718 #5718 - Caserta	Napoli - Cairano Cairano - Canal Giulio Foglia Giuseppe Gioghano	£700.000 £750.000 £750.000 £900.000	28-2 25-3 1-4 20-3	135 90 70 25
	£ 800.000 710.000	Carmine Napolitano	Caserta St. Maria C.V.	£800.000 £710.000	2-3 10-4	0 0
S. Pietro Inf	£1.200.000	Giulio Foglia	Spartimento - SP.	£1.200.000	14-2	125
Sermia	£3.180.000				15-4	0
-Ariano		Ciapparelli S.A.			1-5	0
woli	£6.650.000	Luigi Bianco Gennaro Savarese Guglielmo Monaco	Napoli - West Napoli - Rogneli Rogneli - Posseali	£6650.000 £1.600.000 £3.400.000		95 15 30
Fra Hamap. Bis. e Interno		Giuseppe Giugliano Cerdonio - S.A. Raffaele Spina			20-3 10-4 1-2	15 0 15
gliano		Giuseppe Merlino			17-3	35
te. n. - Aversa		Giuseppe Merlino Vincenzo Savarese			17-3 17-3	30 25
ano		Vincenzo Savarese			10-4	0

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PROGRESS REPORT # 9. PAGE 2 of 2.

JOB	DESCRIPTION	COST	CONTRACTORS	LOCATION	COST
#18	Route # 121 - 7 Bis - S. Maria				
#19	Route # 5714 - Fra Marcianise		Giulio Foglia Pietro Zenga	#87 - Marcianise Marcianise - #75	
#20	Route # 710 - From # 7 Bis near Napoli - thru Cancello to Arienzo		Army. D'Onofrio	#7 Bis Cancello Cancello - Arienzo	£ 2.861
#21	Route # 7 - Arienzo - Benevento Avellino - BRIDGES.	£ 3.225.000 £ £ £ 1.230.000 £ 1995.000 £ 2.754.000 £ 1.800.000 £ 930.000 £ 1,410.000 £ 3.545.000 £ 3,520.000	Raffaele Cerracchio Giacomo Mercaldo " " " Dominico Tucci " R.P. Melchionna R.P. Melchionna	Km. 237+850 Km. 247+500 Km. 247+850 Km. 247+100 Km. 250+200 Km. 251+750 Km. 253+000 Km. 257+500 Km. 260+500 Km. 264+00 Km. 278+800 Km. 295+500 Km. 296+700 Km. 300+000 Km. 301+150 Km. 302+600	£ 277.5

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PROGRESS REPORT # 9. PAGE 2 of 2.

	COST	CONTRACTORS	LOCATION	COST	START	MEN	FINAL
					—	0	
c		Giulio Foglia Pietro Zenga	#87- Marciana it Marciana- #88		20-3 20-3	30 15	
ar ento		Army- D'onofrio	#7 Bis Cancello Cancello - Arienzo	£ 1.861.000	— 10-4-	— 0	
nto	£3.235.000 £ £ £1.230.000 £1.995.000 £2.754.000 £1.800.000 £ 930.000 £1.410.000 £2.545.000 £3.320.000	Raffaele Cerracchio Giacomo Mercaldo " " " Dominico Tucci " R.P. Melchionna R.P. Melchionna	Km. 237+850 Km. 277+500 Km. 247+850 Km. 247+100 Km. 250+200 Km. 251+750 Km. 253+000 Km. 257+500 Km. 260+500 Km. 264+00 Km. 278+800 Km. 295+500 Km. 296+700 Km. 300+000 Km. 301+180 Km. 302+850	£ 277.500	— —	0 0	Sclero Cer Valle Tufara Corvo Side Creek Corvo Sabato Tavole Mele. Zenga Marotta Sabato

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PROGRESS REPORT Nº 6

FOR WEEK ENDING 4-18-44 WEATHER FAIR

JOB	DESCRIPTION	COST	CONTRACTS	START	MEN	RE
#1	ROUTE #7. GARIGLIANO - CAPUA LENGTH. 46 Km.	1.000.000	Salvatore Giuliano £ 1,000,000	14-2	66	Contract but to
#2	ROUTE #7. CAPUA - CASERTA LENGTH 11.3 Km.	2,000.000	Vianini Soc. Ann. £ 1.200.000	20-3	90	Contract
#3	ROUTE #7 - CASERTA - ARIENZO					Not at
#4	ROUTE #7 - ARIENZO - BENEVENTO	£ 1.920.000	Riccardo Lualdi			Not at
#5	ROUTE #7. BENEVENTO - AVELLINO		Riccardo Lualdi			Road Co
#6	ROUTE #7. AVELLINO - SAN ANDREA	£ 410.000				Nº 3 -
#7	ROUTE #7B - CAPUA - NAPOLI LENGTH 30 Km.	£ 1.360.000	Giuseppe Merlino £ 1.360.000	28-2	40-50	Merlino Recomm
#8	ROUTE #7B - NAPOLI - AVELLINO LENGTH. 54.4 Km	£ 2,320,000	Salvatore Di Sarno	1-4		Waiting stone
#9	ROUTE #87 - NAPOLI - CASERTA LENGTH 23 Km	£ 1.600.000	Nunzio Stac £ 700.000	15-2	85	Making
			Giuseppe Giugliano £ 900 000	20-3	10	Not St
#10	CASERTA INTERNO	£ 800.000	Carmine Napolitano	6-2	20	Very
#11	ROUTE #6 - SPARTIMENTO - S.P. Ia.	£ 1.200.000	Giulio Foglia £ 1.200.000	14-2	80	Doing Few
#12	ROUTE #85 - CANNELLO - ISERNIA	£ 9.180.000				Can B
#13	ROUTE #90 - PONTE CALORE EAST					Not St
#14	ROUTE #7II - NAPOLI - BAGNOLI BAGNOLI - POZZUOLI		Luigi Bianco Guglielmo Monaco Vincenzo Savarese	-		Please

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PROGRESS REPORT No 6

WEEK ENDING 4-13-44 WEATHER FAIR

	COST	CONTRACTS	START	MEN	REMARKS
	1.000.000	Salvatore Giuliano £1,000,000	14-2	66	Contractor doing good work but too few men.
	2,000.000	Vianini Soc. Anon. £1,200.000	20-3	50	Contractor hopes to start Monday.
					Not at Present #1- Priority
	£1.920.000	Riccardo Lualdi			Not at Present #1- Priority
		Riccardo Lualdi			Good Excellent #1- Priority
	£410.000				No 3 - Priority
	£1.360.000	Giuseppe Merlino £1.360.000	28-2	40-50	Merlino Making Slow progress Recommend 2- Contracts
	£2,320.000	Salvatore Di Saino	1-4		Waiting on Delivery of Tar & stone at Baiano
	£1.600.000	Nunzio Sepe £700.000	15-2	85	Making Fair Progress
		Giuseppe Giugliano £900 000	20-3	10	Not Started
	£800.000	Carmine Napolitano	6-2	20	Very Slow Progress
	£1.200.000	Giulio Foglia £1.200.000	14-2	80	Doing good work But too few men
					Can not under Contract
	£3.180.000				Not Surveyed #1- Priority
					Please give me date.
		Luigi Bianco Guglielmo Menaco Vincenzo Salvatore			

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PROGRESS REPORT No 6.

JOB.	DESCRIPTION	COST	CONTRACT	START	MEN	REMARKS
#15	ROUTE # 8719 - Capodichino - Frat.					Ready for
#16	ROUTE # 714 - Villa Literno - Qualiano Giugliano - Aversa		Sarorese	17-3-	?	We took Control
#17	ROUTE # 713 - 714 - Giugliano Qualiano - Napoli		Cerreto			This pr take - hill be
#18	ROUTE # 721 - thru S. Maria					
#19	ROUTE # 8719 - #87 to Marcianise Marcianise to 7 B13		Giulio Foglia Pietro Zingo		30 10	Makin Spread
	Route # Sorino - Ortanova Foggia Bypass	11,800.00 #	SICELP 11800.00 #	1 Mar 44		
	Route #18 Naples - Salerno					
	Route # - Autostrada - Naples - Pompeii -					
	Route # - From 7B N.E. thru Cancello to Arienzo -		D'Onofrio			Contr To D will

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PROGRESS REPORT NO 6. PAGE 2 of 7

	COST	CONTRACT	START	MEN	REMARKS
bino - Fratt.					Ready for us to take over
no - Qualiano Aversa		Savarese	17-3.	?	We took over this project & Contractor on 17-3
Napoli		Correto			This project ready for us to take over.
Maria					Will be ours soon.
Marcianise to - 7 Bis		Giulio Foglia Pietro Zinga		30 10	Making good Progress. Spreading stone.
Ortonova [illegible]	11 Soreno	S.I.C.E.L.P 11 Soreno	1 Mar 44		
alerno					
. Napoli -					
thru c -		D'Onofrio			Contract being awarded To D'Onofrio. Estimates, etc. will follow -

Report on visit to Compartments of Puglie North.

22 - 25 Mar incl.

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

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

The last two are reconstruction jobs & all the others need only maintenance which is being done by Cantonieri. Local D.C.R.E. is providing materials for maintenance.

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

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

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

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

5. The addition of more territory, (see letter of Brig Dixon to Reg V dated 18 Mar 44 in which the Brig asks for another A.M.G. officer to work with C.R.E. 60 Sub-Area) was to have been discusied with Major Latimer.
Unfortunately Major Latimer could not reach Lucera for the meeting. It is felt however that this is a region problem as Perley is fully employed at present. If A.C.C. wishes to undertake this task, another officer with a car must be provided. In the meantime, arrangements have been made to pay the civilians at the and of March so that the problem may be solved before 15 April.

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(v) Foggia - Ariano
(vi) Ortanova - Bovino
(vii) Cerignola - Canosa

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In the meantime, arrangements have been made to pay the civilians at the and of March so that the problem may be solved before 15 April.

6. Although Lieut. Walsh is an A.M.G. Officer, I feel that the teamwork of Walsh/ Perley is much closer than in some other provinces. 1727
These two are helping each other. Walsh pays the cantonieri thru his staff and Perley supplies Walsh with crushed rock from the plant he has set up at Bovinio.
He results are good and I feel that a change at this stage will not further our efforts.

W. L. Thompson

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ALLIED MILITARY GOVERNMENT
INTER OFFICE MEMO

From:

SUBJECT:

TO:

FILE No.

194

Director.

Re interesting letter.

Most informative (Back to Thompson).

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SER.

17/3.

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Lucera 13 Mar 44.

Dear Jack.

This is not, repeat not, a report it is off the record and without prejudice.

Rumour has it that —

(a.) Stallwood is to be D.C.R.E. Roads Kings Italy work. His responsibility to get roads into A1 Condition. I.E. new construction resurfacing etc. so that maintenance is all that will be required.

(b) Grant is to go over to 5 Region District or what have you to do their roads. He will remain in Lucera as his HQ.

(c.) Stallwood has been given a draft of equipment and bodies to do the job with. Work to be on priority 1. roads. Obviously only ASS but he has suggested starting on Ortanova-Bovino. I think this might have been overlooked.

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2. Brought on by his birthday party. Take no action whatever as I can switch his affections to the 8th Kingsola — Carola which no one is actually working on at the moment.

Note from Bari this am advising that SICELP Cassot & the Kingsola - Carola job as they are to much occupied elsewhere.

If Wirsk is taken away by negros 5 then will be no one else to take over except me. Think that in view of his having his H.Q. else and being able to give guidance where need or might assume responsibility for certain bits and pieces.

Janvier arrived safely. Have sent him to Ortisvara to assist the job there and find what help he can.

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2. Transport in our Ste problem. Our 3 ton trucks [illegible] Italian Civilian drivers and no proper supervision. Have asked for an RE or R.A.S.C. Lyt. to take charge. Also requested 20 addl. Trucks at once. Going to Barletta to morrow to try and say something on.

The tyres I asked to have released by the Italian Government are vital I cannot too greatly emphasise that. I feel that with them we stand a chance of putting the 5th Army Offensive I don't we can [illegible] a reasonable time.

Unless I hear from you that the authority for tyres has been obtained and is on the way, I am going to send London over to chase it, leaving Tue Thursday.

If enough tires can be made

1717

0 3 9 3 1

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H. Available also authority to enter

(a.) Draw parts from Italian Sources

(b) Have Cars and Trucks repaired by Italian Military agencies

I can see with sufficient transport to carry out all our projects this Summer without calling on the army for Trucks.

If I can keep Hallwood from messing things up and I feel I can which and I have worked out a plan that should be productive of satisfactory results.

The most pressing need at the moment is

55 Tyres 55 Tyres 55 Tyres.

Love & Kisses 171
Gordon.

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HEADQUARTERS
ALLIED CONTROL COMMISSION
HIGHWAY DIVISION ARMY AREA

March 18 1944

SUBJECT: Road Bovino-Ortanova.

TO : Lt; Col. Thompson.

I reached Lucera Sunday 13th March and contacted Maj. Perley. On his instructions I proceeded to Ortanove on Monday 14th to find a billet there and if possible a car. Found billet and sent jeep back to Lucera.

Maj. Perley met me at Ortanova on Tues. 15th and I accopanied him to Barletta to interview C.R.E. regarding transport and provisions of tools.

I made contact Wed. 16th with the resident engineer for S.I.C.E.L.P. also engineers for Lavori Pubblici Ministero and inspected the road and equipment. The former explained the difficulties they had experienced with Italian drivers on W.D. trucks and was pressing for British drivers. This question was discussed by Maj. Perley and Capt. Gray (for C.R.E.) at Barletta and arrangements are being made accordingly.

On 15th there were 7 trucks operating 6 in workshops and 2 in depot yard awaiting repair. On same date 10 trucks were returned on orders of C.R.E. to Barletta. It is assumed to pay off Italian drivers and replace by British drivers. Twenty promised in a day or two.

Weather and transport have delayed progress. Trenching for widening has reached Ortanova, and material has been distributed over the major portion of the road between the Cerignola road and Ortanova. The bottoming for extra width has been completed over most of this stretch.

The crushers at Bovino, Ortanova etc;, can crush material for for 30 or moretrucks

Maj. Perley has sent me back to Naples especially to urge authority for purchase of tires already requested.

J. LAMB 1715
Capt. ACC.

HEADQUARTERS
ALLIED CONTROL COMMISSION
HIGHWAY DIVISION ARMY AREA

6

March 15 1944.

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

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

1. Col. Poe laid on the following priorities of work for us:
(a) Caserta-St.Maria-Capua Road.
(b) Routes 6 & 7 on which we are at present engaged.

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

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

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

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

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(b) Routes 6 & 7 of which we are at present engaged.

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V.S.THOMAS
Chief Highways Div.Army Area.

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HEADQUARTERS
ALLIED CONTROL COMMISSION
HIGHWAY DIVISION ARMY AREA

5

March 6 1944.

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

1. The following Officers were present:

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

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

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

3. As we have already let a contract for the repair of Route 7A- Pozzuoli-Bagnoli this is to stand and we are also to let another contract for the same from Bagnoli-Naples.

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

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

6. At the present time, Col. Matheweon is functioning in a manner similar to that which is laid down for us, except that he has the Staff, transport and equipment etc., to make it work. He is actually telling Sig. Fiscano to make contracts for labour and then he (Col. M.) provides the transport, tools, and food. This explains why civilian labour on Route 87 is uncertain for whom it is working but any men whom we have provided have naturally gravitated to Col. Matheweon Control.

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Capt. Johnson. P.B.S.

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

3. As we have already let a contract for the repair of Route 7[illegible]- Pozzuoli-Bagnoli this is to stand and we are also to let another contract for the same from Bagnoli-Naples.

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

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

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

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

10. We are also to start maintenance at once on completed roads 713., Cardito-Melito and Route 5717., North to N° 713. Future maintenance requirements will be notified.

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

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

VST/fr

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

HEADQUARTERS
ALLIED CONTROL COMMISSION
HIGHWAY DIVISION ARMY AREA

HWS/FR

4

March 14 1944.

SUBJECT: Inspection of Naples-Pozzuoli Road. Route N° 711.

TO : Lt. Col. V. S. Thompson.

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

(A) Naples-Bagnoli, Section I, Contractor - Bianco.
15 men working
1 Tar heater
Adequate hand tools
The roller which had been on job had been removed. Contractor's representative advised that it have been borrowed for a temporary job on sewer repairs and that it would be returned tomorrow. Stone on job adequate for immediate future. Action taken: Contractor's representative instructed to get roller back on job immediately and to increase his labor. Instructions were let for the contractor to report to Lt. Col. Thompson's office immediately, bringing with him a complete list of equipment available to him.

(B) Naples-Bagnoli - Section II. Contractor - Savarese
8 men working.
10 men being employed today.
Crushed stone adequate for immediate needs. Foreman stated two contractors trucks working, but were not located by writer. Foreman further stated that two rollers would be moved in. Labor obviously inadequate and general set-up disappointing. Instructions were left for the contractor to report to this office with a complete list of equipment and implements available to him.

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

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(A) Naples-Bagnoli, Section I, Contractor - Bianco.
15 men working
1 Tar heater
Adequate hand tools
The roller which had been on job had been removed. Contractor's representative advised that it have been borrowed for a temporary job on sewer repairs and that it would be returned tomorrow. Stone on job adequate for immediate future. Action taken: Contractor's representative instructed to get roller back on job immediately and to increase his labor. Instructions were let for the contractor to report to Lt. Col. Thompson's office immediately, bringing with him a complete list of equipment available to him.

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

(C) Bagnoli-Pozzuoli Section III - Contractor - Monaco.
36 men at work.
2 trucks approximate (4 ton Cap.,) at work.
Portable rock crusher on job at stone stock pile but not crushing due to broken fuel line.
Adequate hand tools.
1 Tar heater on job.
Entire section of road except on extreme Pozzuoli end very wet, due largely to wave action but in part from the recent rains. Stone supply adequate for immediate needs. Good job of maintenance being done under conditions and project is well organized. Arrangements made for crusher to begin tomorrow 15 March, Sufficient Bitume on job for immediate needs and patching will start immediately. Filling of pot holes with loose stone should be completed on entire section by tomorrow. Contractor instructed to get roller on job immediately. Further instructed to furnish this office with complete list of equipment available to him for use on Military Highway Projects.
Labor should be increased as crushing and bituminous patching proceeds and contractor so instructed

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

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file 3

WHC/FR

HEADQUARTERS
ALLIED CONTROL COMMISSION
HIGHWAY DIVISION ARMY AREA

March 8 1944.

SUBJECT : Inspection of Road Pompei-Salerno.

TO : Lt. Col; Thompson.

1. In accordance with plans made previously at Dist. N° 3 Headquarters, the writer, accompanied by Capt. Osbourne, made a physical inspection of the Road between Pompei and Salerno for the purpose of determining the probable existing condition of this stretch of road and agreeing upon the nature and extent of indicated repairs. The results of this survey follow:

A. Beginning at a canal crossing near Scafati, map reference 449-387 and continuing thence for 2.0 miles, map reference 482-387 the road is of stone block pavement construction, in excellent condition. Only very minor maintenance is necessary on this stretch to take care of any damage when and if it occurs.

B. From the end of the stone block pavement, map reference 482-387. and continuing thence 2.0 miles to bituminous pavement, map reference 512-385, a worn out, water bound macadam exists. The stretch will require extensive repairs, of a nature to be decided upon by the Army, who are at present, engaged in making temporary repairs so traffic can be maintained . Since the Army has taken over this stretch both for present maintenance and for future reconstruction, we must delete it from our program and responsibility

C. The black top pavement starting at the end of the water bound section, map reference 512-385 and continuing thence for 1.6 miles to map reference 523-384 has many pot holes thruout its lenght and the shoulder along the north side requires repairs as well. The larger pot holes should be opened deeper and additional base stone placed preparatory to sealing the surface with the repair mix. This work can be done by hand tamps consequently a roller will not be needed through one could be used to considerable advantage in affecting shoulder repairs.

D. From a point at map reference 523-384 and continuing thence to a point at map reference 545-378, a distance of 1.1 miles, is in the same category as Item C; except that indicated repairs are slightly more numerous but may be handled in the same manner as suggested in the preceeding.

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E. The road narrows for a distance of .9 miles beginning at map reference 545-378 continuing thence to map reference 561-378 and has many pot holes near shoulders. Repairs can be affected by a well equipped maintenance crew, and in the same manner as prescribed in the preceeding paragraphr.

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F. Beginning at map reference 561-378 thence to map reference 585-360 360, a distance of 1.6 miles, also a continuation of the narrow stretch the road condition improves slightly. The quantity of repair materials will be decreased somewhat but method of handling will remain the same.

G. The road widens at map reference 585-338, a distance of 1.5 miles . The pot holes are smaller and the base is less affected throughout this lenght. No heavy equipment will be needed to put this stretch in good order, but a roller would help speed up the job.

H. From map reference 598-338, through Cava to Salerno a comparatively small maintenance organization could keep this stretch in the good condition which now obtains.

Z. It is recommended that Genio Civile be directed to prepare an engineers estimate of materials quantities and solicit bids for the job, based upon the amount of work described in the preceeding

3. It will be noted that no widening or straightening of this road has been suggested.

W.R. GENTRY
1st Lt. C.M.P.

Col Jerry reviews and directs procedure proposed be followed 1-24-44

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throughout this lenght. No heavy equipment will be needed to put this stretch in good order, but a roller would help speed up the job.

H. From map reference 598-338, through Cava to Salerno a comperatively small maintenance organization could keep this stretch in the good condition which now obtains.

Z. It is recommended that Genio Civile be directed to prepare an engineers estimate of materials quantities and solicit bids for the job, based upon the amount of work described in the preceeding }}

3. It will be noted that no widening or straightening of this road has been suggested.

W.R. GENTRY
1st Lt. C.M.P.

Col Gentry concurs and directs procedure suggested be followed WRR

1710

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0405

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

File 2

HEADQUARTERS
ALLIED CONTROL COMMISSION
HIGHWAY DIVISION ARMY AREA

February 25, 1944.

TO: Director
PW.& U. Sub-Commission.

FROM: Lt. Col. Thompson
Chief of Highways Div. Army Area.

SUBJECT: Lack of transport.

1. The activities of this Division of the Sub-Comm., are still seriously handicapped by lack of transport.

2. At the moment, each of my Field Engineers has a jeep assigned to him so that they may cover their areas, but it is quite impossible for me or Lt. Shepherd to supervise their activities properly unless transport is available without advance notice. As you know a lot of our work is in the neighbourhood for which advance notice is impossible in many cases.

3. Lt. Shepherd was forced to defer his visit to Maj. Perley by one day and no guarantee could be given that he would be able to proceed on the following day.

4. Visits to Field Engineers are "Routine" and it should not be necessary, as at present, to mark everything " URGENT ", in order to get transport to carry out a normal job.

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

VST/fr

1709

File 2

To: Director, Public Works and Utilities Sub-Commission,
Allied Commission.

From: Lt-Col. V.S. Thompson, R.C.E.

Subject: Report on tour of inspection in Region II and adjoining territory made from 28 October to 8 November 1943 incl.

1. Sources of information.

During the week of the tour the following officers were interviewed. The information in this report is a summary of their knowledge supported in most cases by personal observation.

Lt-Col McCaffrey, S.C.A.O. Region II.
Lt-Col Ruck, Regional Supply Officer.
Capt Canby, C.A.O., Mattera Province.
Lt-Col Rodd, S.C.A.O., Calabria.
Major Watts, C.A.O., Cosenza Province.
Major Holmstrom, C.A.O., Catanzaro Province.
Major Onsley, C.A.O., Potenza Province.
Major Lentzner, Mil. Liaison Offr to 31 Italian Corps. Catanzaro.
Major Smith, Political Liaison Officer to Italian Government, Bari.
Brigadier Dixon, Chief Enginner, No. 2 District
Gp. Capt Benson, S.C.A.O., ANGOT, 8 Army.
Lt-Col Temperley, S.C.A.O., Foggia Province.
Lt Heller, Supply Officer, Reggio.

2. Policy and Organisation.

The initial assumption as to the boundaries of Region II proved to be erroneous. The four provinces of Bari, Lecce, Brindisi and Taranto comprise the "Kingdom of Italy". These provinces are entirely under Italian control with Political Liaison Officers to ensure co-operation.

Outside of bombed buildings there is very little damage in these provinces, the roads are excellent and no bridges have been interfered with.

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The Province of Foggia is also not in Region II. There is little likehood that it will be turned over to the Italian Government as it is needed for tactical reasons. It is not certain even that it will form part of Region IV and is at present under Gp. Capt Benson of Eighth Army. Region II therefore at present consists of the following provinces only:-

Reggio
Cosenza
Catanzaro
Potenza
Matters

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The Region is in process of being reorganised into two "compartments".

Both these will remain under control of Region H.Q. at Matera. Lt-Col Rodd will establish his southern compartment in some town of Calabria.

The idea is to use the available C.A.Os. on a functional rather than a provincial basis. The above is submitted for interest only as it is really internal policy, but it may tend to centralise sources of information open to us in future. No.2 District with H.Q. at Bari controls an area, (marked on map No.2) in the interests of Army Communications and Supply.

This area overlaps Region II but is not identical with it. No.2 District Western Boundary is common to Eastern Boundary of District No.3 with H.Q. at Naples, just being set up.

The Calabria Region consisting of the three Provinces of Reggio, Cosenza and Catanzaro, is not directly under No.2 District but has been handed back to Italian Army control. As Calabria is used by our army L of C, No.2 District is leaving certain Bailey Bridges up until permanent repairs can be made by the Italian Engineers according to our priorities.

Main Army Routes, i.e. maintained by No.2 District or Italian Army are marked on Maps 1, 2 and 3 in green.

These roads are open although there are several poor diversions. They will be maintained and improved throughout the winter. See Appendix 5.

3. Detailed Information.

Attached as appendices are Maps numbered 1 to 4. The information on some of these maps is duplicated but all are necessary for a complete picture.

The R.R. is open from Reggio to Bari. Army RH is at San Severo. All destroyed bridges are marked on the maps with key to the present stage of reconstruction or diversion.

Outside of Calabria Region, C.A.Os. have and are letting contracts for both temporary and permanent repairs.

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4. Materials.

There is plenty of structural timber in Cosenza province. At the present time it is all reserved by Army who have apparently released sufficient for repairs

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being carried out by Italian Army.

The timber is nearly all pine. C.A.C. Cosenza also gives the following timber immediately available:

143,000 R.R. ties.
20,000 cub. metres of squared timber and planks.
15,000 quintels of charcoal.
30,000 quintels of wood for fuel.

The timber industry is handicapped by lack of boots for Guardia Forestari. This is being tackled by local authorities but may affect the output if not taken care of before winter cutting sets in.

There are also adequate stocks of cement available although transportation is a difficulty. There is a large modern cement plant at Modugno, South of Bari, which is reported to have 1,000 tons on hand and is ready to recommence operations when fuel and power are made available.

So far no job has been held up for lack of essential materials although the type of construction may be dependent on local supply.

Stone appears to be plentiful everywhere.

5. Labour.

Calabria Region using Italian Army Engineers for reconstruction.

A.A.S.S. appears to be doing an excellent job elsewhere and the writer was much impressed by the way this organisation is maintaining existing road surfaces.

Men are to be seen every few miles working singly or in pairs at filling holes with asphalt or stone.

Generally the surface on all main roads is good.

6. Light, Water and Sewers.

The writer has at no time been in any town where they were completely without these public utilities.

Even Foggia which was captured so recently has electric light and water and although the sewage system has been badly damaged it is being used at least in part.

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5. Labour.

Calabria Region using Italian Army Engineers for reconstruction.

A.A.S.S. appears to be doing an excellent job elsewhere and the writer was much impressed by the way this organisation is maintaining existing road surfaces.

Men are to be seen every few miles working singly or in pairs at filling holes with asphalt or stone.

Generally the surface on all main roads is good.

6. Light, Water and Sewers.

The writer has at no time been in any town where they were completely without these public utilities.

Even Foggia which was captured so recently has electric light and water and although the sewage system has been badly damaged it is being used at least in part.

Capt Briscoe, C.E., is acting as P.W.&U. Engineer under S.C.A.O. Foggia and appears to have things very well in hand.

7. Conclusion.

It is hoped that this report has given a good 17cgs a picture of the situation as was possible to obtain in the time available.

To summarise:

(a) No vital lines of communication are cut.
(b) Work is progressing and local C.A.Os. have

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done their job in getting things started.

(c) Italian Army is being checked by Major Lentzner in the interests of our armies.

The situation in Regions III and IV may be much more difficult and will probably demand far more from Army Engineers than Region II.

For this reason the Army may have to move all Bailey Bridges off all but their main routes and it is realised by C.A.Cs. that they must prepare for this.

While all the officers mentioned were extremely co-operative, special mention should be made of Lt-Col McCaffrey and Capt Canby of Mattera for their assistance in providing the transport that made the tour possible out of their limited number of vehicles.

8 November 1943.

V.S. THOMPSON,
Lt-Col.R.C.E.

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Appendix. 5.

MESSAGE.

IN: Received C(SO) D/Rear Q. Main G(O) AQ C.E. AMGOT.

TO: AFHQ 8 Army FATIMA.

FROM: 15 Army Gp. 01438 28

Main Calabria convoy road will be kept open and maintained until Feb (.)

All existing bridges will remain intact and will NOT rpt. NOT be removed without approval of C.E. this HQ (.) Every effort will be made to create all weather crossings to release equipment bridges.

2205 A.

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COPY

APPENDIX 6

Translation.

Azienda Autonoma Della Strada
(A.A.S.S.)
Viability Department for the
Provinces of Catanzaro, Cosenza
and Reggio Calabria.

Prot. No. 1534.

Cosenza, 22 October 1943.

To S.E. the Prefect
and for cognizance to the command of
Allied Forces, Cosenza.

Subject: Reconstruction of bridges, broken down in consequence of war actions.

Referring to the conversation which I have had with you, and upon accertainments effected, it results that the Civil Engineering has provided, and is still providing for the reconstruction, by means of wooden post bridges, of the following constructions along the State roads interesting this Province:

State Road No.19. Bridge on the river Savuto.
" " " " Calabrice.
" " " " Coscile.
" " " " Virtu.
" " " " Neeito.

State Road No.108. Bridge near Coraci, at km.81.780.

Since the English Military Authority has reconstructed the bridge upon the Torrent Pantano, of the Highway No.105, with iron beams, it would still be necessary to provide for the repairs, or reconstruction, of the following bridges:

State Road No.19. Culvert near Donnici.
Bridge and abutment wall of 70 mt. length at the place Dirupata between Morano and Mormanno.

State Road No.105. Bridge upon the torrent Occido.
" " " " Carga

State Road No.105. Umberto bridge upon the river Coscile.
Bridge upon the torrent Maganello.

State Road No.106. Bridgesupon the torrent Malfrancato and Fischietti.

State Road No.107. Bridge near Celico.

State Road No.108. Bridge upon the torrent Risilico near Cososimo.

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It is foreseen to execute these works partly with wooden structures and partly with masonry, as well because of the expense to be met, as because of the possibilities of supplying the

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State Road No.105. Umberto bridge upon the river Coscile.
Bridge upon the torrent Baganello.

State Road No.106. Bridges upon the torrent Malfrancato and Fischietti.

State Road No.107. Bridge near Celico.

State Road No.108. Bridge upon the torrent Bisilico near Cososimo.

1703

It is foreseen to execute these works partly with wooden structures and partly with masonry, as well because of the expense to be met, as because of the possibilities of supplying the necessary materials.

The sum required for the execution of the said works will presumably amount to L4,400,000, from which L940,000 are to be detracted, having already been authorised with note No.19904 of 22 Sept. ult. There remains thus a further sum to be assigned of L3,460,000 (repeat three millions four hundred and sixty thousand lire), for the completion of the reconstruction of the aforesaid blasted bridges.

We therefore beg kindly to order the supplementary financing, so that the works may be begun at once.

The Manager of the Section,
(s/Eng. Attilio Carsia).

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