

ACC 078.1/11/PWU

10000/150/109
(NO. 1) (BOX 216)

10000/150/109
(NO. 1) (BOX 216)

BRIDGES
MAR. - OCT. 1944

0354

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

785019

Riservato Personale



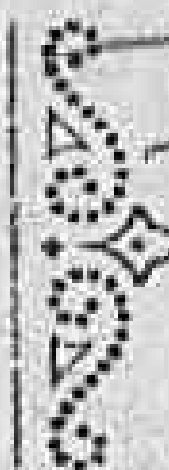
MINISTERO DELLE CORPORAZIONI

UFFICIO STUDI E RICERCHE

Bridge

1111

**BOLLETTINO SETTIMANALE
DEI PREZZI E DEI CAMBI**



3 May 44

0553

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

Bridge

1450

BOLLETTINO SETTIMANALE DEI PREZZI E DEI CAMBI



3 March 44
26 Oct 44

Roma, Bridge

10000 150 109

THIS FOLDER

CONTAINS PAPERS

FROM MARCH 44

TO OCT 44

G. SACCONI - ROMA

CATALOGUE -

Date	Ref	From	Subject
40	15.6.41	Colthrop	List of Bridges plans submitted approx
41	2.1.42 5/12/3	Pennington	Bridges near Penco
42	22.6.44	"	Removal of Bailey Bridges
43	25.6.44 25/11/44	Capt Robin	List of approved Bridges
44	26.6.44 25/12/44	"	Proposed ACC Bridge Contracts
45	29.6.44	Colthrop	Submission of Bridge Plans Vignia Bridge Rd
46	29.6.44	Colthrop	ACC Bridge Contract Construction
47	30.1.44	R12	Type of Contracts drawn by ACC
48	21.2.44 25/12/44	3 Dist	Type of Bridge Reconstruction Contracts
49	26.2.44 27/2/44	Colthrop	List of completed & Underway Bds
50	30.4.44 26/4/44	Mr. G. J. M. G. J. M.	Route 2 Bridge Contracts
51	13.9.44 26/4/44	"	Route 2. ACC Bridge Contracts
52	6.10.44	Col VET.	Bridge Allegria Route 2 MR
53	3.10.44	"	Unauthorized subvert reconstructions, Route 6
54	10.10.44	O'Donnell	Bridge, Allegria, Route 1. -
55	14.10.44	Deborah	Completion of Aluacant Dis. by ACC contracts
56		W. J. J. J. J.	W. J. J. J. J. Bridges
57			
58			
59			
60			

0257

47	10.1.44	812	Contract	Type of Contract	Contract
48	31.8.44	151262	3 List	Type of Bridge	Construction
49	26.9.44	078/20	Est. of completed	Underway	Bridge
50	28.9.44	364/40	Mytham	Route 2	Bridge
51	12.9.44	264/40	"	Route 2	Bridge
52	10.10.44	812	Contract	Type of Contract	Contract
53	3.10.44	"	"	Unauthorized	substant reconstruction, Route 6
54	10.8.44	O'Donnell	Bridge	Albion	Route 1.
55	14.8.44	Person	Completion of	Albion	Route 1.
56					
57					
58					
59					
60					

Date	Ref	Page	Subject
-	-	-	Al Thompson Bridge Spanning over RR at Casa
-	-	-	Al Thompson Casa Bridge
33.44	-	" "	Report on Bridges Montevideo - Buenos
33.44	-	" "	Notes on Meeting with Brig Foley
5.12.44	-	-	Cpl John Lechner disarmed class 40.
6.29.44	-	-	Brigade Perimeter for Bridge Construction
7.2.44	-	" "	Perimeter on Bridges Construction by Italian
8.33.44	-	" "	Bridge Route Route
9.4.44	-	-	Col. Jones House - Bridge
10.9.44	-	-	Brigade Perimeter for Casa Bridge
11. -	-	" "	William Lechner disarmed
12.11.44	-	-	Reading disarmed class 30-40-70
13.13.44	-	-	Inspection Montevideo - Buenos
14.29.44	-	-	Bridge Perimeter List No. 1
15.30.44	-	-	Closure of Casa Bridge
16.1.44	-	-	Al Thompson Bridge Reconstruction Montevideo
17.5.44	-	-	Cpl John Lechner disarmed
18.9.44	-	-	Cpl Lechner disarmed
19.12.44	-	" "	Release of Bailey Bridges
20.15.44	-	" "	Bridge in Buenos Aires
21.26.44	-	" "	Reversion by Al Thompson
22.22.44	-	" "	Bridge Reconstruction for Material Control
23.3.54	-	" "	Permanent Bridge at Cuella
24.4.54	-	-	Al Thompson Bridge Reconstruction Montevideo
25.12.54	-	-	May Knight Plan for Buenos Bridges
26. -	-	-	Cpl John Lechner
27. -	-	-	Al Thompson List of Bridges and status of approval
28.18.54	-	-	May Knight Estimates of Bridges Construction
29.6.64	-	-	Brigade Bridges in Montevideo - Buenos
30.12.54	-	-	Al Thompson All Bridge Contracts List
31.31.54	-	-	Bridge Construction Policy - Buenos

9 33.44	-	"	Bridge Route Account
9 43.44	-	Col. James Lanza - Bridge	
10 93.34	-	Bridge Decision for Lava Bridge	
"	-	"	Written Recordings
12 01.344	-	"	Reading Magazine Class 30-40-70
13 33.44	-	"	Inspection Montecarlo-Benevento Rd
14 24.44	-	"	Bridge Priority List No. 2
15 30.344	-	"	Closure of Lava Bridge
16 1.4.44	-	Ed. Rampa Bridge Reconstruction	Montecarlo
17 5.4.44	-	Ed. Rampa Construction of Bridges	
18 21.4.44	-	Ed. Rampa List 2. Bridge Priority	
19 12.4.44 10/14/44	-	"	Release of Bailey Bridges
20 15.4.44 10/14/44	-	"	Bridge in Benevento MP 14/14/44
21 26.4.44 " " "	-	"	Reversion by ASDP Route 14 Benevento
22 22.4.44	-	"	Bridge Reconstruction for Inland Control
23 3.5.44 10/14/44	-	"	Permanent Bridge at Culetta
24 4.5.44 09/24/44	-	Col. James Lanza	Permanent Bridge on Road Montecarlo-Benevento
25 12.5.44 19/4	-	May Knight Plan for Benevento Bridges	✓
26	-	Ed. Rampa List of Bridges	✓
27	-	Ed. Rampa List of Bridges and dates of approval	
28 28.5.44	-	May Knight Estimates of Bridges Culetta-Benevento	
29 6.6.44 15/14/44	-	Brigadier Bridges on Montecarlo-Benevento Rd	
30 12.5.44 10/14/44	-	Ed. Rampa List of Bridges	
31 21.5.44 10/14/44	-	"	Bridge Construction Policy & Program
32 1.6.44 10/14/44	-	"	Bridge Construction Naples-Benevento Road
33 3.6.44 15/14/44	-	"	Bridge Construction at MP 10/14/44
34 5.6.44	-	Ed. Rampa List of Bridges	Construction
35 6.6.44 15/14/44	-	Ed. Rampa List of approved Bridges	Designs
36 16.6.44 15/14/44	-	Ed. Rampa List of approved Bridges	Construction
37 10.6.44 15/14/44	-	Ed. Rampa List of approved Bridges	Construction
38 16.6.44 15/14/44	-	Ed. Rampa List of approved Bridges	Construction
39 6.6.44 10/5	-	Ed. Rampa List of approved Bridges	Construction

01 28 OCT 1944
Subject :- Bridge ALBIGNA, Route.1.

HQ ALLIED ARMIES IN ITALY

TEL : FILPOT 310

3219/DW

26 Oct 44.

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

Reference your SWS/13 of 6 Oct 44 and further to this H.Q. letter reference as above dated 10 Oct 44.

1. It is regretted that release of FLAMBO bridging for this site cannot be given priority over other requirements which will absorb all the production for the next two months.
2. It is confirmed that the correct solution would appear to be the use of American Bailey for this project.

P.W.E. Holloway
P.W.E. HOLLOWAY,
Lt.-Col., R.E.,
for Brigadier,
Director of Works.

i.e. Obsolete American Bailey?

Brigadier

3463

Campobasso Bridges

Rt. No 85 from Isernia to Venafro.

Km 42 = West side of Isernia on Rt #85

Km 42 = Temporary steel and timber bridge. Complete
Total length 65 feet. 45 I beams 30 feet long.

Timber piers, should be rebuilt.

Originally probably 3 spans.

Km 40 = Temporary steel and timber bridge. Complete
Well built. Not necessary to rebuild.

32 I beams 20 feet long. Total length
60 ft. Class 40. Originally 30 foot stone arch.

Km 34 = One arch 35 feet long. Total length 125 ft.
Abutments and retaining walls stone.

35 feet high. Completed. Torrente Londa

Km 31 = Original bridge 3 arches 20 feet each
2 Concrete arches rebuilt and one pier.

Looks like Bailey could be removed

Triple single Bailey 90 feet long.

Practically complete with exception
of hand rail.

Km 31 = Two concrete arches and two concrete
abutments. Arches 25 ft. each. 25 ft high

Complete except hand rail.

Km 30 = Volturno River. Triple-single bailey 250
feet long. 25 arches of 30 foot each

over.

8 arches and 6 piers damaged. 6 arches rebuild. Two to rebuild. Piers all complete. Will finish in October. Contractor Fasano. 30 feet high.

Km 30. Temp. steel and timber bridge. Complete and in good shape. should not be rebuild at this time. 36 I beams 25 foot. Total length 50 ft. Class 40. Original bridge 33 foot arch.

Km. 27. Additional bridge build of steel and timber to give two way traffic. Both original and temporary O.K. Complete

Km. 23. Temp. steel and timber bridge also timber retaining walls. Total length 130 ft. 20 I beams 42 ft. 2-20 foot spans. Retaining wall might cause a little trouble in wet weather. Complete

Km. 21 Town of Venafro.

①

Rt. No. 17 from Vinchiaturo to Int. Rt. No 85 east of Isernia.

218 Km = Int. of Route No 87 to North.

214 Km Completed 90 foot brick arch with stone abutments. 70 feet high.

211 Km Temporary timber bridge. Total length 45 ft. 25 foot span. 15 feet high. Piers are not in the ground should be rebuilt
Completed. Abutments damaged

209 Km. Double single bailey 90 feet long. 40 foot reinforced concrete span. Abutments and footings finished. 25 feet high. Contractor Firmiani. Fume Biferno. Class 40
Will finish Nov 1.

207 Km Temporary steel and timber bridge. Complete steel I beams lumber deck. Brick abutment Class 30. 30 feet long and six feet high. Not necessary to rebuild. Good shape

207 Km Town of Boiano.

195 Km 4 Brick arches, 10 meters each. Stone abutment and piers. 2 arches complete one abutment about complete. Working on 3rd pier. Will finish 15 of Oct. Contractor Firmiani. Total length 58 meters. Has a low water diversion not very good.

over

- 189 Km. 150 feet of retaining wall and 5x12 foot culvert. 15 feet high. Complete except hand rail small force working.
- 187 Km. Brick arch 15 feet wide and 15 ft. high. stone abutments. Complete except hand rails.
- 184 Km. 12 foot brick arch. 15 feet high. stone abutments Completed except hand rails
- 181 Km. 35 foot concrete arch faced with brick. stone abutments. 25 feet high. Total length 90 feet. Completed
- 176 Km Town of Isernia.
- 175 Km. High bridge on west side of Town of Isernia on route No 85 will not be built at this time according to Engineer Valerio. This bridge is 150 feet high with 7-30 foot brick arches destroyed Good diversion.

Rt. No. 87 from Campobasso to Int. of Rt 17 at Vinchiatturo.

139 Km = South edge of Campobasso.

126 Km. = Bridge Completed. 3 arches of 3 meters each. Brick arches and rest stone.

124 Km = Bridge Completed. One brick arch ring 15 ft. Stone abutments.

123 Km = Bridge Completed. One brick arch ring 20 feet in length. Stone abutments.

123 Km = Km Post 218 Rt. No 17.

Rt. No 17 from Isernia to Int. of Rt. No. 83 near st. di Montenero.

178.0 Km. East edge of Isernia. This point at the junction of Rt. No 85 and Rt. No 17.

One arch 40 feet (concrete faced with stone)

Total length 150 ft. Contractor Fasano.

Complete except hand rails. Traffic passing over.

175.0 K.M. 2 arches of 20 ft each. Total length 85 ft 10 ft. high. All stone except arch rings

Completed. No hand rails.

174.5 Km. One arch 20 ft. Total length 90 ft. Height 15 ft.

All stone except arch ring. No hand rails

Completed

173.0 Km. One arch 12 ft. Total length 75 ft. 15 ft. high.

All stone except arch ring (brick). No hand rails

Completed

172.4 Km. One arch 9 ft. Total length 65 ft. 12 ft. high.

All stone except brick arch ring. No hand rails

Completed

172.2 Km. One arch 9 ft. Total length 75 ft. 20 ft. high

All stone but brick arch ring. No hand rails

Completed

171.7 Km. One arch 9 ft. Total length 70 ft. height 20 ft.

All stone except brick ring arch. No hand rails

Completed

over

- 169.1 Km. one 12 foot arch. Total length 60ft. 12ft high all stone but brick ring arch. No hand rails. Completed.
169. Km. one stone arch 19 meters. 5 meters high. Total length 30 meters. Will finish Nov. 1. Diversion to right thru creek not very good. Arch formed, Cant get materials. Contractor Patete.
- 168 Km. one concrete arch 25 feet long 250 feet of retaining wall on each side average height about 20 feet. Will complete Oct. 1. Contractor Patete. No hand rails. using same diversion as above bridge.
- 163 Km. Wooden culvert 2 ft. by 2 ft. Dry rubble wall should be rebuilt. Total length 25ft. 10ft high on low side. Complete
- 162 Km. Two oil drums encased in concrete. Dry rock fill should be rebuilt. Total length 60ft 10 feet high. Complete
- 161 Km. 2'x2' wood culvert. Dry rubble fill. Total length 30 feet. Complete
- 157 Km. A number of bomb holes need retaining walls.
- 156 Km. Two oil drums. Dry rubble wall. 25 feet of wall 5 feet high Complete.
- 154 Km. Two oil drums. Dry rubble fill. originally 25 foot arch. Needs culvert Complete.
- Int of Route No 17 and Rt. No. 83. Fiume Zittula. Temp. wood and steel culvert. 30 foot span. 5 steel I beam. Dry rubble abutments and retaining walls. Fair Shape. Complete.

Provincial Road from Venafrò - San Pietro - Rt. No. 6.

0+00 = Venafrò

0+02 Km = 30 foot concrete arch. Stone abutments
Total length 120 feet 40 feet high.

Contractor Vittorini. Complete except
hand rails. Traffic going over.

0+03 Km. Temp. timber and steel bridge. Timber
abutments filled with rock. Bridge
in good shape. Fill might slip out
of timber retaining walls. 58 I beams
40 ft. long. Total length 65 ft. 30 feet high
Timbers trussed. Complete. Orig. arch 30 ft.

0+03 Km. Temp. timber and steel bridge.
Orig. 30 foot stone arch. Abutments O.K.
12 I beams 20 ft. 24 I beams 12 ft.
Timbers trussed. This bridge is
satisfactory. Complete. 20 feet high.

0+15 Km. Int. of Route No 6.

Rt. No. 89 from Route No 16 (S. Severo) - Apricena - S. Nicandro -
Bagnano - Vieste - Manfredonia - Foggia.

7.8 Km = 7.8 Km. north east of S. Severo. Ponte Canale
Temp. steel and timber bridge. Single lane
8 steel I beams. 25 feet long. Total length
50 ft. Not to permanent. To be replaced
with 5.5 meter arch. Has very little
military importance

202.5 Km = East edge of town of Foggia. Ponte Caracina
This was a viaduct over 7 Railroad
tracks. It was a steel truss 150 feet
long with a concrete floor system.
It was completely destroyed. The traffic
is now using ground level. This is
a major project and will take some
time to rebuild. This part of the road
has some military importance. Not much
inconvenience is caused by this viaduct
being gone.

15 OCT 1944
Other 17 Oct Thompson 557

SUBJECT: Completion of Permanent Bridge by ACC Contractors.

Chief Engineer
3 District CMF
Tel: 1111 Extra 94.
CE 4513.

- 11 CRE Works
- 12 CRE Works
- 13 CRE Works
- 21 CRE Works
- 82 CRE Works
- 104 CRE Works

Lt-Col. V.S. Thompson, Highway Div., HQ ACC, ROCE —
Lt-Col. G de C E Findley, VC MD, Regional Eng., LAZIO Region.
Lt-Col. Hensley, Regional Eng., SOUTHERN Region.
Major Knight, ACC LO, BARI.
Capt Ribbard, ACC LO, SALERNO.
Capt Saul, ACC CASERTA.

19 Oct 1944

1. Upon the completion of reconstruction of a permanent bridge and before opening to traffic and closing any diversion the following procedure will be adopted :-
2. The CRE concerned should be notified direct by the ACC Field Engineer responsible that the bridge is completed and the following arrangements will be made after a joint inspection of the site with representative of the CRE.
3. The diversion to be properly barricaded off with earth filled barrels or firm posts and rail, painted white, until the carriageway and verge at junction is reformed and the road boundary marks reinstated. All traffic signs etc to be removed or amended.
4. All existing WD materials in temporary bridge or on highway such as steel sections or bulk timber to be checked and after removal of temporary structure by ACC contractors, the stores to be returned to RE Stores using ACC transport if available.
5. At sites where the completion of the permanent bridge releases a Bailey Bridge for dismantling, the bridge will be opened immediately the filling over arches is completed, consideration being given to reasonable setting time for concrete in relation to the depth of filling at crown affording protection against impact.
The danger of flood damage to low level diversions or the urgency of Bailey dismantling will often warrant assistance to contractors by provision of 3/57 pers for filling in hardcore or using guide posts and white rails with single line traffic pending completion of parapets.
6. The CRE will notify this HQ immediately the bridge has been opened to traffic after inspection and presentation as in para. 3., stating whether the classification of the road has been raised in accordance and quoting speed and

Lt-Col. V.S. Thompson, Highway Div., HQ ACC, Rome —
 Lt-Col. C de C E Pindley, VC MC, Regional Eng., Lazio Region.
 Lt-Col. Hensley, Regional Eng., Southern Region.
 Major Knight, ACC LO, HART.
 Capt Hibbard, ACC LO, SALERNO.
 Capt Saul, ACC CASERTA.

1. Upon the completion of reconstruction of a permanent bridge and before opening to traffic and closing any diversion the following procedure will be adopted :-
2. The CRE concerned should be notified direct by the ACC Field Engineer responsible that the bridge is completed and the following arrangements will be made after a joint inspection of the site with representative of the CRE.
3. The diversion to be properly barricaded off with earth filled barrels or firm posts and rail, painted white, until the carriageway and verge at junction is reformed and the road boundary marks reinstated. All traffic signs etc to be removed or amended.
4. All critical WD materials in temporary bridge or carriageway such as steel sections or bulk timber to be checked and after removal of temporary structure by ACC contractors, the stores to be returned to RB Stores using ACC transport if available.
5. At sites where the completion of the permanent bridge renders a Bailey Bridge for dismantling, the bridge will be opened immediately the filling over arches is completed, consideration being given to reasonable setting time for concrete in relation to the depth of filling at crown affording protection against impact.
 The danger of flood damage to low level diversions or the urgency of Bailey dismantling will often warrant assistance to contractors by provision ³⁴⁵⁷ for filling in hardcore or using guide posts and white rails with single line traffic pending completion of parapets.
6. The CRE will notify this HQ immediately the bridge has been opened to traffic after inspection and precautions as in para.3., stating whether the classification of the road has been raised in consequence and quoting map ref and kilometre ref (when available).

LHO/CS.



(A.A. OSBORNE)

Major R.E.

for Brigadier,

Chief Engineer.

13 OCT 1944 *P. W. H. A. C.*
 Subject: - Bridge, ALBERNA, Route 1. 078 HQ ALLIED ARMIES IN ITALY.

Tel: Filmet 308

3219/DW

10 Oct 44

F. E. & U. Sub-Commission,
 A.C.C.

Copy to: - C.E. H.Q. A.A.I. - with 2 copies of reference. Will you please obtain a decision on the question of allotment of Flambo bridges to A.C.C. for the purpose.

File 3230/DW.

Reference your RWS/15 of 6 Oct 44.

1. It is regretted that apparently the situation was not made perfectly clear to Lt. Shephard, though it was thought that it had been fully explained.
2. The point is that Flambo bridges are in production to replace Bailey bridges and that the entire production up to November 1944 has already been earmarked for that purpose. These Flambo bridges are erected where it is essential for the maintenance of the Armies that roads remain open. Where roads are NOT essential for the Armies, Bailey bridges are removed without replacement. Flambo bridges are therefore never used on roads which are not essential to the maintenance of the Armies.
3. If it should be decided (by authorities concerned with policy, with which this Directorate is not, as it happens, concerned) that a bridge on Route 1 in F.R.S. area is essential for the maintenance of the Armies and has higher priority than bridges in other areas, then an allotment might be made of sufficient Flambo bridge.
4. It was pointed out to Lt. SHEPHERD that the chances of A.C.C. obtaining an allotment were somewhat remote, even from the November allotment which would be the earliest for which bids could be accepted.
5. It was therefore suggested that the first line of investigation by A.C.C. should be into the possibility of using American type Bailey bridges. It is understood that a number of these bridges cannot be used at present owing to a shortage of various small parts. It was pointed out that though the bridges might not be usable operationally, there would be time, presumably, for A.C.C. to manufacture the missing parts of reasonable substitutes, and so make the bridges usable for the replacement over the ALBERNA river.
6. Will you please, therefore, investigate the suggestion given in para 5 as, although your request for an allotment of Flambo bridges will be forwarded to those quarters where a decision can be made, it is again stressed that the chances of such an allotment will be extremely remote and that a bridge composed of American Bailey sections might well be ready before an allotment could be made.

Reference your RWS/15 of 6 Oct 44.

1. It is regretted that apparently the situation was not made perfectly clear to Lt. Shepherd, though it was thought that it had been fully explained.
2. The point is that Flambo bridges are in production to replace Bailey bridges and that the entire production up to November 1944 has already been earmarked for that purpose. These Flambo bridges are erected where it is essential for the maintenance of the Armies that roads remain open. Where roads are NOT essential for the Armies, Bailey bridges are removed without replacement. Flambo bridges are therefore never used on roads which are not essential to the maintenance of the Armies.
3. If it should be decided (by authorities concerned with policy, with which this Directorate is not, as it happens, concerned) that a bridge on Route 1 in P.B.S. area is essential for the maintenance of the Armies and has higher priority than bridges in other areas, then an allotment might be made of sufficient Flambo bridge.
4. It was pointed out to Lt. SHEPHERD that the chances of A.C.C. obtaining an allotment were somewhat remote, even from the November allotment which would be the earliest for which bids could be accepted.
5. It was therefore suggested that the first line of investigation by A.C.C. should be into the possibility of using American type Bailey bridges. It is understood that a number of these bridges cannot be used at present owing to a shortage of various small parts. It was pointed out that though the bridges might not be usable operationally, there would be time, presumably, for A.C.C. to manufacture the missing parts or reasonable substitutes, and so make the bridges usable for the replacement over the ALGERIA river.
6. Will you please, therefore, investigate the suggestion given in para 5 as, although your request for an allotment of Flambo bridges will be forwarded to those quarters where a decision can be made, it is again stressed that the chances of such an allotment will be extremely remote and that a bridge composed of American Bailey sections might well be ready before an allotment could be made.

M. D. M.

M. M. O'DONNELL,
Colonel,
for Brigadier,
Director of Works.

Encl.

RESTRICTED

53 OCT Recd
07⁸ WBSFile
6826

LT COL THOMPSON HIGHWAY DIV HQ ACC ROME REGIONAL ENGINEER ACC REGION IV ROME

94/2

DISTANCE

R81

OPERATIONAL PRIORITY

OCT 2/1902

CITE: NONE

RESTRICTED. FROM CE. SEVERAL UNAUTHORIZED CULVERT RECONSTRUCTIONS BY CONTRACTORS ON ROUTE 6. WORK TO CEASE FORTHWITH AND ROAD REINSTATED AT CROSSROADS G931062. PENDING FURTHER INSTRUCTIONS WORK ON OTHER SITES TO PROCEED WITH PRECAUTIONS AGAINST FLOODS AND SINGLE LINE TRAFFIC. ENSURE NO FURTHER SITES EXCAVATED. LETTER TO FOLLOW. ALL INFORMED

ACC DISTACTION : TH SC (2)
R81 IVINFO : A/CC
FILE (2)
FLOAT

RESTRICTED

3455

0575

785019

IN SC

1826
7/8/68

R151

N94/2

LRGF V LAEE NR 59 OPERATIONAL PRIORITY CWR 1-2

FROM DISTHREE 021920A

TO ~~LT~~-COL THOMPSON HIGHWAY DIV HQ ACC ~~ROME~~ REGIONAL ENGINEER

ACC REGION IV ROME

QQX CR 50 BT

ACTION

R81. RESTRICTED. FROM CE. SEVERAL UNAUTHORISED CULVERT RECONSTRUCTIONS BY CONTRACTORS ON ROUTE 6. WORK TO CEASE FORTHWITH AND ROAD REINSTATED AT CROSSROADS G931062. PENDING FURTHER INSTRUCTIONS WORK ON OTHER SITES TO PROCEED WITH PRECAUTIONS AGAINST FLOODS AND SINGLE LINE TRAFFIC. ENSURE NO FURTHER SITES EXCAVATED. LETTER TO FOLLOW. ALL INFORMED BT 021820A

SENT NR 59 02/2142A RS B

RD

NR 59

022145// 2142 F A B PIP

DIST
(ACC) IN SC (2)
" Reg IV
INF ACC
FILE (2)
FLCAT

HEADQUARTERS

A C C

3454

Public

P.W. & U.S.K.

Believe this is matter
pertaining to your office

T.P. S/K
Chief Clerk

4 OCT 1944

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

RWS/lb

6 October 1944

Subject: Bridge, Albegna, Route 1, MR.

To : Headquarters, A.A.I.
Att: D.D.W.

This refers and confirms conversation, the D.D.W. and Lt. Shepherd of this Headquarters on 30 September 1944.

1. The situation at the above bridge site is as follows:

A temporary timber structure has been constructed by P.E.S. Engineers and is now in use. This structure is a low water diversion and lies just to the west of the permanent bridge. At the request of P.E.S. this Sub-Commission caused a contract to be placed by the Genio Civile for the repairing of seven of the original twelve concrete spans and the preparation of the piers on the remaining hopelessly demolished spans for the reception of Bailey or other sections. This course was deemed more advisable than to attempt permanent reconstruction due to the potential hazard created by the temporary diversion during the winter months.

2. Since we have been advised that no Bailey sections are available for use at this site, we wish to request the allocation of Flambo sections in sufficient quantity to provide a one-way class 7C. timber floor bridge. A plan of the bridge is attached and even tho the standard Flambo sections are slightly larger in dimension than the Bailey as shown, it is our belief that the present spacing of the piers will accommodate the Flambo.

3453

3. Route 1 is high on the P.E.S. Priority List and this request for allocation is made after full discussion with Lt. Col. Streck, Engineer Section, Advance P.E.S. Headquarters.

4. The D.D.W. indicated to our representative that it

might be possible to make the allocation available for this site from the November production of the plant producing the Planto.

V.S. THOMPSON
Lt. Col. E.S.E.
Chief, Public Works Div.

Copy to:
Engineer Officer, Adv.Hq. V.B.S.
Regional Engineer, Toscana Region.

3452

14 SEP 1964

cc/3.

Sub J-... S.S. No. 2 (Van Cassin)
A.C.C. Bridge Contracts.

Lt.Col. V.S. Thompson,
Highways Division,
Public Works & Utilities Sub Commission,
A.C.C.

36, Works Section, R.E.,
C.H.F.
Ref:- 36/211.
12th. Sept. 1964.

1. As suggested to this unit by engineers of Genio Civile, it has now been decided to repair the bridge at Km. 75.64 (Pto Ialeno - Item No. 39 in the list accompanying my minute 36/415 dated 29 Aug 64) by military labour.
2. It will be appreciated therefore if you will kindly delete this item from the above mentioned list and substitute:-
Item No. 46. Km. 80.96. H.H. A.4412.5. Reconstruction of Culvert. Priority 3.
3. It was suggested that contractor SARACA (now at work at Km. 94.83) should do the work at Km. 75.64 but although he is carrying out his present contract satisfactorily, it is not considered that he will be able to undertake additional work at the same time.
4. It will be preferable to obtain another experienced contractor for Km. 80.96.
5. It is desired to place on record that contractor NMI at Km. 123.7 is doing extremely well and to recommend that Genio Civile give him additional work on completion of his present contract.

CHM.

Copies to:- H.Q. C. C.R.B. (Works)
Major Boucher - A.C.C. Liaison Officer, 1 District.
A.C.C. Region IV (for attention of Capt. Gentry).


Major, R.E.
O.C. 36th Works Section, R.E.

Colonel Thompson

14/9

3451

Subject:- S.S.No. 2, Vi Cassia Bridge Contract.

364 Works Section R.R.
C.M.F.
Ref:- 384/415.

Lt.Col. Thompson,
Highways Division,
Public Works & Utilities Sub Commission,
A.C.C.

1. Further to my letter 384/415 dated 29 August 44., it has been decided that, because of the great difficulty in constructing a satisfactory diversion and the impossibility of rebuilding the bridge before 30th Sept. 44., it is desirable that work at Km. 136.75 (R.TIROLE, M.R. A.241652) should not commence until next spring.

2. Will you therefore kindly delete this item from the list accompanying my minute above mentioned.

3. Attached hereto, for your information, is a schedule showing the proposed order of work for reconstruction of Pta. CACEROLANA (T.PAGLIA) at Km. 136. (M.R. A.243645).

4. It will be appreciated if you will instruct the Contractor to carry out his portion of the work in the sequence shown.

5. In view of the amount of work involved in my proposal to widen the roadway on the bridge and the additional time required, it is suggested that it be rebuilt to original width, and temporary handrails and road surface provided. Widening can then be carried out next Summer, when a diversion will again be available.

In the Field,
3 Sept. 44.
MWL.

[Signature]
Major R.E.
O.C. 364 Works Section R.R.

Copies to:-

84 C.R.E. (Works)
Major BOURNE, A.C.C. Liaison Officer, No. 1 District.
A.C.C. Region IV (for attention Capt. Gentry)
Capt. GILFILLAN S.A.C.S.
Lieut. J.T. WILKINSON, R.R.

3450

SEQUENCE.	NATURE OF WORK	AGENCY
	Rebuild upstream spandrel wall on span 1, remove abutting, underpin downstream south approach wall and grout cracks.	Mil.
2.	Extend South end of Southern Bailey bridge by 10' if required to give solid foundation for carrying cut item 5. NOTE: Bridge to be closed and all traffic to use diversion while items 1 & 2 are carried out.	Mil.
3.	Bulldoze earth to natural angle of repose against upstream and downstream approach walls, clear bed in span 1.	Mil.
4.	Revet upstream toe of fill in span 2.	Mil.
5.	Build temporary pier on pier 2.	Mil.
6.	Clear Northern half of waterway under span 3; use large blocks for scour protection around toe of fill.	Mil.
7.	Rebuild span 3 and release Southern Bailey Bridge.	Contractor.
8.	(Contemporaneous with 7) Rebuild cutwaters where necessary and carry cut as much "flow-level" work as possible.	Contractor.
9.	Remove Bailey Bridge and reerect over span 2.	Mil.
10.	Clear waterway in span 4 (if tractor can be used) clean up river bed generally, fill holes, raise level of diversion.	Mil.
11.	Rebuild span 2.	Contractor.
12.	Remove Southern Bailey Bridge and clear waterway in span 2.	Mil.
13.	Rebuild span 3.	Contractor.
14.	Remove Northern Bailey Bridge and reerect over span 6.	Mil.
15.	Rebuild span 6.	3449 Mil.
16.	Remove Northern Bailey Bridge and clear waterway in span 6.	
17.	Complete work, clear site etc.	Contractor.

NOTES: 1. As many bricks as possible are to be salvaged and reused.

4. Mil. Revert upstream toe of fill in span 2.
5. Mil. Build temporary pier on pier 2.
6. Mil. Clear Northern half of waterway under span 5; use large blocks for scour protection around toe of fill.
7. Contractor. Rebuild span 3 and release Southern Bailey Bridge.
8. Contractor. (Contemporaneous with 7) Rebuild cutwaters where necessary and carry out as much "low-level" work as possible.
9. Mil. Remove Bailey Bridge and reerect over span 2.
10. Mil. Clear waterway in span 4 (if tractor can be used) clean up river bed generally, fill holes, raise level of diversion.
11. Contractor. Rebuild span 2.
12. Mil. Remove Southern Bailey Bridge and clear waterway in span 2.
13. Contractors. Rebuild span 5.
14. Mil. Remove Northern Bailey Bridge and reerect over span 5.
15. Mil. Rebuild span 6.
16. Mil. Remove Northern Bailey Bridge and clear waterway in span 6.
17. Contractor. Complete work, clear site etc.

3449

Mil.

NOTES: 1. As many bricks as possible are to be salvaged and reused.

2. Spans and Piers have been numbered consecutively from South to North.

49
KWS/fr

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

26 September 1944

AGC/078/PPU

Subject: Bridges.

To : Public Relations Branch.
Att: Major Leasacos.

1. In accordance with our recent discussion, we list below certain bridges throughout liberated Italy which are of general interest and vital importance.

Reference - Map of Italy 1:200,000.

Anato River - Route 18 -	M.R. Z -070370
Petrace River - Route 18 -	M.R. Z -651820
Messina River - Route 18 -	M.R. B -730901
Lagonegro - Route 19 -	M.R. S -525700
Laura - Route 19 -	M.R. S -5862
Auletta - Route 19 -	M.R. O -2123
Sale River - Route 18 -	M.R. O -8611
Cava - Route 18 -	M.R. M -6132
Ofanto River - Route 16 -	M.R. J -8406
Ofanto River - Prov. Rd. -	M.R. J -6994
(Cerignola-Canosa)	
Biferno River - Route 16 -	M.R. H -8574
Trigno River - Route 16 -	M.R. H -6380
Fortore River - Route 17 -	M.R. H -7825
Sessano River - Route 17	M.R. H -7325
Volturno River - Route 85 -	M.R. H -1224
Ufita River - Route 90 -	M.R. O -8877
Calore River - Route 90 -	M.R. O -7573
Sabato River - Route 7 -	M.R. O -7164

3448

(2)

Calore River - Benevento -
 Sabato River - Benevento Route 7 -
 Corvo - Route 7 -
 6 Arch - Route 6 -
 Malfa River - Route 6 -
 Ceprano - Route 6 -
 Marta - Route 1 -
 Arrone - Route 1 -
 Albegna - Route 1 -
 Mancino - Route 74 -
 Pitigliano - Route 74 -

M.R. O - 6583
 M.R. O - 6581
 M.R. O - 6378
 M.R. G - 9118
 M.R. G - 7126
 M.R. G - 5927
 M.R. E - 1408
 M.R. E - 0516
 M.R. E - 6937
 M.R. E - 0346
 M.R. E - 0850

2. We have taken care to list only those structures of larger size and which, unless reconstructed, would constitute traffic blocks on high priority Military or civil supply Routes.

3. These structures are all either in the later stages of construction or complete and open to traffic and should, we believe, be valuable material for a photographic record of accomplishments.

V.S. THOMPSON

Lt. Col. B.C.E.

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

3447

HEADQUARTERS

RWS/fr

ALLIED CONTROL COMMISSION

Public Works and Utilities Sub-Commission

APO 394

26 September 1944

ACC/078/PWU

Subject: Bridges.

To : Public Relations Branch.
 Att: Major Leascoe.

1. In accordance with our recent discussion, we list below certain bridges throughout liberated Italy which are of general interest and vital importance.

Reference - Map of Italy 1:200,000.

Amato River - Route 18 -	M.R. Z -070370
Petrace River - Route 18 -	M.R. Z -651820
Messina River - Route 18 -	M.R. D -730501
Lagonegro - Route 19 -	M.R. S -525700
Laura - Route 19 -	M.R. S -5562
Auletta - Route 19 -	M.R. G -2423
Sole River - Route 18 -	M.R. O -8611
Cava - Route 18 -	M.R. H -6132
Ofanto River - Route 16 -	M.R. J -8406
Ofanto River - Prov. Rd. -	M.R. J -6894
(Cerignola-Canoas)	
Biferno River - Route 16 -	M.R. H -8374
Trigno River - Route 16 -	M.R. H -6380
Fortore River - Route 17 -	M.R. H -7325
Tessano River - Route 17 -	M.R. H -7325
Volturno River - Route 85 -	M.R. H -1224
Ufita River - Route 90 -	M.R. O -8877
Calore River - Route 90 -	M.R. O -7973
Sabato River - Route 7 -	M.R. O -7164

3446

(2)

Calore River - Benevento -	M.R. O - 6583
Sabato River - Benevento Route 7 -	M.R. O - 6581
Corvo - Route 7 -	M.R. O - 6378
6 Arch - Route 6 -	M.R. G - 9118
Malfa River - Route 6 -	M.R. G - 7126
Caprano - Route 6 -	M.R. G - 5927
Marta - Route 1 -	M.R. E - 1408
Arrone - Route 1 -	M.R. E - 0516
Albegna - Route 1 -	M.R. E - 6937
Mancino - Route 74 -	M.R. E - 0346
Fitigliano - Route 74 -	M.R. E - 0850

2. We have taken care to list only those structures of larger size and which, unless reconstructed, would constitute traffic blocks on high priority Military or civil supply Routes.

3. These structures are all either in the later stages of construction or complete and open to traffic and should, we believe, be valuable material for a photographic record of accomplishments.

V.S. THOMPSON
Lt. Col. R.C.E.
Chief, Public Wks. Div. P.W.&S/C

SUBJECT:- Bridge Reconstruction Contracts.

1 SEP 1944
130
C.B.

Lt-Col. V.S. Thompson, ACC.,
(Chief of Highway Division), ACC HQ.

DW HQ AAI.
11 CE Works (Eighth Army).

Chief Engineer,
3 District, CEF.
Tel: 1111 Extn 94.
CE 4513.

31 Aug 1944.

1. The subjoined copy of this office signal R62 dated 30 Aug '44 is forwarded for your reply direct to DW AAI, with copy to this office, as all bridge contracts are arranged through the ACC in the L of C Area.
2. The only variations are contracts arranged by 11 CE Works (Eighth Army) but it is understood that these are approved contracts made between the AACS and the contractor.

AAO/CS.

W. J. Thompson
Brigadier,
Chief Engineer.

- COPY -

FROM Disthree
TO Lt-Col Thompson, Highway Div, ACC, ROME.
INFM DW AAI 301950B

R62 (.) Restricted (.) From CE (.) Reply direct to DW AAI on following signal (.)
Quote (.) War Office require following information by cable (.) Rebuilding bridges
Italy (.) One (.) What form of contract used (.) Two (.) By whom service accept
and as whose agent for (A) Specification (B) Scope (C) Supervision (D) Certification
of payments and (E) Certification of completion (.) Unquote (.) Letter to follow
(.) All informed

(Sgd) A.A. CROOME,
Major,
for Brigadier.

IMMEDIATE.

3444

W. J. Thompson

*Does the want letter con-
firmation of work sent
quantity 17*

1. The subjoined copy of this office signal R62 dated 30 Aug '44 is forwarded for your reply direct to DW AAI, with copy to this office, as all bridge contracts are arranged through the ACC in the L of C Area.
2. The only variations are contracts arranged by 11 CE Works (Eighth Army) but it is understood that these are approved contracts made between the AASS and the contractor.

AAC/CS.

A. A. Osborne
 Brigadier,
 Chief Engineer.

- COPY -

301950B

FROM Disthree
 TO Lt-Col Thompson, Highway Div, ACC, ROME.
 INFM DW AAI

R62 (.) Restricted (.) From CE (.) Reply direct to DW AAI on following signal (.)
 Quote (.) War Office require following information by cable (.) Rebuilding bridges
 Italy (.) One (.) What form of contract used (.) Two (.) By whom service accept
 and as whose agent for (A) Specification (B) Scope (C) Supervision (D) Certification
 of payments and (E) Certification of completion (.) Unquote (.) Letter to follow
 (.) All informed

(Sgd) A.A. OSBORNE,
 Major,
 for Brigadier.

IMMEDIATE.

3114

By Lt Thompson

*Does he want letter con-
 firmation of wire sent
 yesterday?*

Yes 2/9

COPY.

ALLIED CONTROL COMMISSION
OUTGOING MESSAGE

TO: LT COL THOMPSON HIGHWAY DIV AGO ROME INFO DW AAI
SIGNAL MESSAGE CENTER No: 37/31
FROM: DISTRICT FROM CE
CLASSIFICATION: RESTRICTED
REFERENCE No: R62
PRECEDENCE: IMMEDIATE
DATE AND TIME OF ORIGIN: 11/30/45 OFFICE OF ORIGIN:

REPLY DIRECT TO DW AAI ON FOLLOWING SIGNAL.

"WAR OFFICE REQUIRE FOLLOWING INFORMATION BY CABLE. REBUILDING
BRIDGES ITALY.

1. WHAT FORM OF CONTRACT USED.
2. BY WHOM SERVICE ACCEPT AND AS WHOSE AGENT FOR (A)
SPECIFICATION (B) SCOPE (C) SUPERVISION (D) CERTIFICATION OF PAYMENTS
AND (E) CERTIFICATION OF COMPLETION."

LETTER TO FOLLOW. ALL INFORMED.

DIST

ACTION - PWEO SC (2)
INFO - A/CC
ECON SEC
FILE (2)
FLOAT

3443

Distribution:

Authenticated by
Originator's signature

DW AAI INFO CE DISTHREE
HQ ACC

2587

011400

RESTRICTED

IMMEDIATE

PUBLIC WORKS AND UTIL.

REBUILDING BRIDGES ITALY REF R 62 DATED THIRTHY AUGUST FROM
DISTHREE CE COPY TO YOU FOR INFO PD PAREN TO AAI FOR DW INFO
CE DISTHREE FROM ACC FOR JENNY SIGNED STONE CITE 2587 (ONE)
LUMP SUM EXCLUDING CRITICAL MATERIALS OR TRANSPORT FURNISHED
BY ARMIES COST PLUS BASIS USED ONLY IN VERY SPECIAL CASES (TWO)
(A) SPECIFICATION PREPARED BY ITALIAN ENGINEERS AND REVIEWED
BY ACC ENGINEERS (B) SCOPE ON MILITARY ROUTES AS PRESCRIBED
BY CE OF DISTRICT PD ON CIVILIAN ROUTES AS PRESCRIBED BY ACC
(C) SUPERVISION BY ITALIAN ENGINEERS UNDER ACC GENERAL DIRECTION
(D) CERTIFICATION OF PAYMENTS PROJECT AND CONTRACT APPROVED BY
ACC PD WHEN APPROVED MINISTER OF PUBLIC WORKS ALLOCATES FUNDS
FOR MILITARY ROUTES PD A SPECIAL FUND HAS BEEN ESTABLISHED
SIMPLIFYING PROCEDURE PD ITALIAN ENGINEERS CERTIFY PAYMENTS
AND ALSO COMPLETION ASKED FOR UNDER (E)

3442

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

26 June 1944

SUBJECT: ACC Bridge Contract - CAMPESTRINO (MR 241161)

TO : Chief Engineer, Highway Division, ACC.,
(Att. Lt. Col. V.S. Thompson)

Ref. CE III letter CE 4513, dated 23 June 1944.

1. Estimate completion dated 31 August 1944, contractor has been instructed to expedite construction work on this job, and will henceforth operate with two daily shifts of workers of 6 hours each.

2. Sufficient plant materials from Military sources is being made available for this job.

LJH/pc.

Lester J. Hensley
LESTER J. HENSLEY
Lt. Col. C.E.
Regional C.U. Officer
Region 3

Dist.

Capt. Weeber.

*Copy sent to
3 District*

3441

SUBJECT:- ACC Bridge Contract - CAMPESTRINO (MR 241161)

CH
CH
Chief Engineer,
3 District, CEF.
Tel: 1111 Extn 94.
CH 4513.

23 June 1944.

Lt-Col Hensley,
Region III, ACC.

Lt-Col. V.B. Thompson, (Highway Division), ACC.

CC 364 Works See RE.

1. The need for early release of Bailey Bridge Equipment prompts particular consideration of the progress of the work on CAMPESTRINO Bridge (MR 241161), as apart from CAVA Bridge this is the only site for which a date for the completion of the bridge has not been received.
2. Can assistance be given from military sources upon any problems ^{concerning} plant, materials or labour?
3. The existing 80' BS Bailey is being lengthened on 24 June to assist the contractor and a programme of construction to complete in minimum time is required.

AAO/CS.

A.L. Osborne
(A.L. OSBORNE)
for Brigadier,
Chief Engineer.

3440

Lt Col Hensley May 1944

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

45

29 June 1944

Subject: Bridge Plans

To : A.C.C. Liaison Officer, 2 District.

1. The attached plans for a steel bridge on the Foggia-Carignola Road were submitted to this Sub-Commission by the Italian Engineers for approval.
2. Considering the acute shortage of such materials we do not see fit to recommend that this plan be adopted at this time.
3. Will you please refer this to the C.E. 2 District, for his consideration and comments, so that we may have the benefit of his first hand knowledge of the material situation and of the urgency of this reconstruction.

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

3439

SUBJECT:- Road BENEVEN. - S. MARTINO.

Bridges at Km 264.0 (MR N.676798)
and Km 278.4 (MR N.769748).

Chief Engineer,
3 District, CMF.
Tel: 1111 Extn 94.
CE 4513.

7 July, 1944.

Lt-Col. V.S. Thompson, ACC.

11 JUL Recd
CCB. 078.

Lt-Col. Hensley, ACC.,
Region III.

OC 364 Works Sec RE.

The early submission to this office of
designs for the above bridges would be appreciated.

A.T. Davis Cpt
(A.T. DAVIS)
for Brigadier,
Chief Engineer.

ATD/CS.

Lt Col Thompson

*If not already handled, please
let Col Hensley and request
prompt action and submission
to you.*

W.J. 11/7

3438

SUBJECT:- Proposed AC Bridge Contracts.

Chief Engineer,
3 District, CMF.
Tel: 1111 Extn 94.
CE 4513.

26 Jan 1944.

Lt-Col. V.S. Thompson,
HQ ACC.

Lt-Col. Hunsley,
ACC Region III.

OC 364 Works Sec RS.

2 copies

File 74

Further to CE 4513 of 1st June 44, can contracts be arranged for the following bridges :-

- BENEVENTO - SAN MARTINO - ARIANO Rd
- (i) MR 676798 Km 264.0
 - (ii) MR 769748 CASTELLO
 - (iii) MR 725728 PONTE CALORE. (Single line traffic to be maintained during construction).

Consideration can now be given to reconstruction of all permanent bridges on Category 'A' routes not already in hand as the improved availability of cement and progress upon existing contracts should permit a larger programme. It is understood that there are sufficient experienced bridge contractors available.

Bridges with existing diversions should be considered first, as the need for construction of a temporary bridge or elaborate diversion before the demolished bridge could be reconstructed would place such site in low priority.

AAO/CS.

✓ 1 copy to Maj Hyland
(sent)

(A.A. OSBORNE)

for Brigadier
Chief Engineer.

3437

SUBJECT: Design of ACC Contract Bridges.

Chief Engineer,
3 District, CMF.
Tel: 1111 Extn 94.
CB 4523.

Lt-Col V.S. Thompson, (Highway Div.),
Public Works & Utilities S/Commissioner, ACC.

25 June 1944.

OO 364 Works Sec RB. (Prints enclosed).

43

1. Ref Lt-Col V.S. Thompson's call at this office when bridge plans were left for approval. The following have been approved in accordance with dimensions tabulated below and are returned herewith.

M.R.	Location	Span Metres	Feet	Thickness		Filling over Arch Ring	Remarks
				Cm	Feet	Cm	
(i) 705535	NR PRATOLA Km 301+180	18	59'1"	103	3'7"	60	2'0"
(ii) 711641	PRATOLA Km 300+120	6.50	21'5"	55	2'10"	150	5'0"
	PONTE TRINOLIZZO						2 arches
(iii) 585726	PONTE AL BIVIO Km 247+850	6.50	21'5"	55	2'10"	95	3'2"
(iv) 651806	KEMBERTO Km 260+400	9.00	29'6"	60	2'0"	65	2'2"
		8.40	27'7"	80	2'6"	40	1'4"
							6 spans 5.00 to 9.00 metres.
(v) 480608	PONTE DI SCHIAVA Km 56+850	5.25	17'3"	67	2'3"	65	2'2"
							2 arches
(vi) 602326	CAVA. PONTE S. FRANCESCO	16.10	52'10"	90	3'0"	410	13'5"
							Concrete arch (no prints).

2. The following observations are made :-

Bridge (iv) MR 651806: the extent of removal of existing pier is clearly indicated but in some cases it would appear that reconstruction will commence from the level of top of pier cutwaters.

Bridge (v) MR 480608: As the Southern half width of existing arch is not demolished but well strutted, it is recommended that reconstruction commences on the remaining half width, at present a temporary bridge with timber joists. Single line traffic will be maintained.

Unless otherwise directed the temporary bridges (iii) and (iv) will be removed by military labour and the material salvaged. Adequate notice will be required that the contractor is ready to commence work.

Bridge (vi) MR 602326 (CAVA): Ref conversation 30 June - Lt-Col Thompson.

File

25
Ref 42
Regional Engineer
& ACC LO Roads
Hq. 2 District
Ref./PW&U/LO/2
22 June 1944

Subject:- Replacement of Bailey Bridges
To :- Lt.Col.Thompson
PW&U Sub-Comm.

The attached message is passed to you
for your information.

W.Knight
W.Knight, Major
Regional Eng Ineer
& ACC LO Roads
Hq . 2 District

3435

MESSAGE FORM

FROM DISTWO 20 45 B

For Action

TO 52 AREA 6 BASE SUB AREA 60 SUB AREA

For Infm

RE NOV ST PRO LAB ACCLO Rds

Q79 (.) In order to maintain impetus of adv
BAILEY Bridges NOT essential for maint of Army and
Airforces will be dismantled now(.) work on re-
placement of essential BAILEY bridges is RE priority
special(.) provision of necessary tpt and Lab is
priority after Docks and Deps(.) further instrs
follow through RE channels

This message may be
sent as written
By any means except
Wireless.

Degree of
Priority

Signed

THI orTOR

3434

ALLIED CONTROL COMMISSION
SALERNO PROVINCE

Salerno, 20/6/1944.

SUBJECT :- Bridges
AMG/S/17/3

TO :- Public Works and Utilities Sub Commission H.Q. A.C.C.
(Attention of Lieut-Col. Thompson)

From:- Public Works and Utilities Salerno Province

The Town Major of Pagani and an engineer of the Road construction Company working around Pagani inform this office that Higher Authority have requested the urgent rebuilding of the concrete bridge over the River Sarno on the Highway 18 Diversion in Scafati. The Engineer informs me he will be calling on you about the matter.

L.R. Denning
L.R. DENNING
Major R.A.
i/c Public Works and Utilities
Salerno Province

Mr. Hensley

When these people arrive they will be sent over to you. M. 22/6. 3433

File
HQ ACC RPT AMG AQUILAHQ-AMG REGION 5
205

JUNE 211500

39
2/22
NONE
IMPORTANT

205 BAILEY BRIDGES ON SORA AVEZZANO ROAD NOW WITHDRAWN AND ROAD IMPASSABLE. SENDING SUPPLIES EXTREMELY DIFFICULT ALL OVER PROVINCE AQUILA. MAY MOST URGENT REPRESENTATIONS BE MADE TO ARMY AUTHORITIES FOR THEIR REPLACEMENT PENDING DIVERSIONS BEING CONSTRUCTED.

ACC DISTN

Action..C A Br...2

Info....Dep C C

Econ Sec...3

File

Float

3432

JUNE 21 0005

File
40

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

RWS/lr

15 June 1944

Subject: Bridges.

To : HQ. 3 District, CMP.

1. Attached are sketch plans on following
bridges which are submitted for your approval:

2664500	(a)	Route 7 Benevento-Sabato	MR 650805
2472	(b)	Ponte al Bivio per S. Martino	MR 585726
3014180	(c)	Ponte Sabato	MR 705635
5643100	(d)	Ponte Ponticello	MR 485610
3004100	(e)	Ponte Termolizzi	MR 711641
	(f)	Ponte Cava, Route 18	

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

3431

HEADQUARTERS
 ALLIED CONTROL COMMISSION
 APO 394

Subcommission for Monuments Fine Arts and Archives

20031/WFAA

15 June 1944

Subject: Inspection of Reconstruction of Roman Bridge,
 PONTE SERRATELLA

To : Director, Monuments, Fine Arts and Archives Sub-Commission.

1. On 13 June 1944, conducted by Capt. Feldman of Public Works and Utilities Sub-Commission, I visited the highways project at PONTE SERRATELLA (N 5975) on the ancient Via Appia (Route 7 Caserta Benevento Road) reported to us verbally on 2 June by Capt. Feldman, and inspected the work in progress. P.W. & U. afforded transportation. Such survey as time permitted was made and sketch plan and photographs are attached in amplification of this report. Capt. Lenoxyer of WFAA accompanied us as photographer.

2. Demolition and "First Aid". The original bridge, a three-arched structure with arched abutments, was apparently blown by the Germans (probably by means of charges laid at the level of the springing of the arches) so as to throw blocks of masonry of about 22-32 cu.ft. some distance up stream, where a subsequent cloudburst washed many away and completed their disintegration. The centre span was completely destroyed and the piers wrecked almost down to the original foundations. A temporary diversion and timber bridge has been constructed upstream.

3. Antiquarian Aspect. In stripping away facing material and generally preparing for reconstruction, it became evident that the bridge as known was a later (medieval) incorporation of a Roman structure of the early Imperial period as evidenced by the use of typical tufa opus reticulatum. The use of the Roman Bridge necessitated a diversion of the medieval roadway--digressing from the Via Appia - in an S-bend, with minor structural complication, e.g. the 3430 - vault over the return angle of Roman wall (X on plan) to carry out the carriageway over the original alignment of the abutting walls. The diversion of the medieval road to utilize the Roman work is also proved by another considerable area of opus reticulatum on the N.W. abutment (Y on plan) in process of being cleared.

4. Project - The three spans and pier and 7 meter carriageway are being totally rebuilt up from the original foundations and remaining parts habitually on the original alignment. The approach ways follow that of the medieval adaptation (S-bend). The carriageway will have a simple parapet wall, and an access-way and steps (2 on plan) will be provided from the E.E. abutment to the river edge to facilitate inspection by the public

5. Materials. Since completely to restore the probable appearance of the Roman structure would entail the opening of derelict quarries and the recruitment of highly skilled labour for masonry of almost cyclopean scale, it was decided to cut down and use such original blocks as remained after demolition, laid as coursed ashlar, so that at any rate due regard is paid to the conjectural appearance of the original Roman bridge both in design and materials. The side vaults are in small stone units (about 1'0"x6"x4") and the centre vault in Benevento bricks - 10 1/2"x5 1/2"x2 1/2". It is to be hoped that for the faced work the Italian contractors will not employ the rather "fancy" scrobbed or pointed joint which in other examples we saw (of less antiquarian interest) rather detracted from the appearance of the new work, particularly where random ashlar is laid. This may seem a minor point, but it will perhaps be conceded that restoration to the lay mind is largely a matter of superficial texture and detail, and the general impression of Roman masonry and ashlar might better be conveyed by a narrow struck joint perhaps "tuck pointed" or even "dressed" (the mortar spread a little way over the stone surface to soften the mechanical rectangularity of the blocks). I understand that these "fancy" jointings are a technique to which the Italian contractors are wedded, but it is a tradition which I feel has its roots rather in Victorian "crazy paving" or railway-station "architecture" than in antiquity.

6. Summary. The project represents a most satisfactory reconciliation of present military necessity and of long-term amenities. Appreciation is expressed of P.W.D.'s action in calling attention to and arranging inspection of a job the importance of which from the MFAA's point of view they have evidently appreciated.

3729

7. Personnel Concerned.

Supervision. Public Works & Utilities Subcommittee.

(in charge - Capt. Feldman (A))

Contractors. Messrs Domenico Tucci, for the Italian Government.
(Engineer-Architect, Sr. Raffaele Mancini)

The unskilled work is largely being carried out by women and girls.

8. On the outward and return journeys we stopped to see several

bridging projects under construction which were however of less antiquarian interest.

B. MARRIOTT
Capt. NFPA Sub-Comm.

Copy to:
Capt Feldman
R.C.: AMG, Region 3
attn. NFPA Officer.

3428

DISCOVERY OF UNKNOWN ROMAN BRIDGE AT PONTE FERRETELLA

It is an ill blast that blows nobody any good, and when the retreating Germans blow the little road-bridge at Ponte Ferretella, outside Benevento on the line of the ancient Via Appia, they little guessed that thanks to ACC/AMG they were making an incidental contribution to Italy's catalogue of Roman remains.

In removing debris and stripping away facing-material from what remained of the piers and abutments it became clear from the presence of considerable areas of opus-reticulatum -diagonally laid tufa facing typical of the early Imperial period in Roman work-that bridge as known was a later medieval structure which incorporated and concealed a hitherto unrecorded Roman bridge.

This was constructed with three arches carrying across the Via Appia, one of the earliest and most famous of the great Roman roads of Italy. The modern Route 7 digresses at that point, probably following the medieval highway, which had been diverted in an S-bend in order to utilize the Roman prototype.

Under the supervision of Capt. Feldman (A) of the Public Works and Utilities Sub-Commission of ACC/AMG, the conjectural appearance of the Roman bridge is being restored by the Italian contractors as nearly as can be effected under present-day conditions, even utilizing such of the original masonry as survived demolition and a subsequent cloudburst.

The project is the work of a constructional "First Aid Party" rather than that of a plastic surgeon, but in this way not only the restoration of a vital traffic link but also the discovery and preservation of an interesting Roman work has been added to the credit side of ACC/AMG's ledger-a happy reconciliation of immediate military requirements with long-term national amenities.

Subject: A.C.C. Bridges on Rd. ARIENZO-BENEVENTO.

364 Works Section R.E.
C.W.F.
Ref:- 364/207

Lt.Col. Thompson.
Highways Division,
Public Works & Utilities Sub-Commission A.C.U.

Confirming conversation Lt-Col. Thompson-Major Gunnel, on site, on 9th June 1944, it will be appreciated if you will kindly request your Contractors for rebuilding bridges on the above mentioned road, to expedite their work to the utmost.

Especially at Km.249.1 (M.R.N. 589727, Bridge N°44), it is imperative that the permanent bridge should be completed with all possible speed.

It is noted also, that the firm of Campanella & Caputo have been requested to commence the reconstruction of bridge at Km.260.4 (M.R.N. 651806, Bridge N°38 F.Sabato) which is considered most desirable.

In the Field.
10 June 1944.
NWL.

Major R.E.
C.C. 364 Works Section R.E.

Copies to:-
C.E. N°3 District.
Major A.W.Lorena R.E.
Capt. T.E. Murray R.E.

3426

3425

Subject:- Design of ACC Bridge Contracts.

Chief Engineer,
3 District, CMF.
Tel. 1111 Extn. 94
CE 4513.

Lt-Col. V.S. Thompson, ACC.
Highways Division,
Public Wks & Utilities Sub-Commission ACC.

7 June 1944

CC 364 Works Sec RE (enclosing blue-print)

Ref your VST/lp dated 5 June 1944.

1. The following have been approved in accordance with dimensions tabulated. Plans returned herewith.

M.R.	Location	Span		Thickness		Arch Filling		Remarks
		Metres	Feet	Ring	Feet	over arch	feet	
884769	Ponte di Melito Grottaminarda	9.4	30'10"	85	2'10"	55	1'10"	5 Arch Bridge

2. It is confirmed that plans for bridges at MRS. N. 646486 and N. 668569 were received in this office from Capt. Hibbard (this office letter CE 4513) dated 6th June 1944 refers).

3. Plans have not been received for the PONTE-SELE Bridge between EBOLI and AULETTA, and the FOLIA Bridge.

HBM/CS.

(H.B. MORRIS)
for Brigadier,
Chief Engineer.

3425

SUBJECT:- Designs of ACC (ntract Bridges.

Chief Engineer,
3 District, CMF.
Tel: 1111 Extn 94.
CE 4513.

Capt Hibbard, ACC., SALERNO.

6 June 44.

Lt-Col V S Thompson, ACC., *(with copy)*
Highways Div. Public Wks & Utilities S/Commission, ACC.

OC 364 Works Sec RE. (4 prints enclosed).

Reference Major HYLANDS and Capt HIBBARD's call at this office
on 3 June 44 when bridge plans were left for approval. The following have
been approved in accordance with dimensions tabulated and are returned herewith.

M.R.	Location	Span		Thickness		Filling over		Remarks.
		Metres	Feet	Arch Ring	Arch.	Arch.	Feet	
N 910240	Ex EBOLI	4	13'1"	50	1'8"	70	2'4"	Culvert
N 931232	Mr EBOLI	5.35	17'7"	50	1'8"	70	2'4"	Culvert
✓ N 646486	PIANO (SALERNO - AVELLINO)	5.50	18'1"	60	2'2"	80	2'8"	Bridge over railway
✓ N 668569	AVELLINO	5.50	18'1"	80	2'4"	60	2'0"	2 Arches
✓ O 241161	CAMPESTRINO	8.60	28'3"	110	3'8"	90	3'0"	Print received not reproduced as without value.

NOTE :- Prints of Stream and Railway Crossings at MR 650414 retained pending
inspection of existing culvert reconstruction in relation to proposed
road alignment.

Encl.

AAO/CS.

*Contractions reqd.
See Hyland*

3424
(A.A. OSBORNE)
for Brigadier,
Chief Engineer.

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

VST/ld

5 June 1944

To : Chief Engineer III District C.M.F.

Ref. your letter CE 4513 of 31 May and telephoned conversation S.C. Roads.

1. Attached is a list of Bridges pending reconstruction and action taken to date.
2. The supply of contractors for this type of work is adequate and need not be a factor in rebuilding if sufficient materials are available.
3. Plans for Ponte di Melito (884769) are enclosed herewith.

V.S. THOMPSON
Lt-Col., R.C.E.
Chief, P.W. Div.
P.W. & U. Sub-Comm. A.C.C.

3423

<u>BRIDGE LOCATION</u>	<u>N.R.</u>	<u>STATUS</u>
Benevento	651806	Plans prepared but returned for lack of information. Available in one week or less.
Ponte di Melito-Grottaminarda	884769	Plans enclosed herewith.
Salerno- Avellino }	668569 646486	Plans given to S.O.Rds by Capt. Weeber on 3 June 44.
Avellino-Ariano	705635	Design being prepared.
Naples-Salerno (Cava)	602326	Design being prepared under A.C.C. Supervision. Available in a few days.
Salerno-Lagonegro (Casalbucno)	450785	Plans ready for submission. Capt. Weeber will give to S.O. Rds. but latter wishes to check if present diversion will last.
Ponte-Sele between Eboli and Auletta	?	Plans given to S.O. Rds. by Capt. Weeber 3 June 44.
Campostrina	240161	do.
Polla	?	do.

3422

SUBJECT:- Bridge Reconstruction at MR.301579 &
MR 711641.

Chief Engineer, 33
3 District, CMF.
Tel: 1111 Extn 94.
CR 4513.

2 June 44.

OC 364 Works Sec RE.

Lt-Col V S Thompson, ACC.,
Highways Division,
Public Works & Utilities Sub-Commission ACC.

Ref 364/207 dated 31st May and 1st June enquiring whether the ACC can be requested to proceed with contracts for bridges upon the above-mentioned locations, these must be considered with others at present not included in Priorities List No.2. The ACC reply to CR 4513 dated 1st June (copy to 364 Works Sec) is required to enable List No.3 Priorities for Bridge Construction by ACC Contract to be prepared.

(A.A. OSBORNE)
for Brigadier,
Chief Engineer.

AAO/CS.

File 32

SUBJECT:- ACC Bridge Contract Programme & Bridge on NAPLES - AVELLINO Rd.

Chief Engineer,
3 District, CMF
Tel: 1111 Extn 94
CE 4513.

/ June 44

Lt-Col. T.S. Thompson
Highway Division,
Public Works & Utilities Sub-Commission, ACC
OC 364 Works Sec RE.

Ref CE 4001/6 dated 21st March giving List No.2 for Priorities for Bridge Construction under ACC Contract, it is intended to issue a revised List No.3, but replies to CE 4001/6 dated 12 May and subsequent letters are urgently required, as there are 7 bridges included on the above-mentioned list for which designs have been received. Also as work has started upon others not included in that list a report upon the availability of suitable contractors would assist in considering the revision of priorities.

Can ACC Contractors be arranged for the following bridge sites on the NAPLES - AVELLINO Rd without prejudice to the progress of other bridges?

- (a) NR 480608 (PONTE DI SCHIAVA). Half width existing arch well strutted, remain temporary bridge with timber joists, Classified 40. The permanent bridge could be built by closing half road commenced on North side (timber bridge).
- (b) NR 570570. Bridge demolished temporary timber bridge Ct.40 on improved alignment. The following two alternatives would be considered after the views of the AASS had been received.
- (i) Build permanent bridge on previous site using existing abutments?
 - (ii) Fill between existing abutment by bulldozing over steel or precast concrete tubes and diverting traffic after consolidation.

Then build a longer span new bridge on improved present alignment after removal of temporary bridge.

Scheme (i) would be the most economical and the time involved in filling gap and removing temporary bridge would be saved. **3421**

*27 June - that B1 is to
Faldemur station - main line preferred
the existing - Faldemur station
- the plan is a main line*

A.A. OSECRNE
For Brigadier
Chief Engineer.

Ref CE 4001/6 dated 21st March giving List No. 2 for Priorities for Bridge Construction under ACC Contract, it is intended to issue a revised List No. 3, but replies to CE 4001/6 dated 12 May and subsequent letters are urgently required, as there are 7 bridges included on the above-mentioned list for which designs have been received. Also as work has started upon others not included in that list a report upon the availability of suitable contractors would assist in considering the revision of priorities.

Can ACC Contractors be arranged for the following bridge sites on the NAPLES - AXELIMO Rd without prejudice to the progress of other bridges?

- (a) MR 480608 (PONTE DI SCHIATA). Half width existing arch well struttet, remaine temporary bridge with timber joists, Classified 40. The permanent bridge could be built by closing half road commenced on North side (timber bridge).
- (b) MR 570570. Bridge demolished temporary timber bridge Ct. 40 on improved alignment. The following two alternatives would be considered after the views of the AASE had been received.

- (i) Build permanent bridge on previous site using existing abutments?
- (ii) Fill between existing abutment by bulldozing over steel or precast concrete tubes and diverting traffic after consolidation.

Then build a longer span new bridge on improved present alignment after removal of temporary bridge.

Scheme (i) would be the most economical and the time involved in filling gap and removing temporary bridge would be saved.

3421

A.A. OSBORNE
For Brigadier
Chief Engineer.

27 June - that B1 is to
Feldman states that B1 is to
be used - maximum prepared
the plans - 7 Feldman
the has can transition
shipped

Original sent
to Haupt - copy to Feldman
Feldman.

1. Bridge Const. Section.

Chief Engineer,
3 District, CIP.
Col: 11th Bn, 5th Coy,
CE 1515.

Lt-Col Thompson,
Engineering Division,
Public Works & Facilities Sub-Commission, AGO.

21 May 1961.

31

CC 564 works Sec. 11. (Your 364/207 dated 28th May refers).

Further to correspondence 30 Bouda - Capt Century, AGO, it is confirmed that the information requested in CC 1441/5 dated 19th and 20th May is still wanted.

1. Reference the culvert reconstruction at 11. 951232 (encl.), this contract was let by Major Denning AGO, Sikkim Province who stated that his original contracts had been approved by Major Gurnell, CC 364 Works Section and include the culverting bridge (CC 21161). Although the culvert arch is now completed and the CAUTIONED bridge plans submitted, plans of both works are required by this office.

2. Ref Lt-Col V E Thompson's report on 11. 951232 - 11. 951232 dated 3 March and subsequent inspection by AGO Bouda and Capt Century no further information has been received concerning the reconstructed bridge reconstruction at 11. 951232 (referred to as 605763 in AGO report). As the CC for the route has now been requested to divert traffic over the completed bridge and no materials have been released the following information is required immediately :-

- (a) A drawing of the bridge giving span, thickness of arch and depth of filling over arch.
 - (b) Whether cement has been used for mortar and from what source.
 - (c) When was the arching work completed.
 - (d) An explanation of the circumstances under which the work has proceeded including information upon who inspected the bridge during construction, AGO, AGO or Provincial Engineers.
- Steps should be taken through the responsible local authority to ensure that the new bridge is not opened to traffic until approval is received from this office and classification decided.

3. Any all bridge plans submitted to this office numbered, dated and detailed to include materials used such as mass brick or tuff arch; mass concrete, harbours or earth filling etc.

Alfred J. ...

(M. L. O. 1010121)
For Engineer,
Chief Engineer.

20/5/61.

3. Reference the culvert reconstruction at US R. 551252 (SICOL), this contract was let by Major Deming, AGO, MINNAPRO provided and stated that his original contract had been approved by Major General, AGO 304 Corps Section and include the CARPENTERS bridge (US 24201). Although the culvert work is now completed and the CARPENTERS bridge work completed, plans of both works are required by this office.

2. Ref 21-301-V & Thompson's report on MINNAPRO - MINNAPRO 21 dated 5/2/50 and subsequent inspection by AGO 304 and AGO 304. No further information has been received concerning the unauthorized bridge construction at US 24201 (referred to as 65764 in AGO report). As the AGO for this route has now been requested to divert traffic over the completed bridge and no materials have been released the following information is required immediately:-

- (a) A drawing of the bridge giving span, thickness of arch and length of filling over arch.
 - (b) Whether cement has been used for mortar and New that stones.
 - (c) When was the arch ring in this completed.
 - (d) An explanation of the circumstances under which the work has proceeded including information upon who inspected the bridge during construction, AGO, AGO or Provincial Engineers.
- Stays should be taken through the responsible local authority to ensure that the new bridge is not opened to traffic until approval is received from this office and classification decided.

3. May all bridge plans submitted to this office 3420 numbered, dated and detailed to indicate materials used such as masonry, brick or rife work; masonry concrete, masonry or curb filling etc.

200/22.

W. A. Gossamer
(W. A. Gossamer)
104 2nd Avenue,
Chief Engineer.

*Geldner says he has approved plans and
will contact Osborne direct. 1/6/50.
Copies sent to Faldman & Hyland*

0617

~~Porte Route~~ - O
Wreck one. A pile
of Road. right at
Porte Route sign
- ☒ warehouse



Ingenere Galea nifusopp
in Artellino

100 quintal cement

100 quintal mud

1500
180
2400

Ponte Romano
Route #7 Via Appia
Avellino - Potenza.

1- Arch in Brick.

Span 50-60 feet.

10 tons of Brick Cement.

10,000 ± brick on hand.

Two warehouses. one on either
side of Bridge. rented and in
use for storage of cement.

364 works section in close
contact with contractor, whose
name is Galasso, Giuseppe
of Avellino.

Contractor says 364 works
will deliver balance of cement.

10 tons and balance of brick
as rapidly as he needs them.

The problem here is not one
of cement, brick nor warehouse,
but is one of feeding the workers
a supplemental noon day meal.

Contractor has 32 workers
at present.

Job is being done under Gen
Coville of Collins. and is not under
the A.A.S.S. nor any jurisdiction as
far as I know.

Feldman,

P.S. Arch cutting up. Brick
raining started, about 10% completed.
Phoned to Osborne. 3/6/44.

SUBJECT: ACC Bridge Contracts.

Chief Engineer

3 District, CMF.

Tel: 1111 Extn 94.

CE 4001/6.

Capt Gentry, ACC LO.

OC 364 Works Sec 3E.

12 May 44.

Ref letter CE 4001/6 dated 21 March 1944 and further to queries in letter CE 4001/6 dated 4 May. No information has yet been received upon the following priority bridges included in List No 2 attached to above-mentioned letter.

ROAD	LOCATION	M.R.	REMARKS.
> BENEVENTO - ARIANO	Ponte de Melite, GROTTANDARDA	884769	Men reported clearing arch haunches. Is this a contract?
SALERNO - AVELLINO	AVELLINO	663569	- <i>submitted</i>
" "	"	646486	"
" "	PRATOLA	705635	"
> NAP LES - SALERNO	CAVA.	602326	Cement available.
AULETTA - LACONEGRO	PTE DEL CALORE (CASALBUONO)	450785	-
" "	PTE SELE	947222.	-

Cement has recently been released and allocated as letter CE 4001/6 attached and it is felt that soon the progress of letting contracts and commencing construction will fall behind availability of cement, based upon the original estimate of monthly cement requirements. A report upon the above-mentioned bridge contracts is awaited.

Please inform the following contractors that cement is being released and work may now proceed :-

BRIDGE	M.R.	CONTRACTOR.
> PRATOLA	716659	Campanella and Caputo, Via Roma No 265, NAPLES.
> PTE ROMITA, MONTESARANO.	875554	Information required with address, stores etc for OC 364 Works Section.

3419

Albano
Capt

ROAD	LOCATION	M.R.	REMARKS.
> BENEVENTO - ARIANO	Ponte de Melite, GROTTAMARE	884769	Men reported clearing arch haunches. Is this a contract?
SALERNO - AVELLINO	AVELLINO	668559	- <i>subcontracted</i>
"	"	646436	"
"	PRATOLA	705635	"
> NAPLES - SALERNO	CATA.	602326	Cement available.
AULENTA - LACONEGRO	PTE DEL CALORE (CASALENGONO)	450785	-
"	PTE SELLA	947222	-

Cement has recently been released and allocated as letter CE 4001/6 attached and it is felt that soon the progress of letting contracts and commencing construction will fall behind availability of cement, based upon the original estimate of monthly cement requirements. A report upon the above-mentioned bridge contracts is awaited.

Please inform the following contractors that cement is being released and work may now proceed :-

BRIDGE	M.R.	CONTRACTOR.
> PRATOLA	716659	Campanella and Caputo, Via Roma No 265, NAPLES.
> PTE BOMITA, MONTENAPOLANO.	875554	Information required with address, stores etc for CC 364 Works Section.

3419

Alulani
Caps
(A.A. CSBORNE)
for Brigadier,
Chief Engineer.

*Rec'd. B. T. 14
Capt. Gray*

Chief Engineer
3 District, CEF.
Tel: 1111 Ext 94.
TH 4001/6.

12 May 44.

SUBJECT: Current for Bridge Construction.

CC 164 Works Sec RA.

11 CEF Works.

Capt Gentry, ACC LO.

The recent releases of cement will be allocated as follows:-

BRIDGE	N.R.	PREVIOUSLY RELEASED	NEW	DISTRIBUTION NOTES.
DEKAYVETO	548015	20	20	
MEYERLANDO -	609706	10	10	
DEKAYVETO RD	508712	10	10	To DEKAYVETO for issue as required.
	508713		10	
	508747	10	10	
AULSTY	208175	30	70	To 664 Detachment, AULSTY.
CAMPBELLING	240161		40	
PLATTS	690338	10	30	To Bridge Sites as required by Supervising Engineer.
POWERS ROUTE,	875554		40	
WENTWORTH.	716670		20	
FRATULA			15	To Dump at MCOLL.
MCOLI	910240		15	
MCOLI	911132		20	
ROGERA	540336		20	
CAMPBELL	578370		20	
GURBARA	303348		50	
POSTYANO	394446		30	To 11 CEF Stores.
MCOLI -				
CENTREY RD	941270		20	
" "	907320		20	
" "	919334		20	
CALA	602136		60	To be held until required. DEKAYVETO (for Bridge Construction in area).
SPOK			100	
AUTOMOBILE				
CAMPBELLWAY			20	To 11 CEF Stores for ACC Contrast as required.

3418

W. H. H. H.

7) Only the States for 120
Centuries are required.

Widow
Coy
F. A. COOPER
for Brigadier,
Chief Engineer.

[Faint handwritten notes, possibly "No. 10"]

SUBJECT:- Bridges, MONTESARCHIO - BENEVENTO Rd.

File 29
Chief Engineer,
3 District, CMF.
Tel: 1111 Extn 94.
CE 4513.

Lt-Col V S Thompson, ACC.,
Highways Division,
Public Works & Utilities Sub-Commission.

6 June 44.

CC 364 Works Sec RE.

It is essential that good progress be maintained upon the construction of the permanent bridges on the MONTESARCHIO - BENEVENTO Rd as a recent thunderstorm in the hills caused damage to dry weather causeways on this road.

Contractors on any bridge sites with improvised river crossings should be impressed with the need for rapid progress and to request materials accordingly.

AAO/OS.

A.A. CSBORNE
(A.A. CSBORNE)
for Brigadier,
Chief Engineer.

27 June 44
Bridges are let - some are out
of material - Hensley advises
3417

Headquarters No 2 District
Public Works & Utilities Sub=Comm
Office A.C.C.
Ref : P&U/LO/4

28 May 1944

Subject : Estimates of Bridges

To : Lt. Col. Thompson
P&U Sub=Comm

1. Reference the AASS estimate for reconstruction of the Bridge over the R.Ofanto on the Barletta - S.Ferdinando Road, which you approved.
2. This estimate was based on the old rate of wages.
3. The bid put in by SIOMLP to whom the contract has been given, was based on the new scale of wages which had come into force when they were asked to submit their tender. This price therefore showed a bid increase on the estimate.
4. AASS to put the matter right have written a letter stating that their estimate was based on the old scale of wages, and given their corrected figures based on the new scale. This has been done to keep the records correct.
5. The AASS letter is attached for your retention. They having send another copy to their Minister of Public Works with the Italian Government.

Major W. Knight
Public Works & Utilities Sub=Comm

Subject : Estimates of Bridges

To : Lt. Col. Thompson
P&U Sub=Comm

1. Reference the AASS estimate for reconstruction of the Bridge over the R.Ofanto on the Barletta = S.Ferdinando Road, which you approved.
2. This estimate was based on the old rate of wages.
3. The bid put in by SIOELP to whom the contract has been given, was based on the new scale of wages which had come into force when they were asked to submit their tender. This price therefore showed a bid increase on the estimate.
4. AASS to put the matter right have written a letter stating that their estimate was based on the old scale of wages, and given their corrected figures based on the new scale. This has been done to keep the records correct.
5. The AASS letter is attached for your retention. They having send another copy to their Minister of Public Works with the Italian Government.

W. Knight
Major W. Knight
Public Works & Util **3416** Sub=Comm
Officer at No 2 District

AZIENDA AUTONOMA STATALE DELLA STRADA
Compartimento della Viabilità con sede in BARI

=o=o=o=o=

This estimate was based on old rate of wages.
The new scale of wages has risen by 70%
therefore the original estimate has to be corrected
to Lire 3.260.000,=.

Bari, 20 Maggio 1944

IL CAPO COMPARTIMENTO
(Ing. S. Di Cesare)

di Cesare

3415

Bridge Approvals - 3 DISTRICT

KM	MR	NAME	CONTRACTOR	DATE
249+100	588725	Cerretello	Cerretello	24.3.44
250+250	598732	Casa Cantoniere	Tucci	24.3.44
251+750	549747	Ponte Seretello	Tucci	4.4.44
252+850	605760	Tufariello	Tucci	4.4.44
257+500	629786	Corvo	Anunzio	4.4.44
264+00	675795	Torole	Melchionno	27.4.44
278+180	770750	Mele	"	27.4.44
296+700	716654	Marotto	Campanello	29.3.44
648815		Berevento North	"	28.5.44
3414				

3414

27

File
Bridges

20 April 44

26

H. Col. V.S. Thompson.

Suspect: Montecassino Bridge.

It is my understanding that your survey bridge
will be the following order. Please check list and
let me know if any changes are needed.

Item	M.R.	Mile Post	Description	Contractor
1	78-187	257+500	3 arches. Span 4 arches. Stone	Salvatore Lanni Started Angelo Caracchio
2	78-232	258+100	3 arches. Span 4 arches. Stone	Work started Started Tucci
3	78-740	258+200	3 arches. Span 4 arches. Stone	Started
4	78-787	258+750	3 arches. Span 4 arches. Stone	Started
5	600-750	258+850	1 arch. Span 4 arches. Stone	Campanello Pappe Started
6	648-815	259+000	3 arches. Span 4 arches. Stone	Campanello Started
7	710-014	259+300	3 arches. Span 4 arches. Stone	Started
8		301+180	1 arch. Span 4 arches. Stone	No action
9		Rm 14	1 arch. Span 4 arches. Stone	No action
10		Rm 264+100	1 arch. Span 4 arches. Stone	Pay Pass in corso.
11		Rm 328+000	1 arch. Span 4 arches. Stone	Started
12	658-802	260+100	1 arch. Span 4 arches. Stone	Campanello No work, are almost done
13		260+400	2 arches. Span 4 arches. Stone	Work during summer
14		267+300	1 arch. Span 4 arches. Stone	Church work should get started
15		295+000	1 arch. Span 4 arches. Stone	34130 action
16		300+000	1 arch. Span 4 arches. Stone	No action
17		337+500	1 arch. Span 4 arches. Stone	No action
18		Rm 5+000	1 arch. Span 4 arches. Stone	No action

Thompson

File *25*
Headquarters No 2 District
Public Works & Utilities Sub-Comm
Office A.C.C.
Ref : PW&U/IO/2
12 May 1944

Subject : Plans for Bridge

To : Major Perley

1. Herewith plan for the Bridge over the River Cervaro which has been prepared by AASS office Bari.
2. This plan has been submitted to CE and has been approved.
3. The CE requests you to obtain bids and let contract for an immediate start on reconstruction.
4. An additional copy of plan has been forwarded to Naples.

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

Copy to :
Lt. Col. Thompson (✓)
(plan attached)

3412

24

HEADQUARTERS
ARMED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 324

HWS/fr

6 May 1944

AOC/093/PWU

Subject/ Bridges, Montemarchio-Benevento Road.

To : Chief Engineer, District N° 3.

1. As requested in paragraph 2, letter GE/4001/6, dated 21 March, information upon dates of commencement of bridge contracts and details of total materials required are shown on attached chart.

2. Information on the bridge across Calore River North of Benevento, NR 6485-5, not included in original listing but subsequently assigned, is also included on chart.

L.A. JENNY
Lt. Col. U.S.
Director.

3411

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission

Bridges: Montesarchio - Benevento Road, and Benevento North.

Nº	Road	Location	Date Design Approve	Starting Date	Est. complet. Date	Contractor	Materials Requested	
1	Montesarchio - Benevento	MR625786 Km 257+800	4/4/44	25/4/44	31/8/44	Ammio Salvatore	Brick 20000 Cement 10 ton Ce	Br
2	Montesarchio- Benevento	MR598732 Km 249+100	29/3/44	27/4/44	31/8/44	Carracchio Angelo	Brick 20000 Cement 10 ton Ce	Br
3	Montesarchio Benevento	MR598738 Km 250+200	29/3/44	25/4/44	31/8/44	Tucci Domenico	Brick 20000 Cement 40 ton Ce	Br
4	Montesarchio Benevento	MR599747 Km 251+750	4/4/44	1/4/44	31/8/44	Tucci Domenico	Brick 20000 Cement 10 ton Ce	Br
5	Benevento North Calore	MR648815	—	25/4/44	30/9/44	Campanella & Caputo	Brick 80000 Cement 20 ton Ce Lime 7 tons Nails 1200 Lb. N	Br

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission

HWS/Er

oad. and Benevento North.

Date Design Approve	Starting Date	Est. complet. Date	Contractor	Materials Requested	Total Materials Needed	Remarks
4/44	25/4/44	31/8/44	Annino Salvatore	Brick 20000 Cement 10 ton	Brick 80,000 Cement 40 ton	
3/44	21/4/44	31/8/44	Carracchia Angelo	Brick 20000 Cement 10 ton	Brick 80,000 Cement 40 ton	
3/44	25/4/44	31/8/44	Tucci Domenico	Brick 20000 Cement 40 ton	Brick ? Cement 40 ton	Cancel Original Brick Request x
4/44	1/4/44	31/8/44	Tucci Domenico	Brick 20000 Cement 10 ton	Brick 60,000 Cement 30 ton	
	25/4/44	30/9/44	Campanella & Caputo	Brick 80000 Cement 20 ton Lime 7 tons Nails 1200 lb.	Brick 184,000 Cement 40 ton Lime 15 ton Nails 1200 lbs	Work held up until Bailey is in place

SUBJECT:- Permanent Bridge.

Chief Engineer,
3 District, CEF.
Tel: 1111 Extn 94.
CE 4001/6.

File
29 copy

Lt Gentry, ACC HQ. (3 copies).

4 May 44.

The following information is requested in previous correspondence and still outstanding :-

1. Progress. Para 2, letter CE 4001/6 dated 21 March requests information upon dates of commencement of bridge contracts and details of total materials required. The dates of commencement of FRATTI, AULETTA, CAMPESTRINO and MONTESARCHIO - RENNEVENTO Rd Bridges have not been received, including total quantities for the latter.
2. Designs. The designs for the R.SALE Bridge (MR 946223) and CAMPESTRINO Bridge are required, these may have been approved (the latter referred to in Capt Weeber's letter dated 18th April) but not by CE No.3 District.
3. Time. Information concerning requirements for time for May and June requested in letter CE 4001/6 dated 23 April.
4. Retaining Wall, AULETTA. Letter CE 4001/6 dated 24 March requested a local contract for underpinning retaining wall at MR 208176.
5. S.PIETRO (POLLA) Bridge (MR 275138). Reference SC -Roads call at ACC HQ on 6 April when failure of above-mentioned bridge was reported to Lt.Col Laboon, has any local contract for repair been arranged?

AAO/CS.

*Rec'd from
Lt Gentry
5 May 44*

A.A. Osborne
(A.A. OSBORNE)
for Brigadier,
Chief Engineer.

SUBJECT:- Permanent Bridge at AULSHTA.

Chief Engineer,
3 District, CMF. *File*
Tel: 1111 Bttn 9 4.
CE 4001/5.

Lt. Gentry, ACC 10. (3 copies)

3 May 44.

Confirming conversation SO Roads - Lt Gentry and reference letter dated 25 April from Lt-Col Laboon asking for the Bailey Bridge at MS 208175 to be raised and suggesting suspension of diversion works to conserve cement, the site was visited by SO Roads on 1st May and it was found that the following arrangements had been made without reference to this office.

1. The contractor had constructed centering for an elliptical arch instead of semi-circular as approved plan in order to enable work to proceed without raising the Bailey Bridge.
2. The consequent reduction in classification caused by the flatter arch had been counteracted by increasing the thickness of the mass concrete arch ring resulting in more cement being required.
3. These changes had been authorised by Capt Weeber who should be informed (together with any other ^{ACC} officers engaged upon bridge supervision) that bridge designs for Category 'A' routes are approved by CE No.3 District and cannot be altered without reference to this office.
4. The contractor was told to proceed, but a plan of the revised arch giving thickness of arch ring and depth of filling above is required as soon as possible, including revised cement requirements.
5. A reply to Lt-Col Laboon's letter upon raising the Bailey Bridge is now unnecessary; but the question of suspending ~~the~~ diversion works to conserve cement was investigated.

Assuming the contractor completes the bridge by June 15th, 28 days should elapse from the final concreting of the arch (Span 59' 9") before live loading in which case it would not be open to traffic until 10th July at least. It is estimated that the temporary bridge will be completed on 1st June and will therefore take traffic for 40 days.

A.A. Osborne
Capt

(A.A. OSBORNE)
for Brigadier,
Chief Engineer.

LAO/CS.

3409

1. The contractor had constructed centering for an elliptical arch instead of semi-circular as approved plan in order to enable work to proceed without raising the Bailey Bridge.
2. The consequent reduction in classification caused by the flatter arch had been counteracted by increasing the thickness of the mass concrete arch ring resulting in more cement being required.
3. These changes had been authorised by Capt Weeber who should be informed (together with any other ^{etc} officers engaged upon bridge supervision) that bridge designs for Category 'A' routes are approved by G3 No.3 District and cannot be altered without reference to this office.
4. The contractor was told to proceed, but a plan of the revised arch giving thickness of arch ring and depth of filling above is required as soon as possible, including revised cement requirements.
5. A reply to Lt-Col Laboon's letter upon raising the Bailey Bridge is now unnecessary; but the question of suspending ^{the} diversion works to conserve cement was investigated.

Assuming the contractor completes the bridge by June 15th, 26 days should elapse from the final concreting of the arch (Span 58' 9") before live loading in which case it would not be open to traffic until 10th July at least. It is estimated that the temporary bridge will be completed on 1st June and will therefore take traffic for 40 days.

AAC/CS.

(A.A. OSBORNE)

for Brigadier,
Chief Engineer.

3409

Copy to Laboon {w/ps
(Gentry)

Recd from
Lt. Gentry 49
5 May

C.E.

Memo - CASALNUOVO - CANCELLO Road. Anti-Malarial Control Proposals.

The A.C.C. had received tentative enquiries from the civilian Anti-Malarial Control concerning alteration to two canal crossing on the CASALNUOVO - CANCELLO Road. The road was inspected with Lt. Gentry A.C.C. L.O. on 21 April and the following provisional report is submitted.-

1. MR 308592 The chief obstruction is the demolished railway bridge South of the site which blocks the main canal, the concrete pipe under roadway is too small for storm water flow and would cause flooding upstream and consequent malarial pools. The proposal to construct diversion roadway to rebuild culvert on existing site should be reversed, as the sharp bend in the road affords opportunity for building new culvert on improvement line without interference to traffic which can be switched to new road when completed. The attached diagrammatic sketch illustrates the situation.
2. MR 349638 The 2nd site was given as immediately South of CANCELLO, but a canal crossing similar to 1 could not be found and it was assumed that the canal alongside road at MR 349638 was the 2nd location. This stream has a good velocity and the four temporary pipes are well graded, the canal appears stagnant upstream because of surface weeds. A diversion such as in 1 is therefore inapplicable but the carriageway could be widened at this crossing if considered necessary from a traffic aspect.

22 April 44.

*Recd from
H. Gentry 26 April*

Captain, R.E. 3408

SUBJECT:- Diver for y AASS on Route 14 BENEVE TO - *file*
S.Martino Junc. *21*

Lt. Gentry; ACC LO
OC 364 Works Sec RE.

Chief Engineer,
No 3 District, CMF.
Tel: 1111 Extn 94
CE 4001/6
26 April 1944

The AASS have recently constructed a diversion to a Box Culvert (strengthened by 364 Works Sec), at MR N.676X798 and intended to have traffic diverted whilst the contract for the culvert reconstruction was put in hand.

The diversion is not satisfactory, so they should be informed that work will NOT start on the culvert until the diversion has been widened and approved as fit for traffic.

Incidentally this office had no information concerning a contract for this site which is of low priority and if cement is required it is best that work does not start as traffic should not use the diversion whilst the job is held up on this account.

AAO/CS.

(A.A. OSBORNE)
for Brigadier,
Chief Engineer.

*Recd from Lt.
Gentry 26/April*

3407

SUBJECT :- Bridge BENEVENTO TO N.R. 648815.

Chief Engineer 20
No. 3 District, CEF.
Tel: 1111 Ex 95.
CE 4001/6.

Lt. Gentry, A.C.C., L.O.

10 April 1944.

In confirmation of conversation S.O. Roads -
Lt. Gentry on 11 April. It is now proposed to reconstruct the
two partly demolished arches of the river bridge NORTH of
BENEVENTO at N.R. 648815.

This is not a large job compared with many other
permanent bridges and as no diversion is possible can arrangements
be made as soon as possible to obtain a contract for this work
having priority equal to No. 1 (i.e. M.R. 625786) in list No. 2
attached to letter CE 4001/6 dated 21 March 44.

Application has been made for the use of a Bailey
Bridge to facilitate the reconstruction and enable early removal
of the existing temporary timber decking.

AAO/CS.

A.A. Osborne
(A.A. OSBORNE)
for Brigadier
Chief Engineer.

Recd. from Lt. Gentry
18 April

SUBJECT: Release of Bailey Bridges.

Chief Engineer
No. 3 District, CMF.
Tel: 1111 Ex 94
CE 4014.

D.E.W., A.A.I. (Adm Echelon).

Lt. Gentry, AGC.

12 April 1944.

Reference conversation Capt. Balderstone - S.O. Roads on 11 April. The following list confirms the estimated release dates not included in list dated 7th April enclosed with letter CE 4014 dated 8 April.

LOCATION	1/100000 Sheet.	Map Ref.	Type	Estimated date of release.
1. CAVA	185	N 502326	30' D.S.-D.D.	1st September
2. AULETTA	198	O 203175	110' D.S.	1st May
3. CAMPESINHO	199	O 241151	80' D.S.	1st September
4. PRATTE	185	N 658338	50' D.S.	1st August
5. GROTTIMINARDA	174	N 884770	170' D.F.	Permanent bridge may not be completed before next winter.
6. MONTESARCHIO - RENEVENTO RD	173	N 595733	160' D.D.	Dismantled on 11 April
7.	173	N 598747	160' D.D.	15 April
8.	173	N 629786	100' D.S.	1st May
9. POSITANO	197	N 394246	60' S.S.	15 July

The following have been erected by independent formations for their own needs and presumably will be dismantled when formation leaves the district.

REOLI - CONTURSI RD	193	N 941370	70' D.S.
	198	O 998293	70' D.S.
	198	O 039284	100' D.S.
AVELLINO	185	N 662575	100' D.S.
CORRARA	185	N 503363	70' S.S.

The removal of the Bailey Bridges on locations numbers 1, 3, 4, 5 and 9 depends entirely upon the construction of the permanent bridges and any non-availability or delay in release of cement or solid bricks for the A.C.C. Contractor will affect the estimated dates.

W. D. ...

Sheet. 179
Estimated date of
release.

1. CAVA	155	N 602326	80' D.S. - D.D.	1st September
2. AULIVIA	198	O 203175	110' D.S.	1st May
3. CAMPBSTRING	199	O 241161	80' D.S.	1st September
4. FRATTE	185	N 658328	50' D.S.	1st August
5. GHOFFIMHARDA	174	N 884770	170' D.T.	Permanent bridge may not be completed before next winter.
6. MONTESARCHIO - LEMUNTO RD	173	N 595731	160' D.D.	Dismantled on 11 April
7.	173	N 598747	160' D.D.	15 April
8.	173	N 629786	100' D.S.	1st May
9. POSITANO	197	N 394246	60' S.S.	15 July

The following have been erected by independent formations for their own needs and presumably will be dismantled when formation leaves the district.

EBOLI - CONTURSI RD

193	N 941270	70' D.S.
198	O 998293	70' D.S.
198	O 039284	100' D.S.
185	N 662575	100' D.S.
185	N 503363	70' S.S.

AVALLINE

CORBARA

The removal of the Bailey Bridges on locations numbers 1, 3, 4, 5 and 9 depends entirely upon the construction of the permanent bridges and any non-availability or delay in release of cement or solid bricks for the A.C.C. Contractor will affect the estimated dates.

AAO/CS.

(A.A. OSBORNE)

for Brigadier,
Chief Engineer.

3406

SUBJECT:- Priorities for Bridge Construction.

18
Chief Engineer
No 3 District CMF
Tel. IIII/94
Ref CE 400I/6

Lt. Gentry. A.C.C.

21 Mar 1944

US-Army-Bridge-Officers

CC 364 RE Works Section.

Further to letter reference CE 400I/3 dated 29 Feb, herewith List No. 2, giving revisions and additional bridges.

The information under 'Dates' and 'Materials' should be forwarded to this office as soon as available.

Bridges Listed Nos. 1 - 4 (Priority I Routes) are referred to in Lt-Col. Thompsons report dated 3 March 1944.

A.A. Osborne
Capt
(A.A. OSBORNE)
for Brigadier
Chief Engineer

AAO/MB.

ENCL.

PRIORITIES FOR BRIDGE CONSTRUCTION BY ITALIAN ROAD ORGANISATION.LIST NO. 2.

(Supersedes List No. 1 dated 29 Feb.)

PRIORITY I ROUTES.

No.	Road.	Location of Bridge	M.R.	Date Design Approved.	Date Work Commenced.	Date of Est. Time Completion.	M to D Com To
* 1.	Mantecarella - 257+300 Benevento.	Pte. Coreo	625786	✓ 4.9.44			7
* 2.	" 247+100	—	598732	✓ 29.2.44			10
* 3.	" 250+300	—	598738	✓ 29.3.44			9
* 4.	" 251+750	—	599747	✓ 4.4.44			7
* -	" 252+850	—	604756				4
* -	" 260+500	Benevento	> 691806 ?				13
* 5.	Benevento - Ariano. 14+200	Pte. Di Melito. Grotta Minarda	834762	no action			13
6.	Salerno-Avellino.	Grotta Minarda	658338	✓			50
7.	" "	Prutte. Avellino	662569 ? 646486 ?				
* 8.	Avellino-Ariano.	Pratola 296+770	716659	1.6.5.44			6
* 9.	" " Sabote	" 303+300	705635 ?	no action			7

5038
3405

PRIORITIES FOR BRIDGE CONSTRUCTION BY ITALIAN ROAD ORGANIZATION.

LIST NO. E.

(Supersedes List No. I dated 29 Feb)

Location of Bridge	M.R.	Date Design Approved.	Date Work Commenced.	Date of Est. Time Completion.	Materials to be released		Remarks.
					Cement Tons.	Bricks No.	
Ple. Corco	625786	✓ 4.9.44			70	60000	(100' m. DB) 2 Masonry Arches.
—	598732	✓ 29.3.44			100	90000	(160' DD. BB) 3 Masonry Arches.
—	598738	✓ 29.3.44			90	85000	Long Gap.
—	599747	✓ 4.4.44			75	70000	(160' DB. BB)
—	604756				40	10000	Culvert, Low Priority.
Benavento	> 651806 ?				130	100,000	6-Arches. New site. Low Priority.
Pte. Di Malito.	884769	no action			130	100,000	(170' DT BB) Long job.
Grotto Minarda	658338				50	10,000	(50 DB. BB)
Pratte.	664569 ?						
Avellino	646486 ?						
Pratola 296+711	716659	16.5.44			60	30000	Brg. over railway Unsatisfactory Diversion.
" 3.8.80	705635 ?	no action			70	36000	Temp. Brg on diversion work.

Continued.

No.	Road	Location of Bridge	M.R.	(2)		Date Design Approved	Date Work Commenced	Date Est. Time Completion	Materials to be released	
									Cement Tons	
-	Salerno - Avellino.	-	650413							
<u>PRIORITY II ROUTES.</u>										
X	1.	Naples - Salerno.	Cava	602326					20	
	2.	Salerno-Lagonegro.	Auletta	208175					110	
	3.	" "	Compestrano	240161					140	80
	4.	" "	Pte Del Calure (Casalbunone)	450785	?					
	5.	" "	Pte Sele beyond St. Vito to Auletta.	947222						

3105

(2)

Location of Bridge	M.R.	Date Design Approved	Date Work Commenced	Date Est. Time Completion	Materials to be released		Remarks.
					Cement Tons	Bricks No.	
—	650413						Low priority.
Cava	602326				2.5	4000	(80 TS. RB)
Auletta	208175				110	—	(110' DS.BB)
Compestreano	240161				140	80,000	(80' DS. RB) No diversion.
Pte Del Calure (Casalbione)	450785	?					(110' DS.BB)
Pte Sele Beyond Noli to Auletta.	947222						Design to be re- considered.

5038

HEADQUARTERS
ALLIED CONTROL COMMISSION
HIGHWAY DIVISION ARMY AREA

17
5 April 1944

Subject: Destruction of Headwalls & Retaining Walls - Route 7.

To : Lt. Col. V.S. Thompson,

1. It has been the general practice on Route No 7 in the vicinity of Benavento to use the retaining walls holding up the fills to destroyed Bridges as quarries for materials with which to construct temporary bypasses.

2. This of course was perfectly reasonable during the emergency but now that the emergency has passed and we have begun to reconstruct permanent bridges this practice should cease.

3. This is especially noticeable at the bridge at Km. 278+800 where stone of the retaining walls was not only removed but new stone brought in by the contractor was also taken away by Indian troops. In addition to the stone a considerable quantity of timber falsework material was also taken.

4. At the bridge across the Sabato at Km. 301+180 there was a long retaining wall strengthened by buttresses. The buttresses have been torn down as well as many feet of retaining walls.

5. The above are only two of many instances where this practice is occurring along this route.

E.B. FELDMAN
Capt. Field Engineer.

3403

16

HEADQUARTERS
ALLIED CONTROL COMMISSION
HIGHWAY DIVISION ARMY AREA

1/4/44

Subject: Bridge Reconstruction

To : Ingr. Mancini

Bridge on/or at _____

These bridges are to go ahead at once . Please issue necessary instructions to contractors.

As soon as they have commenced cleaning up the site materials will be delivered in sufficient quantities to keep the x work continuous.

Please give Capt. Feldman a list of immediate needs.

Lt. Col.
V.S. THOMPSON

3402

Col Thompson
 Info M

File

30 March 1944

SUBJECT: Gava Bridge

TO : Lt. Col. Henry, Cockburn and Johnson.

1. Beginning at 530 hrs 2 April 1944, the Naples - Salerno Road will be closed to all traffic at the Gava Bridge site, for a period of 24 hrs.

2. CRF works will remove present single bridge and replace same with a 2 way, 1 truss, steel bridge.

3. The above is for your information as it may affect travel plans.

Warned Capt Keifer
 HQ Rear Acc Salerno
 @ 1450 hrs 30 Mar 44
 WRF

W.R. Keifer

3401

PRIORITIES FOR BRIDGE CONSTRUCTION BY ITALIAN ROAD ORGANIZATION

LIST NO. 2.

(Supersedes List No. 1 dated 29 Feb.)

PRIORITIES ROUTES.

No	Road	Location of Bridge	M.R.	Date Design Approved	Date Work Commenced	Date of Est. Time Complet.	Mater. to be released		
							Cem.	Brick	
1(5)	Mt; sarchio - Benevento	257+500 Pte. Coroo	625786	4-4-44	Salvatore Annino. 24 Apr. 44		40	20000	(100'
✓ 2(1)	"	249+200	598732(2)	29-3-44			100	40000	(160'
✓ 3(2)	"	250+200	598738(2)	29-3-44			90	25000	Long G
4(3)	"	251+750	598747(3)	4-4-44	Tucci, Domenico Started.		45	40000	(160'
- (x)	"	253+00	604756		Tucci. Started	Complete	40	10000	Cultiver
4 - (X)	"	Km. 260+500 Benevento	654806 ?	In Benevento?			130	120000	6-Arch
5	Benevt-Ariano	Pte. Di Meli Km 14+200	6884769				130	100000	(170'
✓ 8(6)	AVellino-Ariano	Pratola 296+700	716659	16-5-44	24 Apr.		60	30000	Unsat.
9	"Sibato R."	" 301+80(2)	705635				40	25000	Temp.
1	PRIORITY II ROUTES.								
	Naples-Salerno	Cava	602326				30	4000	(80'

3400

PRIORITIES FOR BRIDGE CONSTRUCTION BY ITALIAN ROAD ORGANIZATION.

LIST NO. 2.

(Supersedes List No. 1 dated 29 Feb.)

M.R.	Date Design Approved	Date Work Commenced	Date of Est. Time Complet.	Mater. to be released		REMARKS:
				Cem. T	Brick	
625786	4-4-44	Salvatore Pino. NO. 24 April		40	80000	(100' DS. BB) 2 Masonry Arches.
598732(C)	29-3-44			100	45000	(160' DD. BB) 3 Masonry Arches.
598738(C)	29-3-44			90	85000	Long Gap.
599747(C)	4-4-44	Tucci, Dominica Started.		45	40000	(160' DD. BB)
604756		Tucci, " Started (Complete)		40	10000	Culvert, Low Priority.
554806	J. Bencich?			130	190000	6-Arches. New site. Low Priority.
6884769				130	100000	(170' DT BB) Long job.
716699	16-5-44	24 Apr.		60	30000	Unsatisfactory Diversion.
705635				40	30000	Temp. Arg on diversion weak.
602326				30	4000	(80 TS. BB)

0058

14

13
Name - Inspection of UNTERSTADT - RENTWITZ Road.

Reference A.O.C. report on Bridge dated 1 March 1944. The site was visited on 14 March and the following observations submitted:-

Corrected M.R.

M.R. 598712

(598711)

Contract for proper reconstruction of existing 3 span masonry arch bridge should be commenced. The 160' DD Bailey could be released by the construction of a fair weather causeway (commencing in middle April) as the permanent bridge would take 3-4 months.

M.R. 598733

(598740)

Existing diversion sufficient for fair weather but could be improved. Long gap in existing bridge necessitates early commencement of new permanent bridge.

M.R. 598747

(598747)

Reconstruction of permanent bridge would require removal of 150' DD Bailey. The Italians have almost completed roadway to a diversion which is useless without a temporary bridge of Bailey Bridge (Span approx. 80'). Recommend that a fair weather causeway be built on West side on site of existing ford to release Bailey Bridge. The approaches require repaving and entrance at North end improved. The stream takes two courses near the site and can be diverted whilst the causeway is built, see attached sketch.

M.R. 604756

(605765)

Reconstruction of existing work consists of small culvert with long wing walls to retain filling. Work on adjoining railway culvert proceeding. Existing diversion satisfactory but the original work should be replaced by contract of low priority.

M.R. 629787

(625786)

Owing to shortage of rolled steel. Recommend that the existing 2 - span bridge be rebuilt immediately as necessary. The 100 DD Bailey remaining until completion.

M.R. 651806

Five out of six arches were demolished and the gaps bridged with temporary timber trestles. This Bridge has no classification sign as it would probably be Cl. 5 on account of weak decking (although used by traffic up to Class 16). Recommend decking be strengthened to Class 16 ²³⁹⁹ classification signs erected. Not possible to rebuild this bridge and since the new bridge would be relatively big job on another site it should not be considered under military emergency priority.

✓ N.E. 599747
(598747)

be improved. Long gap in existing bridge necessitates early commencement of new permanent bridge.

Reconstruction of permanent bridge would require removal of 160' MD Bailey. The Italians have almost completed roadway to a diversion which is useless without a temporary bridge of Bailey Bridge (Span approx. 80'). Recommend that a fair weather causeway be built on West side on site of existing ford to replace Bailey Bridge. The approaches require repaving and entrance at North end improved. The stream takes two courses near the site and can be diverted whilst the causeway is built, see attached sketch.

✓ N.E. 604756
(605765)

Reconstruction of existing work consists of small culvert with long wing walls to retain filling. Work on adjoining railway culvert proceeding. Existing diversion satisfactory but the original work should be replaced by contract of low priority.

N.E. 609767
(605786)

Owing to shortage of rolled steel. Recommend that the existing 2 - span bridge be rebuilt immediately as necessary arches. The 100 MD Bailey remaining until completion.

N.E. 651806

Five out of six arches were demolished and the gape bridged with temporary timber trestles. This Bridge has no classification sign as it would probably be Cl. 5 on account of weak decking (although used by traffic up to Class 18) Recommend decking be strengthened to Class 18 **3399** - if possible to rebuild this bridge and since the new bridge would be relatively big job on another site it should not be considered under military emergency priority.

McLellan
cap

OFFICE

3398

LIMITING LOADS FOR DROC SYSTEM

TRAILER VEHICLES

WHEELED VEHICLES

class 30



20 tons single axle or 20 tons bogie for 2 axles at 10' min. centres



Max wheel load 5 tons
for N wheels per axle

$$N \left[4 - \frac{(1 + \frac{1}{2})}{2} \right] \geq 33.3$$

2 min (10')

$$N \left[4 - \frac{(1 + \frac{1}{2})}{2} \right] \geq 33.3$$

class 40



20 tons single axle or 20 tons bogie for 2 axles at 10' min. centres



Max wheel load 5 tons
for N wheels per axle

$$N \left[4 - \frac{(1 + \frac{1}{2})}{2} \right] \geq 40$$

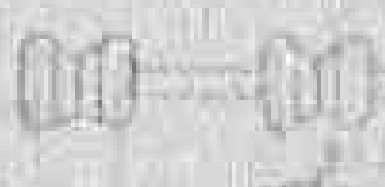
2 min (10')

$$N \left[4 - \frac{(1 + \frac{1}{2})}{2} \right] \geq 40$$

class 70



20 tons single axle or 20 tons bogie for 2 axles at 10' min. centres



Max wheel load 5 tons
for N wheels per axle

$$N \left[4 - \frac{(1 + \frac{1}{2})}{2} \right] \geq 66.7$$

2 min (10')

$$N \left[4 - \frac{(1 + \frac{1}{2})}{2} \right] \geq 66.7$$

These formulae should be used when the axle or bogie weights of a vehicle are within the limiting loads for a particular class, but the axle centres and/or the wheel track centres of the vehicle are less than the min. dimensions for that class. If the axle or bogie weights of a vehicle are the maximum allowed for a class, the wheel track centres may not be less than the minimum values shown.

Page 11
Rev 10/71

EXTRACT FROM TABLE 1. DATA FOR THE CLASSIFICATION OF VEHICLES AND BRIDGES.

1. The bridge classes are based on the approximate total weight in tons which can be carried on various equipment bridges, and on the definite restriction for military bridges that no vehicle will travel at less than 30 ft nose to tail.
2. Decking and cross bearers (or transoms) must be capable of taking the wheel axle, and bogie loads; shown for each class. When the cross bearers (or transoms) are widely spaced, tracked vehicles may bring greater loads on to these members than wheeled vehicles. Both cases should be checked. On flat decks the weight of tracked vehicles may be taken as equally distributed along the track bearing, but where sharp changes of deck slope occur the track bearing may be reduced to as little as 2 or 3 feet with consequent concentration of load on the cross bearer.

Impact effect on decking and cross bearers (or transoms) should be taken as 25 per cent.

3. The acceleration and braking of tracked vehicles can produce very large horizontal forces on the deck, tending to move the stringers (or road bearers) and bend the cross bearers in the horizontal plane. The locking of all stringers to the cross bearers, or the coupling of cross bearers together, assists in resisting these forces. The anchorage of the bridges itself against horizontal movement must also be examined and, if necessary, extra anchorage provided.
4. The distribution of load between the main girders of a bridge is not necessarily equal, and must be assessed from considerations of the spacing of the main girders, their torsional stiffness, flexibility of the cross bearers, the width of roadway and the width of the vehicle etc. For two-girder bridges can be expressed as $I + \frac{G-f}{S}$

Where G = The width of roadway.

f = width over tracks or tyres of vehicles.

and S = spacing of the main girders.

The width of a vehicle which is a criterion for bending should be applied to the formula and the multiplication factor thus obtained should be used to increase the values of maximum E., U., D., L., bending moment and shear given in table IA. Distribution factors for groups of R.S.J.'s are shown in Note 3 of table V.

5. Bridges with double carriage-ways should be classified for single line traffic. They may then be opened to double line traffic as follows

3397

Bridge Class.	Limiting load class for double line traffic.
I8	9
24	I2
30	I2
40	I8
50	24
60	30
70	30

Impact effect on decking and cross bearers (or transoms) should be taken as 25 per cent.

3. The acceleration and braking of tracked vehicles can produce very large horizontal forces on the deck, tending to move the stringers (or road bearers) and bend the cross bearers in the horizontal plane. The locking of all stringers to the cross bearers, or the coupling of cross bearers together, assists in resisting these forces. The anchorage of the bridges itself against horizontal movement must also be examined and, if necessary, extra anchorage provided.

4. The distribution of load between the main girders of a bridge is not necessarily equal, and must be assessed from considerations of the spacing of the main girders, their torsional stiffness, flexibility of the cross bearers, the width of roadway and the width of the vehicle etc. For two-girder bridges

can be expressed as $I + \frac{f - f}{s}$

Where g = The width of roadway.

f = width over tracks or tyres of vehicles.

and s = spacing of the main girders.

The width of a vehicle which is a criterion for bending should be applied to the formula and the multiplication factor thus obtained should be used to increase the values of maximum E., U., D., D., L., bending moment and shear given in table Ia. Distribution factors for groups of R.S.J's are shown in Note 3 of table V.

5. Bridges with double carriage-ways should be classified for single line traffic. They may then be opened to double line traffic as follows

3397

Bridge Class.	Limiting load class for double line traffic.
I8	9
24	12
30	12
40	18
50	24
60	30
70	30

It is the duty of the staff to arrange that double line traffic bridges are closed to all other traffic when the heavier class loads are passing.

W = Total laden weight in tons.

W 1 = Laden front axle weight in tons.

W 2 = Laden rear or middle axle weight in tons.

W m = Max. laden axle weight in tons.

W x = Wm or (1-6/10) x bogie weight, whichever is the greater.

a = Distance in feet between front and rear axles of 4-wheelers, or between front and middle axles of 6-wheelers.

b = Distance in feet between rear axles of 6-wheelers or between any two axles spaced close together.

P.T.O.

(2)

- c = Tyre width on ground in inches.
- d = Track length on ground in feet.
- $\bar{p}$ = Distance between centres of tracks in feet.

These formulae should be used when the axle or bogie weights of a vehicle are within the limiting loads for a particular class, but the axle centres and/or the wheel track centres of the vehicle are less than the minimum for that class. If the axle or bogie weights of a vehicle are the maximum allowed for a class, the wheel track centres may not be less than the minimum values shown.

SUBJECT:-

Design of CAVA Bridge.

Chief Engineer

No. 3 District CMF

Tel 3 Dist Exch: Ex. 94

Ref No:- CE 4014.

Lt. Gentry,

US Army Liaison Officer.

9 March 1944.

Reference conversation (S.O. Roads - Lt. Gentry), the AASS design for semi-permanent bridge is returned herewith with the following observations:-

1. CLASSIFICATION. 70 Class I-way and 30 Class 2-way is required instead of 40 Class. Extracts from British Load Classification for 70, 40 & 30 Class are attached pending receipt of further copies of the complete list.

2. TYPE. In view of the lack of steel for complete steel trusses and the need for rapid construction without interference with traffic, the use of pre-fabricated "timber truss" type is approved with the following amendments:-

(a) Substitute Steel plate, R.S.J. or R.S.C. for the 32 m/m M.S. Rods.

(b) Improve design of connections.

3. SUPPLY OF MATERIALS. The order to obtain the steel required as 2 (a) a list of the section and length required with alternatives should be sent as soon as possible as difficulty will be experienced in obtaining this limited steelwork.

Full details of timber requirements are also urgent, unless the A.C.C. have the necessary stock already released.

4. CONSTRUCTION. The construction programme and design to cause the minimum interference with traffic. The existing Bailey Bridge will not be moved to West side of bridge until part assembly of trusses and time for completion of new bank seats for Bailey and new bridge can be accurately estimated.

5. MAINTENANCE of existing Piers etc. A considerable part of stone facing to the North Abutment has fallen leaving the filling exposed. A contract for replacing the stonework and any other maintenance necessary to the piers should be placed immediately.

M. A. Robinson
Capt

1. CLASSIFICATION. 70 Class 1-way and 30 Class 2-way is required instead of 40 Class. Extracts from British Load Classification for 70, 40 & 30 Class are attached pending receipt of further copies of the complete list.

2. TYPE. In view of the lack of steel for complete steel trusses and the need for rapid construction without interference with traffic, the use of pre-fabricated "timber truss" type is approved with the following amendments:-

- (a) Substitute Steel plate, R.S.J. or R.S.C. for the 32 mm M.S. Rods.
- (b) Improve design of connections.

3. SUPPLY OF MATERIALS. The order to obtain the steel required as 2 (a) a list of the section and length required with alternatives should be sent as soon as possible as difficulty will be experienced in obtaining this limited steelwork.

Full details of timber requirements are also urgent, unless the A.C.C. have the necessary stock already released.

4. CONSTRUCTION. The construction programme and design to cause the minimum interference with traffic. The existing Bailey Bridge will not be moved to West side of bridge until part assembly of trusses and time for completion of new bark seats for Bailey and new bridge can be accurately estimated.

5. MAINTENANCE of existing Piers etc. A considerable part of 3rd stone facing to the North Abutment has fallen leaving the girth filling exposed. A contract for replacing the stonework and any other maintenance necessary to the piers should be placed immediately.

T.O.C.
AAC/ME.

L. V. Robinson
Capt
Brigadier
Chief Engineer

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

LHJ/ccb

4 Mar 44

ACC/078/PWC

Subject: Lauria Bridge.

To : Ing Capo Gruppo,
Ferrovie Calabro Lucane, Bari.

We have received the three contractors' proposals for work to be done on the Lauria Bridge. We cannot accept such proposals. You must estimate the quantities of all work to be done and the contractors must bid on these quantities and include their profit in the unit prices which they prepare. The quantities on this bridge can be estimated. When these proposals are made by contractors they must show the following:

Engineer's estimate of quantities.	Description of work	Unit prices of proposal	Cost
1,000 m ³ etc.	Masonry, etc etc. (At end of proposal)	750.00 etc.	750,000.00 etc.
	Total Cost.		L. ?
	(This is to be the total cost of the work)		=====

All contractors must bid on the same quantities as estimated by you.

If, at the end of the work, it is found that actual quantities, as constructed, differ from your original estimate, then an adjustment can be made using the unit prices quoted by the contractor for this purpose.

No miscellaneous items will be allowed in any bid other than those shown in your estimate which must cover all phases of the project in question, such as removal of debris etc, as well as cleaning up the site when work is completed.

L.A. 3395,
Lt-Col., C.E.
Director.

Copy to: Sig Tizzano,
Lt-Col Laboon,
Lt-Col Thompson.

SUBJECT: Road Bridge BR 875554.

Chief Engineer,
No. 3 District. CEF.
Tel: 13 Dist Exch: Rm. 92.
Ref No: CE 4001.

3 Mar 1944.

Lt. GENTRY,
U.S. Army, ACC Liaison Officer.
D.C.M.E. Roads.

Reference conversation (Capt GABORNE -
Lt GENTRY) the design of the mass concrete
arched bridge at Pt ROME (BR 875554)
is approved as good for Class 70 loads.

It is understood that the centering
is complete and ready for concreting, but
as the bridge is on a 3rd Priority Road,
the application for 40 tons cement should
be considered in relation to other works
of higher priority.

William
Brigadier,
Chief Engineer.

3394

*Approved PPS re this
Bridge.
3rd Priority work are
responsibility solely
of District
Engineer*

Subject:- Priorities for Bridge Construction.

file
Chief Engineer,
H.Q. No. 3 District.
Tel:- 3 Dist Exchange
Extn No:- 92
Ref No:- CE 4001/3

Lt. W.R.Gentry,
ACC Liason Officer.

29 Feb 44.

1. The first priority list for Bridge Construction by the Italian Roads Organisation is enclosed. All bridges must be Class 70 and the designs submitted for approval when available.
2. It is suggested that dates for the completion of designs be fixed and the AASS asked to submit a prepared works programme.
3. Any difficulties regarding labour, transport, plant or materials should be raised at an early date, together with any observations upon the sites.
4. Subject to the sites being suitable for expeditious construction, those which release Bailey Bridge Equipment should receive prior consideration but each site will be considered in detail before a final decision.

T.O.O.

AAO/DFV

McIntosh
Capt
Brigadier,
Chief Engineer.

Copy to:- CE ACME
DDW

3393

To accompany Memo 4001/3 dated Feb 44 from CE No.3 District

PRIORITIES FOR BRIDGE CONSTRUCTION BY ITALIAN ROADS ORGANISATION

List No. 1

Road	Location of Bridge	M.R.	Temp or Perm.	Remarks
Naples-Salerno-Lagonegro	Cava	602326 ✓	?	To replace Bailey. Policy to be decided.
	R. Sele L	860110	Perm	Design approved.
(Denomig.) Auletta L		208175	"	To replace Bailey.
Salerno-Avellino "	Fratti L	658338	"	" " Design approved.
	Avellino L	658410	"	Weak Temporary Bridge.
Naples-Avellino-Ariano	Grottaminarda	884770	"	To replace Bailey. Bad diversion.
	-	716659 X	"	Unsatisfactory diversion.
	-	~~910810~~ ?	"	" "
Montesarchio-Benevento Stop	- Stop	595731	"	To replace Bailey.
		598747	"	" " No Bailey here
		625786	"	" "

Feb 44.

3392

copy

SUBJECT: Priorities for Bridge construction.

Chief Engineer,
HQ. N° 3 District.
Tel: 3 Dist. Exchange
Extn N° 92
Ref N° CE 4001/3
29 February 44

Lt. W.R. Gentry,
ACC Liaison Officer.

1. The first priority list for Bridge Construction by the Italian Roads Organisation is enclosed. All bridges must be Class 7C and the designs submitted for approval when available.

2. It is suggested that dates for the completion of designs be fixed and the AASS asked to submit a prepared works programme.

3. Any difficulties regarding labour, transport, plant or materials should be raised at an early date, together with any observations upon sites.

4. Subject to the sites being suitable for expeditious construction, those which release Bailey Bridge Equipment should receive prior consideration but each site will be considered in detail before a final decision.

Brigadier Chief Engr.

Priorities for Bridge construction by Italian Roads Organisation.

Road	Location Of Brdg	MR Temp.	or Per.	Remarks
Naples+Salerno-Langonegro.	Cava	602326	?	To replace BB Policy to be decided.

Salerno- Avellino	Per.	Design approved
B. Sele	860110	"
Auletta	208175	"
Fratti	658338	"
		" " Design approved

Avellino	658410	"	Weak temporary Bridge
----------	--------	---	-----------------------

Naples-Avellino-Ariano	Grottoleminarda	684770	"	To replace BB
				Had diversion.

1. The first priority list for Bridge Construction by the Italian Roads Organisation is enclosed. All bridges must be Class 70 and the designs submitted for approval when available.

2. It is suggested that dates for the completion of designs be fixed and the AASS asked to submit a prepared works programme.

3. Any difficulties regarding labour, transport, plant or materials should be raised at an early date, together with any observations upon sites.

4. Subject to the sites being suitable for expeditious construction, those which release Valley Bridge Equipment should receive prior consideration but each site will be considered in detail before a final decision.

Brigadier Chief Engr.

Priorities for Bridge construction by Italian Roads Organisation.

Road	Location Of Brdg	MR Temp.or Per.	Remarks
Naples+Salerno-Langonegro.	Cava	602326	? To replace BB Policy to be decided.
Salerno- Avellino	R. Jele	860110	Per. Design approved
	Auletta	208175	" To replace BB
	Pratti	658338	" " " Design approved 3391
	Avellino	658410	" Weak temporary Bridge
Naples-Avellino-Ariano	Grottaferrata	884770	" To replace BB Bad diversion.
Montesarchio-Benevento	"	710659	" Unsatisfactory diversion " " "
	"	910810	" " " " " " "
	"	595731	" To replace BB " " " " " " "
	"	598747	" " " " " " "
	"	625786	" " " " " " "

Important

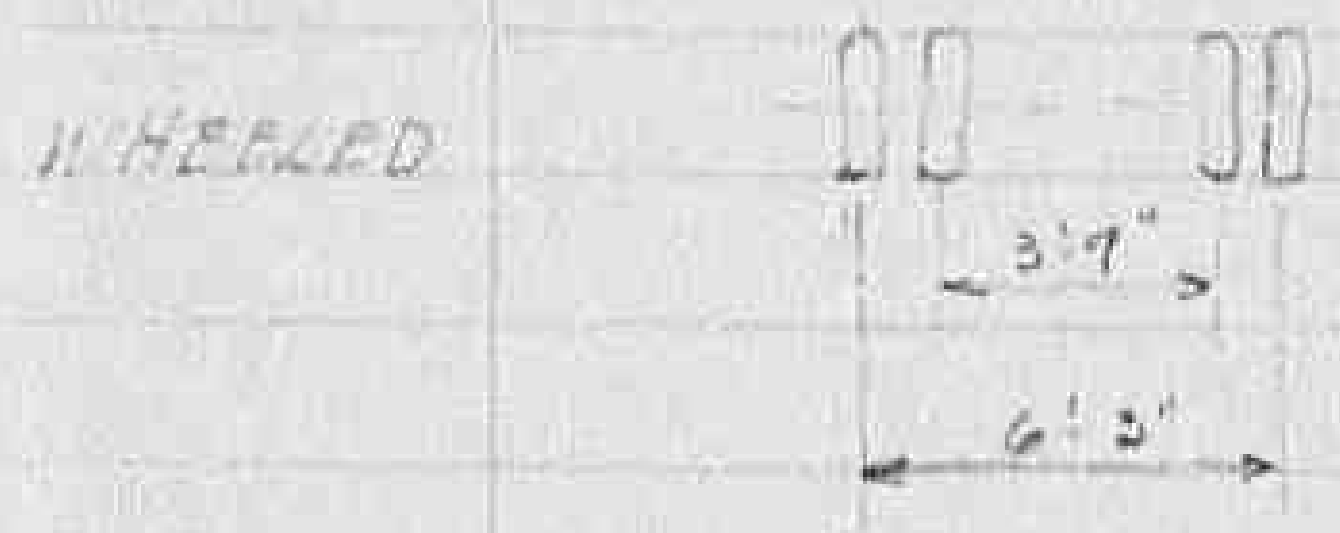
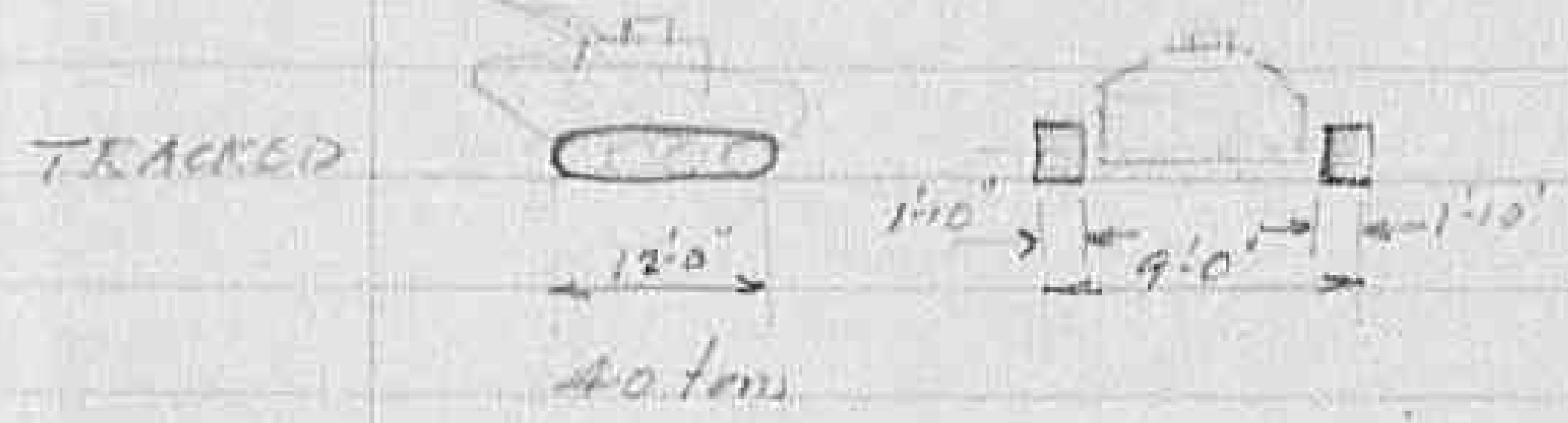
EBF
file #
5
11/2/44

To Lt. Col. V.S. Thompson

From E. B.F.

Subject: BRIDGE LOADINGS.

Herewith is a diagram of a Class 40 Load.



Max Load 12.5 tons per axle.
25. tons on 2 Axles
4'-0" cts.

Max load per tire 6.25 tons

File Bridge file 4

HEADQUARTERS
ALLIED CONTROL COMMISSION
HIGHWAY DIVISION ARMY AREA

March 3 1944.

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

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

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

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

Pompei - Salerno.

Cancello - Arienzo.

Naples - Avellino especially at Baiano.

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

VST/fr

V.E. THOMPSON
Lt. Col. ROE.
PW&U Sub-Com., AGC.

3389

HEADQUARTERS
ALLIED CONTROL COMMISSION
HIGHWAY DIVISION ARMY AREA

March 3 1944.

SUBJECT: Report on Bridges Monteseprich-Renevento Road.

M.R. 598731

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

M.R. 598740

Temporary diversion built by Army. No work started on site of destroyed bridge.

Italians making new diversion. Their diversion requires timber bridge which they have started and have already built stone piers. As their design will not carry Army traffic I have stopped their work and ordered start of permanent bridge for which contract has already been let to Giacomo Meraldo.

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

M.R. 598747

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

Contractor is Tucci (not Touchy) Has design of bridges been approved by D.C.B.B.?

M.R. 605762

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

M.R. 625786

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

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

Design but has price 3388

Design for bridge 5 piers design

Short piers and

the contract has apparently already been let by Mancini. AGS
Gasserta, to Giacomo Meroldo. We shall push this project with him.

M.A. 598740

Temporary diversion built by Army. No work started
on site of destroyed bridge.

Italians making new diversion on opposite side of destroyed
bridge to Army diversion. Their diversion requires timber bridge
which they have started and have already built stone piers. As
their design will not carry Army traffic I have stopped their
work and ordered start of permanent bridge for which contract has
already been let to Giacomo Meroldo.

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

M.A. 598747

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

Contractor is Tuoci (not Touchy) Has design of bridges
been approved by D.O.B.B. ? *Replaces Bridge & propose design*

M.A. 602762

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

M.A. 625786

Italians have already built a light wooden bridge here
on site of old spans, useless for Army traffic. D.S.B.B. on Army
diversion. *Design let for piers 3388*

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

Renewento-Avellino Road. M.A. 716659 PRATOLA.

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

VST/Er.

V.S. THOMPSON

Lt: Col. HCE.

PAU. Sub-Com., AGC.

HEADQUARTERS
ALLIED MILITARY GOVERNMENT (DSF)
PALACE OF JUSTICE
SALERNO

Subject:- Bridge at Cuva.

To:- Lt. Col. L. A. JERRY
P. M. & M. Sub Comm /CS,
AMS. Hq. Provenza Building,
Naples.

I have interviewed Capt Woods of 11 C.R.E. (Roads) at 94 Sub Area today. He has submitted a report to Brig. Dixon, Chief Engr, 2nd District at Bari, on proposed reconstruction of Cuva Bridge.

There are two alternatives at present:

- (1) Temporary reconstruction with steel beams resting on new center masonry pier. Estimated time 4 months.

This can be carried out without serious interruption of traffic, by sliding Bailey Bridges sideways and building new structure in two halves. The center masonry pier is the chief objection due to bad foundation and height of proposed pier.

- (2) Permanent reconstruction of masonry arch by A.A.S.S.; The latter have been asked to submit a plan and estimated time for this. Letter written by Brig. Dixon dated 31st Dec 43 to A.A.S.S. Caserta. Reply not yet received.

After consideration of the above and discussion with Capt Wood, I suggested a third alternative:-

That a through truss bridge be built of either steel, concrete, or timber, depending on material available. The trusses could be easily placed on either side of present Bailey trusses without interference to traffic, and decking need present no difficulty. If necessary Bailey Bridge can be jacked up to provide more clearance, when placing new deck below.

The length of span, about 75' 0", is ideal for such construction, the high center pier is eliminated and the only masonry reconstruction required is the building up of the present piers from the springing to the deck line to take vertical reactions. This can be done without interfering with traffic.

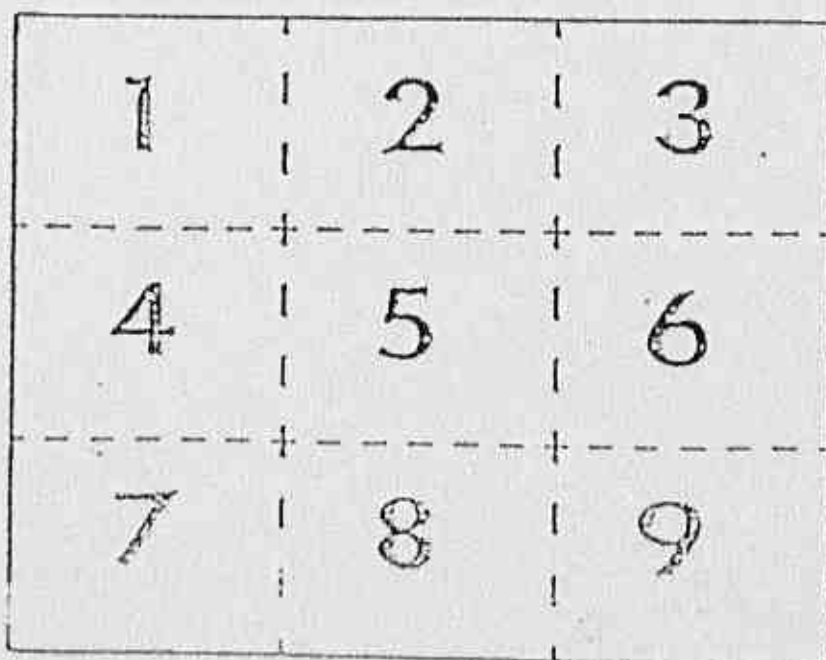
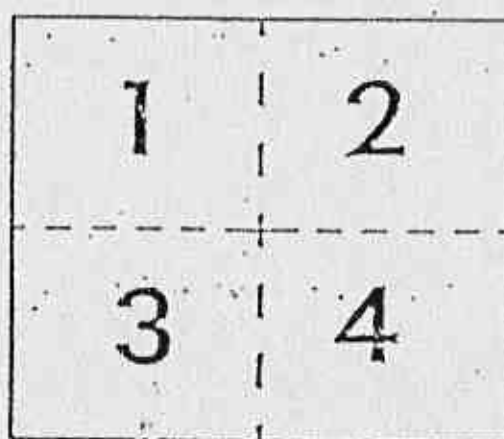
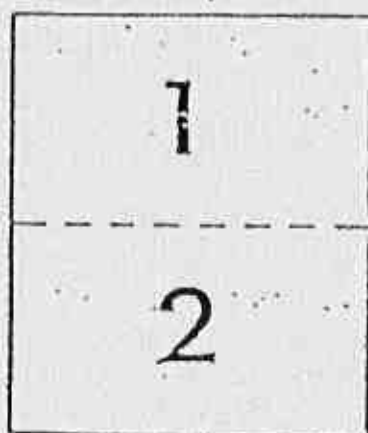
I suggest that A.A.S.S. at Caserta be contacted to determine how they propose to tackle the job, but strongly recommend that ~~the~~ bridge plan be brought to their attention.

In the Field,
VST/AP.

V. S. THOMPSON,
Lt. Colonel, R.A.

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.

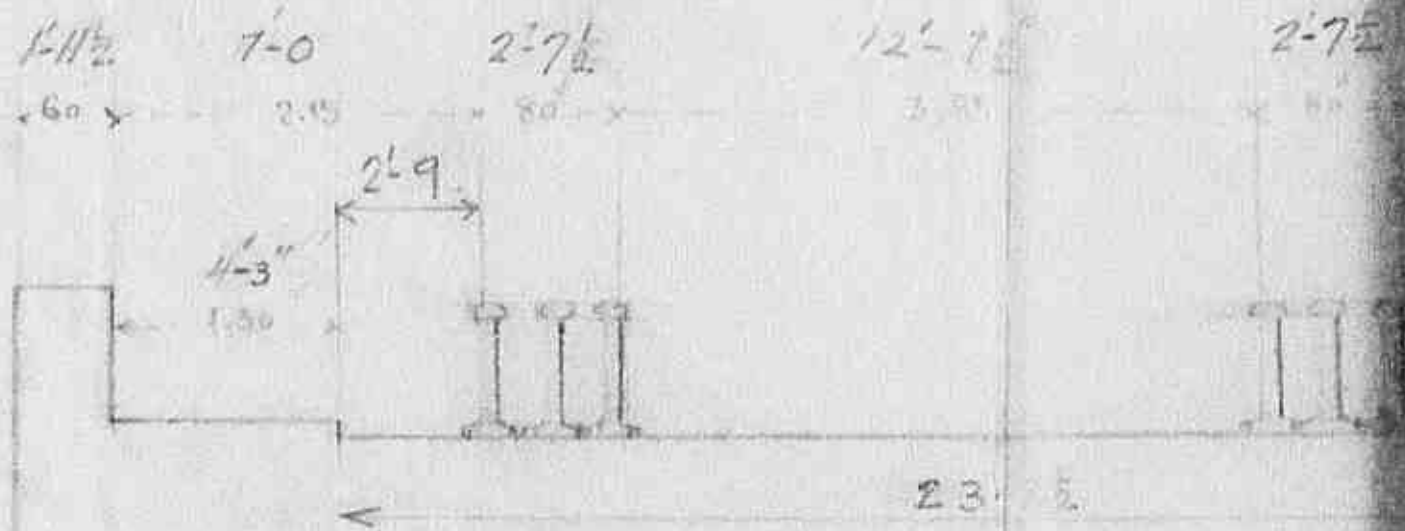
SEE DIAGRAMS BELOW.



06731

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

file 2



3385

06741

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

785019

12-7

2-7 $\frac{1}{2}$

10-6"

1-11 $\frac{1}{2}$

2-10

7.8"

2.3

3380

0675

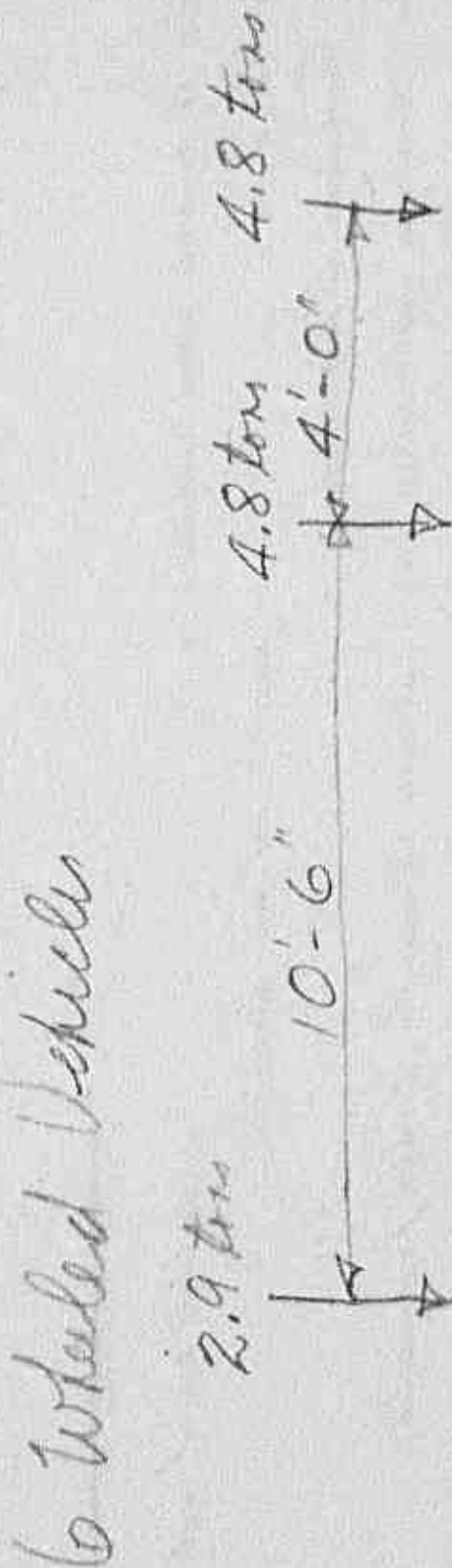
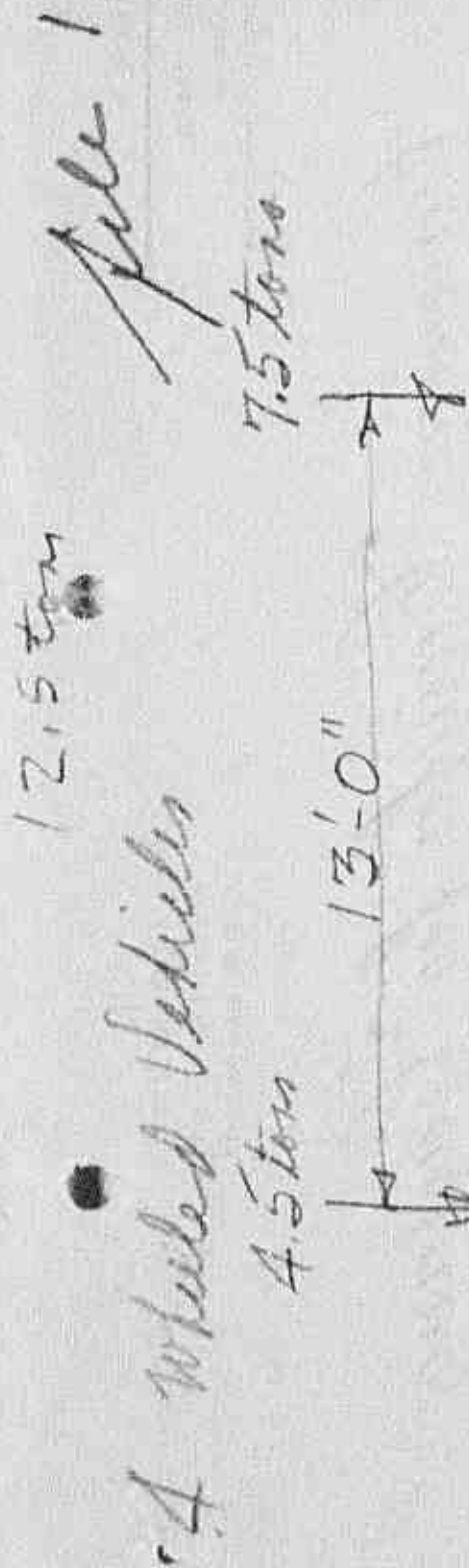
Declassified E.O. 12356 Section 3.3/NND No. 785019

12 1:50

0876

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

33802

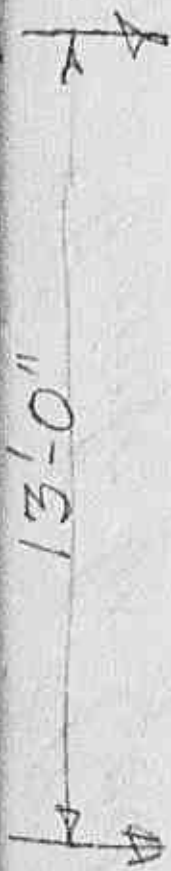


Total E U D D L in tons @ 40'0" span 29.1

Above for Class 12 Bridge

Max BM (34 tons)	Max Shear at abutments	3384
134 (40')	15 tons	

6 Wheeled Vehicles



2.9 tons

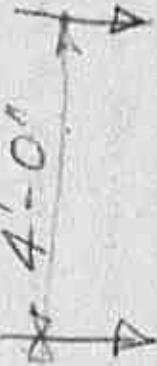


10'-6"

4.8 tons

4'-0"

4.8 tons



Total E U D D L in tons @ 40' c Span 29.1

Above for Class 12 Bridge

Max BM
(34 zone)

134 (40')

max shear
at abutments

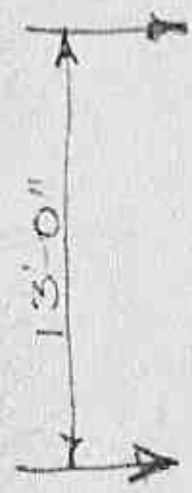
15 tons

3384

7,500 lbs

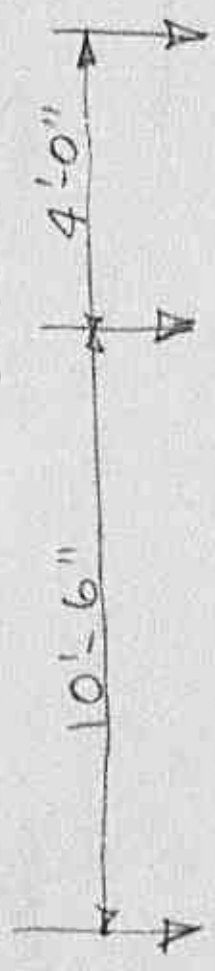
4 wheeled Vehicles

20" Tires	3 tons	5 tons
9" Sires	2.5 "	4 "



6 wheeled Vehicles

3 tons	3.5 tons	3.5 tons
--------	----------	----------

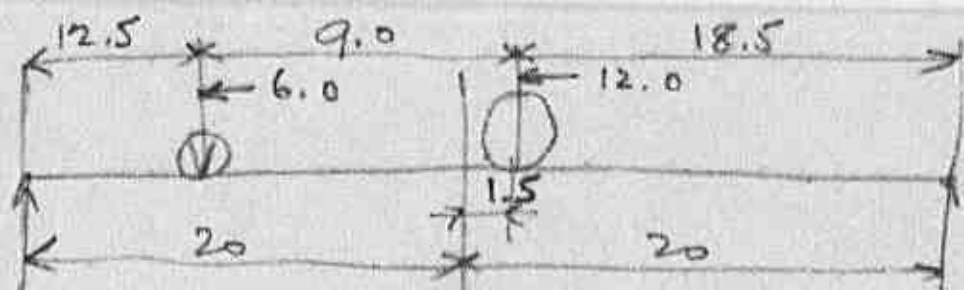


Total E.U.D.D.L in tons @ 40' Span
23.4

Above for Class 9 Bridge 3383

max Shear at about 12.0 tons

max BM 8 tons



$$R_2 = \frac{6 \times 12.5 + 12 \times 21.5}{40} = 8.3$$

$$R_1 = 9.7$$

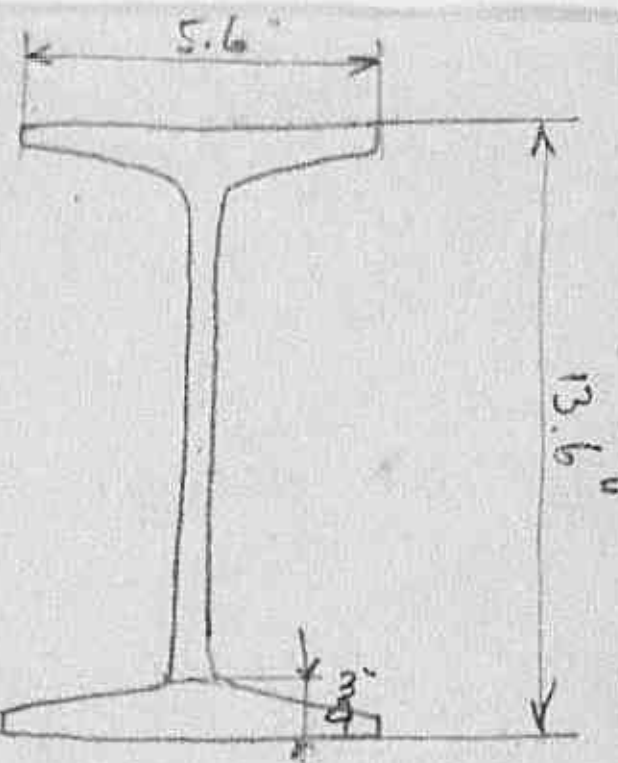
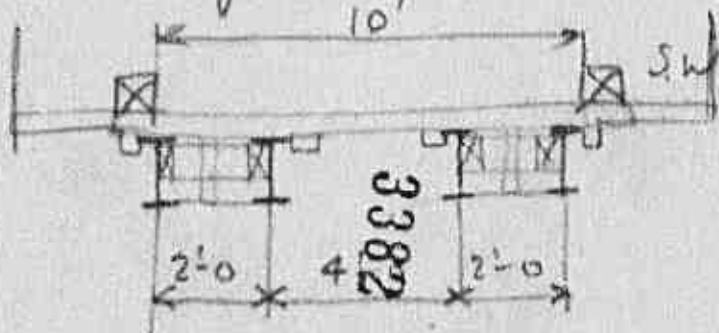
$$L.L.M. = 8.3 \times 18.5 = 153.6 \text{ K}$$

imp. 30% 51.2

$$D.L.M. = 0.5 \times \frac{40^2}{8} = \frac{100.0}{305.1 \text{ K}}$$

$$f = \frac{305 \times 12^3}{43 \times 4} = 21.3 \text{ K}/\square$$

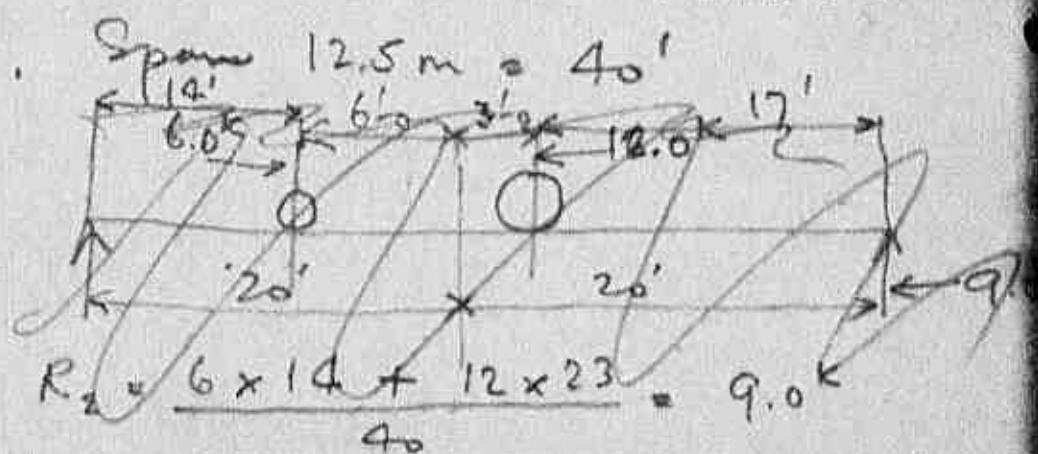
above for 9 Ton vehicle.



$$\text{Area of flange} = \frac{9}{16} \times 5.6 = .565$$

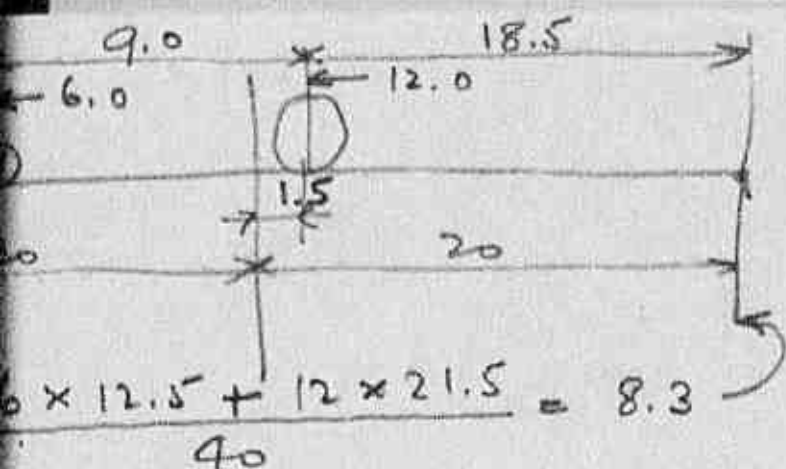
2815
3378
3.1528

$$S = 3.15 \times 13.6 = 42.8 \text{ in}^3$$



$$R_2 = \frac{6 \times 14 + 12 \times 23}{40} = 9.0$$

$$\text{Note } 13 \times 5 \text{ B50 @ } 35^{\circ} = 43.6$$



$$8.3 \times 18.5 = 153.6 \text{ IK}$$

$$p. 30\%$$

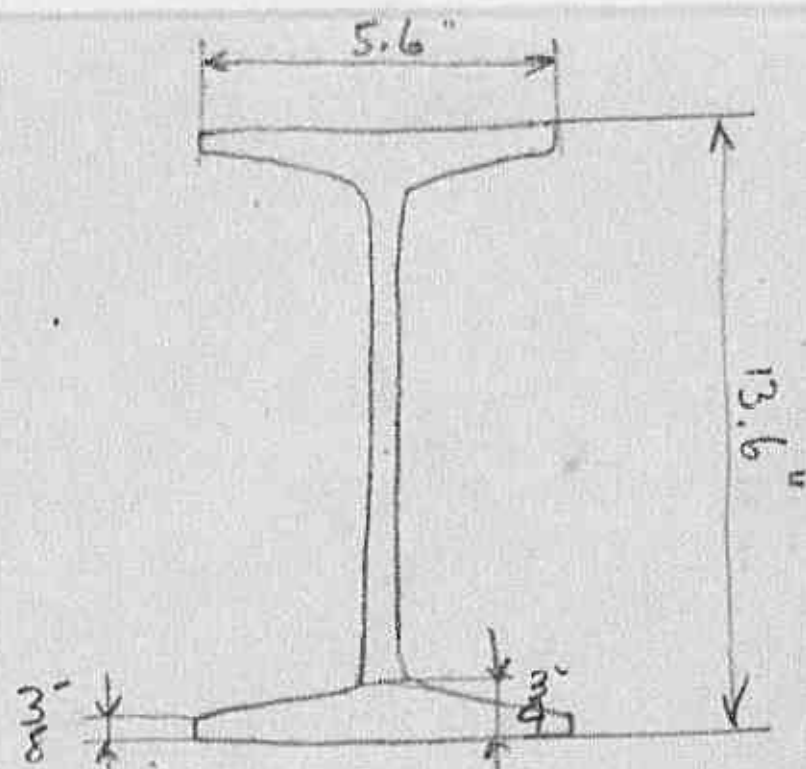
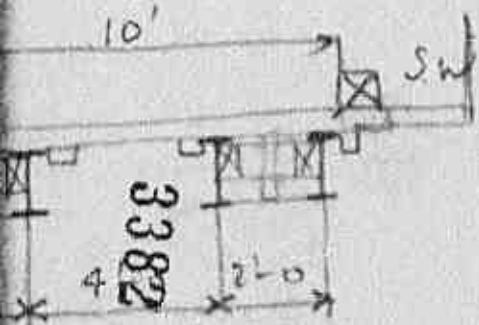
$$51.2$$

$$0.5 \times 40^2 = \frac{100.0}{8} = 12.5$$

$$305.1 \text{ IK}$$

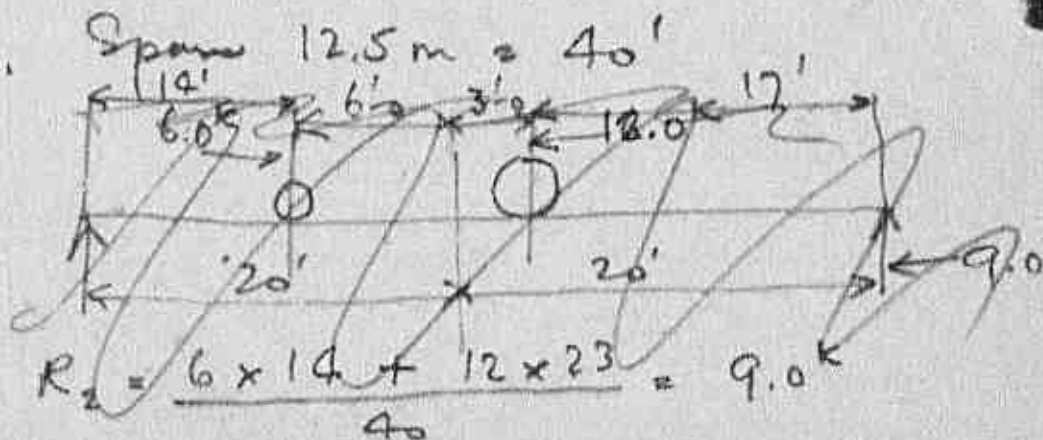
$$\frac{305 \times 12^3}{43 \times 4} = 21.3 \text{ K/} \square$$

or 9 Ton vehicle.



$$\frac{2815}{3378} = 3.1528 \square$$

$$S = 3.15 \times 13.6 = 42.8 \text{ in}^3$$



Note 13x5 B50 @ 35" = 43.6.

Report as of 1700 hrs. Sat. Dec 18.

Palace of Justice Progress according to plan with repairs. Water problem probably solved. Proof on Monday.

Blackouts. Report later.

Navy Bldg

Recommend addition tables added to existing facilities but no baths.

Baths can be obtained in town.

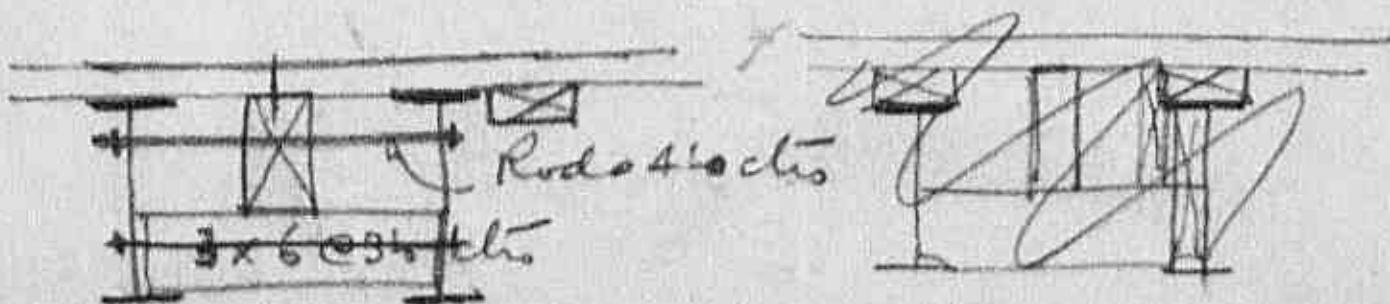
Suggest letting contract for addition tables on Monday.

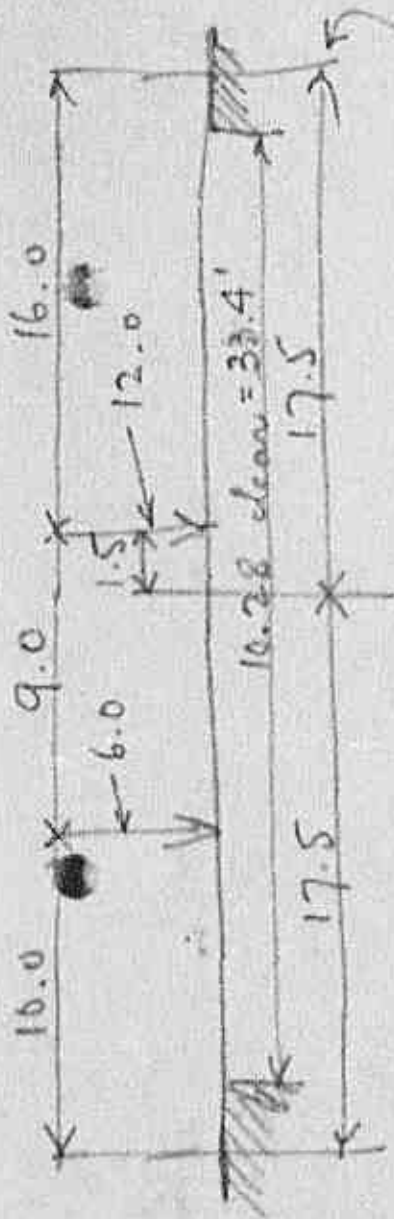
Villa Margherita

Am. letting contract for repairs after removal of U.X. mortar bomb by bomb disposal people on Sunday. Time of completion - 8 days.

No electricity up here but am told can be repaired. Suggest Major Renter investigate.

Bridges One will be completed 23 Dec $\pm$. This will open up road to villas. 2 others can be started but are not vital.





$$R_2 = \frac{6 \times 10 + 12 \times 19}{35} = 8.2$$

$$R_1 = 9.8$$

$$L.L.M. = 8.2 \times 16 =$$

imp.

$$D.L.M. = 0.7 \times \frac{35^2}{8} =$$

$$f = \frac{282 \times 12^3}{43 \times 4} = 19.7 \text{ K/ft.}$$

or without impact.

$$\begin{array}{r} 131.0 \\ 107.0 \\ \hline 238.0 \end{array}$$

$$19.7 \times \frac{238}{282} = 16.6 \text{ K/ft.}$$

$$3381$$

$$\begin{array}{r} \text{Max. BM (Class 12)} = 134 \times \frac{35^2}{40} = 103 \text{ ft.} \\ 103 \times 2.24 = 115.1 \text{ K} \end{array}$$

$$L.L.M. = 82 \times 16 =$$

imp.

$$D.L.M. = 0.7 \times \frac{35^2}{8} =$$

$$f = \frac{282 \times 12^3}{43 \times 4} = 19.7 \text{ K/D.}$$

or without impact.

$$19.7 \times \frac{238}{282} = 16.6 \text{ K/D.}$$

3381

$$\frac{131.0}{107.0} = 238.0$$

$$\text{Max. BM (Class 12)} = 134 \times \frac{35^2}{40} = 103 \text{ K/D.}$$

$$103 \times \frac{2.24}{2} = 115.1 \text{ K}$$

$$\text{Bearing } 180 \text{ D.}$$

$$180 \times 0.5 = 90 \text{ K.}$$

$$115.0$$

$$23.0$$

$$\frac{107.0}{245.1 \text{ K}}$$

$$= 17.0 \text{ K/D.}$$

$$\frac{34.0 \text{ K}}{17.0 \text{ K}} = 15 \text{ Tons}$$

$$\text{O.K. Class 12}$$

$$\frac{5.5 \times 12}{1.66 \text{ E3}}$$

$$\frac{46.0}{4} = 11.5$$

$$f = \frac{245 \times 12^3}{43 \times 4}$$

Max. BM

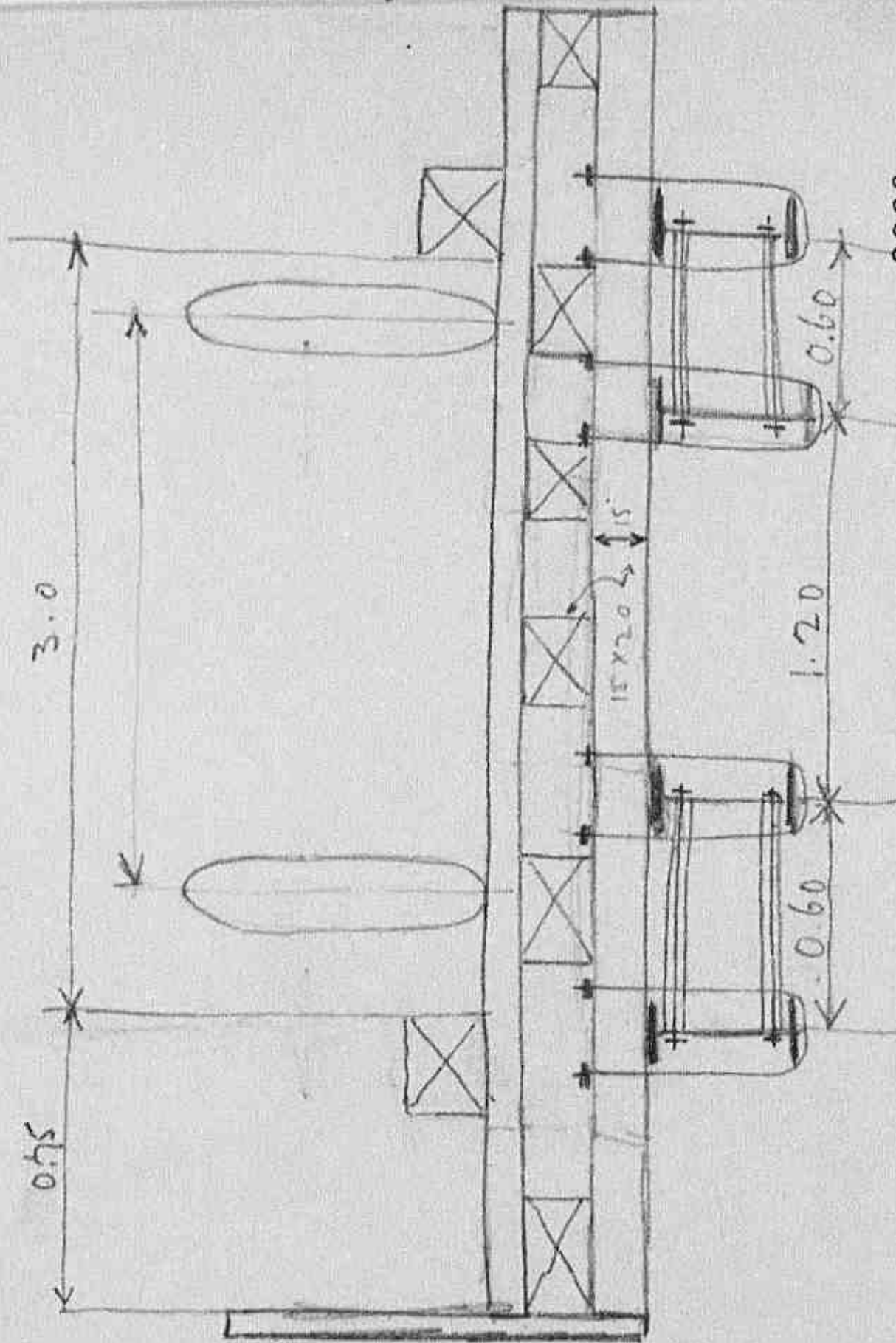
L.L.

0653

Declassified E.O. 12356 Section 3.3/NND

No.

785019



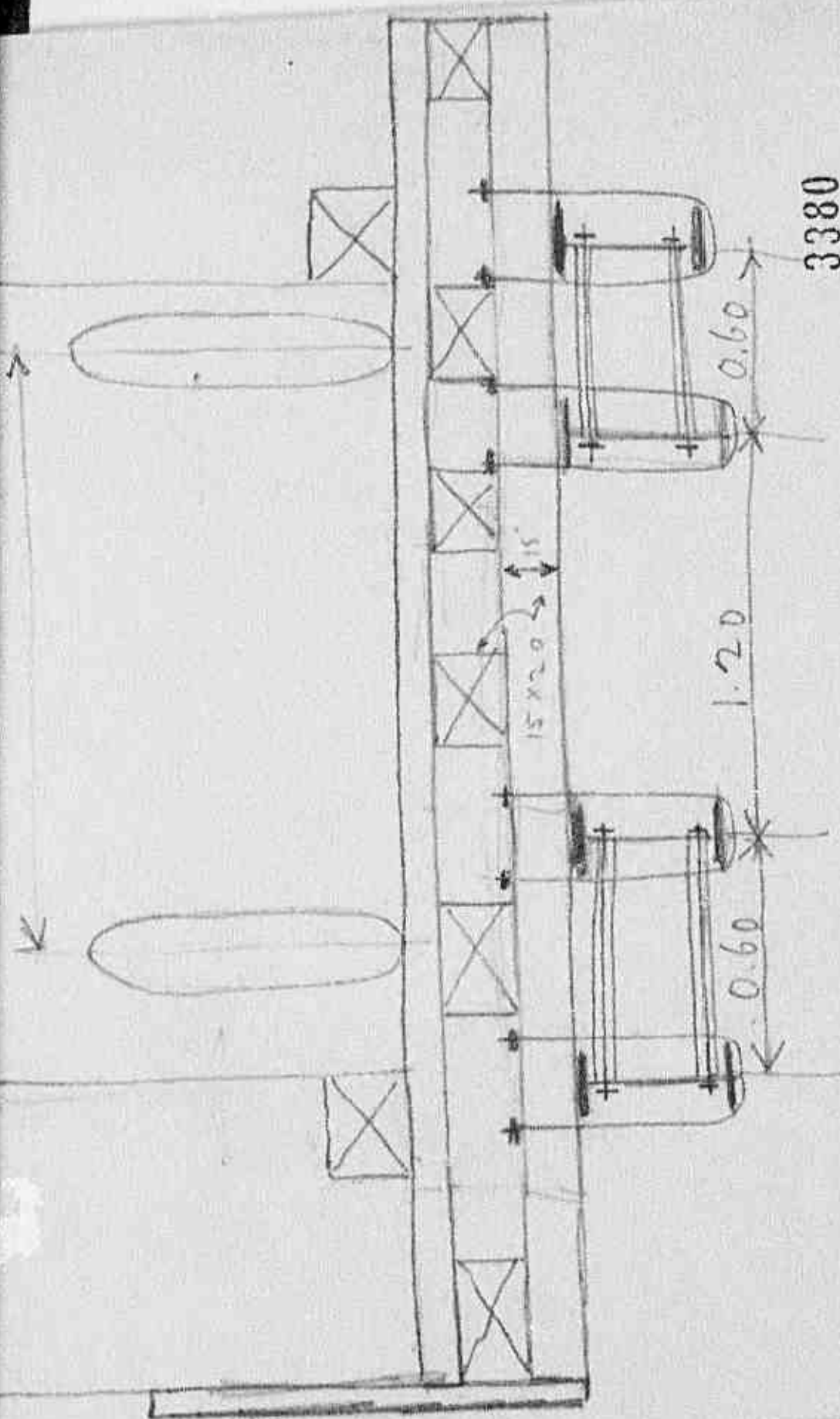
3380

250 * / ft.

140
100
25
25

100

D.L. Steel say
Chases 3"
longitudinals
transverse
Ribs
Hd rail etc



D.L. Steel say
 Chassis 3"
 longitudinal
 transverse
 Ribs
 11 rail ch

250 * / ft.
 140
 100
 100
 25
 25
640 say 700

3380

Alternative #1

Move B.B. to Rt. (wide S.W.) and build
new houses in proper location.

This involves raising B.B. and providing diversion.

Alternative #2

Move B.B. to left. up against curb.

Easy to move but requires new structures
to be ^{partially} on S.W. with diversion and
another move after removal of B.B.

Autostroda Bridge

1. Detailed drawings for timber structure. Approved.
2. Estimates and quantities of materials required.
3. ^{Existing} Designs for Class 40 loads.
- 4.

0 6 8 9 |