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

ACC 078/L-U/6/PWU

10000/150/257

HIGHWAY
NOV. 1944

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

10000/150/257

HIGHWAYS & BRIDGES, LAZIO - UMBRIA
NOV. 1944 – MAR. 1945

HIGHWAYS & BRIDGES LAZIO-UMBRIA

7 NOV 44

29 MAR 45

078/L-0/6/PWD - HIGHWAYS & BRIDGES

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

DGES

10000 /150/257

THIS FOLDER
CONTAINS PAPERS
FROM Nov 44
TO MARCH 45
CATALOGUE-

-078/L-U/6/PWU-

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

No	Date	Ref	From	Subject
38	CEng 3 Dist CMF	CE 4513	29-11-44	Excavation at Km 81+400 Route 6
39	Eng Chief PBS		2-12-44	Route 1 & 7
40	Min of P.W	5398	9-12-44	Route 7 Reconstruction of Brgs requiring steel trusses
41	Reg Eng L-U	R4 Eng 509	11-12-44	Report on works Route 1-61
42		0748-L-U6	15-12-44	" " Routes 1 and 7
43	Asst Secty	R4 Eng 509	9-12-44	Bridge excavation at Km 81+462. Route 6
44	Reg Eng L-U	R4 Eng 509	8-12-44	Route 7. Report Bridge 81.462
45	Maj Hyland	0748-L-U6	30-11-44	Maintenance of Route 3 from Rome to Km 69
46	3 Dist	R 125	3-11-44	Request for special maintenance of Route 6
47	52 CRE MFS1	37-3932	6-11-44	Reconstruction of Bridges and culverts
48	Maj Hyland Asst Engr	0748-L-U6 PW	26-12-44	Report on road and damaged bridges on Route 1 from Rome to Km 110
49	" " "	" "	26-12-44	" " bridges and culverts Route 1 - Km 151.3
50	R.	0748-L-U6 PW	29-12-44	Route 5 mile Bridge MR 6603240
51		" " "	"	Military Highways
52		" " "	30-12-44	" " Report on Route 1
53	P.B.S	NR	26-12-44	Repairs to Route 7
54	Min of P.W.	22/Sec 3	3-1-45	Bridge report on Route 6
55	" " "	23/Sec W.	3-1-45	Roadway report on Route 7
56		0748-L-U6	3-1-45	Route 7 Report #1
57		" "	5-1-45	Route 6
58	CE 3 Dist	CE 4510	24-12-44	Reconstruction Pastina Road Route 6 Km 139-270
59	Min of P.W	64/8/COS	2-1-45	Route 6 - Reconstruction of Bridges
60	" " "	64	6-1-45	Report on Route 7. #2
61	" " "	294/Sec W	15-1-45	" " " " #3
62	Reg Eng L-U	R4 Eng 509	3-1-45	Route 3 Km 66+395 Bridge
63		0748-L-U6 PW	19-1-45	Military Highways. P.B.S.
64	574 Eng. G.S.R.	N.R.	15.1.45	Repairs and Maintenance Work on Route 7.
65	Reg Eng L-U	N.R.	19.1.45	Inspection of Route 7 from Rome to Civitavecchia
66	Lt. C. Fordham	N.R.		

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

49	" " "	" "	26-12-44	" " bridges and culvert. Route 1 - Km 151·3
50	R	078/L-U/6	29-12-44	Route Final Bridge MR 9803240
51		" " " "	"	Military Highways
52		" " "	30-12-44	" " " Report on Route 1
53	P.B.S	NR	25-12-44	Returns to Route 4
54	Min of P.W.	22 Sec 3	3-1-45	Bridge report on Route 6
55	" " "	23 Sec IV	3-1-45	Road Maintenance report on Route 4
56		078/L-U/6	3-1-45	Route 4 Report #1
57		" "	5-1-45	Route 6
58	CE 3 Dist	CE 45/10	27-12-44	Reconstruction of Fortino Road Route 5 Km 139-2/61
59	Min of P.W	64 & 065	2-1-45	Route 6 - Reconstruction of Bridges
60	" " "	64	6-1-45	Report on Route 4. #2
61	" " "	294 Sec IV	5-1-45	" " " " #3
62	Reg Eng L-U	R4/Eng/509	17-1-45	Route 3. Km 66+395 Bridge
63		078/L-U/6 Pt II	19-1-45	Military Highways. P.B.S.
64	357 Eng. G.S.R.	N.R.	15.1.45	Repair and Maintenance Work on Route 7.
65	Reg Eng L-U	N.R.	19.1.45	Inspection of Route 7 from Rome to Cisterna
66	Col. E. Findlay	N.R.	27.12.44	Letter for Col. Fletcher 134
67	Prov. Adv. Tech. Of Rome	N.R	12.12.44	Tivoli Terme - S. Angelo Road
68	Maj. Hyland	078/L-U/6		Maintenance Route 7 from Rome to Cisterna
69	Reg. Eng. LU	R4/ENG/509	8.2.45	Bridge Route 85 Km 4013
70	" " "	R4/ENG/509	13-2-45	Military Roads
71	Min. of P.W	906/SE2/IV	8.2.45	Route 6 report on Route 7
72	" " "	659/SE2/IV	29.1.45	Report on route 2
73	" " "	1063/SE2/IV	13.2.45	" " " 7
74	Reg Eng L U	R4/ENG/509	24.2.45	Bridge Project Route 4
75	" " "	R4/ENG/509	18.2.45	Road Maintenance n° 1 Section
76	" " "	R4/ENG/509	3.3.45	Road Repairs Route 3 Km 6 to 25

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

N°	Date	Reference	From	Subject
1	7-11-44	CE4513	CE3 Dist.	Culvert Reconstruction Route 6
2	7-11-44	R4/Eng/509.6	Reg.Eng.L-U	Culverts Route 6
3	25-11-44	R4/Eng/509.1	" " "	Bridge Route 1
4	16-10-44	R4/Eng/509.7 509.1	" " "	Highway Route 7 and 1
5	19-10-44	R4/Eng/509.1	" " "	Road mainte nance
6	2-11-44	R4/Eng/509.3P	" " "	Bridge on Tusculana Road
7	3-11-44	R4/Eng/509.7	" " "	Roads report
8	11-11-44	82CRE(W)	C.E.3 Dist.	Culvert reconstruction Route 6
9	10-11-44	DSB/mvd	Eng.Off.P.BS	Highway L-U Region
10	8-11-44	6/15/W	H.Q.82CRE (W) CMF	State telegraph cable Route 6
11	8-11-44	CRE/7/5	CRE84 Wks.	Route 2
12	9-11-44	LO/CE/1/18	AC.LO 1 Dist	Reconstruction of bridges and Culvert and 71 Sub-Area
13	15-11-44	078/L-U/6		Bridges - Route 1
14	27-10-44	G/12	A.A.I.	Route 71
15	3-11-44	CAS/43	A.C. CAS	Route 71
16	2-11-44	R4/Eng/103.12	Reg.Eng.L-U	Bridge 49-Road Ciprano - Faldatevia
17	21-10-44	R4/Eng/400	" " "	Military Highways
18	16-11-44	078/L-U/6		Detour Genzano Route 7
19	3-11-44	R4/Eng/509.6	Reg.Eng. L-U	Bridges Route 6
20	17-11-44	078/L-U/6		" " 6
21	18-11-44	078/PWU	Col.L.A.Jenny	Detour Route 7 near Genzano
22	17-11-44	N.R.	345 Engrs Gen.Ser.Rgt	Assigument of works to contractors
23	17-11-44	R4/Eng/509.7	Reg.Eng.L-U	Road repairs Route 7
24	17-11-44	078/L-U/6		Transfer of juridiction of Route 7 from Lazio to South Reg.
25	21-11-44	"		Route 1
26	21-11-44	"		Route 7 Km/ 96 to Km. 97
27	24-11-44	"		Route 7
28	27-11-44	"		Road report Route 4

1590

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11	8-11-44	CRE/1/5	CRE84 Wks.	Route 2
12	9-11-44	LO/CE/1/18	AC.LO 1 Dist	Reconstruction of bridges and Culvert
13	15-11-44	078/L-U/6		and 71 Sub-Area Bridges - Route 1
14	27-10-44	G/12	A.A.I.	Route 71
15	3-11-44	CAS/43	A.C. CAS	Route 71
16	2-11-44	R4/Eng/103.12	Reg.Eng.L-U	Bridge 49-Road Ciprano - Faldatevia
17	21-10-44	R4/Eng/400	" " "	Military Highways
18	16-11-44	078/L-U/6		Detour Genzano Route 7
19	3-11-44	R4/Eng/509.6	Reg.Eng. L-U	Bridges Route 6
20	17-11-44	078/L-U/6		" " 6
21	18-11-44	078/PWU	Col.L.A.Jenny	Detour Route 7 near Genzano
22	17-11-44	N.R.	345 Engrs Gen.Ser.Rgt	Assigument of works to contractors
23	17-11-44	R4/Eng/509.7	Reg.Eng.L-U	Road repairs Route 7
24	17-11-44	078/L-U/6		Transfer of juridiction of Route 7 from Lazio to South Reg.
25	21-11-44	"		Route 1
26	21-11-44	"		Route 7 Km/ 96 to Km. 97
27	24-11-44	"		Route 7
28	27-11-44	"		Road report Route 4 1593
29	27-11-44	"	HQ.AF.Eng.Sec	Condition Route 7
30	2-12-44	"		Route 7
31	18-11-44	R4/Eng/103-187	" Reg.Eng.LU	Perugia Prov.Reconstruction of bridges
32	2+&2-44	N.R.	CoL.Jenny	Bridge design
33	20-11-44	R4/Eng/509	Reg.Eng.L-U	Routes maintenance
34	6-12-44	078/L-U/6		Bridge Route 3 Km. 99
35	6-12-44	078/L-U/6	Maj.Hyland	Report on Route 7
36	7-12-44	"		Route 6 - Bridge 81 - 462
37	4-12-44	5306 Sec.III	Genio Civile	Statal Road 6.Reconstruction of Brgs actually requiring metal.
38	29-11-44	CE 4513	CE -3 Dist.	Excavation at Km. 81+400 Route 6

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

No	~~Date~~ From	~~To~~	~~From~~ Date	Subject
77	Reg Eng LV	R4/ENG/509	29.2.45	Transmission of copies of letters.
78	" " "	R4/ENG/509	5.3.45	Military Roads
79	" " "	" "	6.3.45	Military Roads.
80	" " "	R4/ENG/509	3.3.45	Military & State Roads (Lazio)
81	" " "	R4/ENG/509.6	29.3.45	Bridges Route 6 - Km 80+324 - 81+462

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

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

AJG/ep

6480

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

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO UMBRIA REGION
(Engineering Division)
APO 394

Col Thompson
81
5402 2/4

23 March 1945

TO : Genio Civile - Ufficio Speciale Viabilità Strade Statali- Via Nazzaro Sauro 10- Rome

SUBJECT : Bridges Route 6
Km. 80+327-81+462

REF. : A4/EM3/509.6

1. We are in receipt of a communication from Impresa Pantaleo with reference to a claim for "extras" in connection with the bridges at Km. 80+327 and Km. 81+462 on Route 6.

2. We have examined this claim and are of the opinion that it is just and reasonable and should be paid.

3. You are requested to prepare immediately a supplementary request for funds to cover the amounts stated and forward same to HQ. A.C. Public Works & Ut. Sub-Com. (Att: Lt.Col. Thompson) for approval.

4. The amounts in question are for the bridge at Km. 80+327 L. 52.617.80 and for the bridge at Km. 81+462 L. 66. 951.60.

5. Attached herewith are copies of the claims and details of the expenses involved for your information and action as indicated above. 1593

6. Please expedite.

W.R. GENTRY. CAPT. CHE
Regional Engineer.
Lazio Umbria Region.
For

Copy to:
HQ. AC. P.W.B Ut.
(Att: Lt.Col. Thompson)

RECEIVED
P.W. & U. S/C A.C
5 MAR 1945
078

G.de CEP/ab
63854

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO UMBRIA REGION
(Engineering Division)
APO 394

3 March 1945

TO : HQ. A.C. P.W.

SUBJECT : Military and State Roads (LAZIO)

IN REPLY QUOTE : R4/ENG/509

1) Enclosed are following four Statements prepared by Highway Section of work in hand in LAZIO which comprises all the Italian Government Territory. They are marked A B C D . Also attached is a copy of the report R4/ENG/509.C dated 27th Feb.

A. Is the data for Highways Section (LAZIO portion only) from which the monthly Statistical Tables are prepared for Monthly report.

B. Is summary of Military Roads and Civil State Roads shewing Total Work handled 499 million: 266 million completed and 232 million in hand.

C. Is detail of Military.

You will notice that there are now only 21 projects requested from Viabilità not received and these are recent requests. The 14 projects submitted for your approval are also recent. Attention is drawn to supplementary Request. This may arise through contract being above estimate or due to Caravita dated 16th August.

D. Is corresponding detail of civil projects.

2) Attention is drawn to following discrepancies between TABLE A & B, C, D.

(a) In Table A the 12 projects under Initiated were approved during month. - They are actually in hand also but will not be shewn so till next month.
12 plus 59 = 71 which agrees with In Hand in Table C. -The 14 value 75 million do NOT appear in Monthly report until

1592

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

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12 plus 59 = 71 which agrees with In Hand in Table C. -The 14 value 75 million do NOT appear in Monthly report until approved formally.

(b) In Table C. The 14 projects awaiting formal approval are also actually in hand and 14 + 71 + 21 = 106 in hand on Table B.-

(c) Table A shews only official approvals.
Table B shews the position as on ground with ascertained financial supplements. The difference represents accounting and lag in processing Emergency Military Projects.
The Viabilità Dept. has overtaken back work and I hope within a fortnight the lag will have disappeared.

(d) The lag started in early days and the changes in heads of this Viabilità department and volume of works prevented it being overtaken quickly.

./.

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

3) These Tables shew clearly the volume of work to be handed over.

4) Progress Reports shewing each project and its % progress are available in my office together with strip Maps for each Route shewing work in hand and Bridges Damaged, In hand, Completed and Maintenance contracts.

5) Your inspection is invited of the system devised by Capt. Gentry, Capt. Greene and their staff - before it is buried in archives.

Lt.Col.R.E.
Regional Engineer
Lazio Umbria Region AMG.

Enclosures: Report and ABCD

Copy to:
HQ.Region Lazio & Umbria

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

AJG/ph

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO-UMBRIA REGION
(Engineering Division)
APO 394

27th February 1945

TO : Regional Engineer,
Lazio-Umbria Region, AMG.

SUBJECT : Monthly Report
Highways

REF. : R4/ENG/509.C.

1. Herewith monthly report from this Dept for February submitted for your perusal and consideration.

2. Inspections.

During the month inspections were made of the following Roads:

Route	1	Route 71	2 bis
"	4	" 2	
"	7	" 3	

3. Detailed reconnaissance was completed for the reconditioning of Routes 71 Route 4 Route 2 bis.

4. Approval have been received for work projected on Route 2, 71, 4, 2 bis and contracts have been awarded for all work with the exception of Route 4 which is now for tender.

5. General.

Favourable progress has been made during the month with respect to the work in hand owing to better weather conditions and constant supervision by this dept. With the exception of Route 6 and Route 1 from Km. 41 + 5 all anticipated require-

1944

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

TO : Regional Engineer,
Lazio-Umbria Region, AMG.

SUBJECT : Monthly Report
Highways

REF. : R4/ENG/509.C.

1. Herewith monthly report from this Dept for February submitted for your perusal and consideration.

2. Inspections.

During the month inspections were made of the following Roads:

Route	1	Route	71	2 bis
"	4	"	2	
"	7	"	3	

3. Detailed reconnaissance was completed for the reconditioning of Routes 71 Route 4 Route 2 bis.

4. Approval have been received for work projected on Route 2, 71, 4, 2 bis and contracts have been awarded for all work with the exception of Route 4 which is now for tender.

5. General.

Favourable progress has been made during the month 1394 with respect to the work in hand owing to better weather conditions and constant supervision by this dept. With the exception of Route 6 and Route 1 from Km. 41 + 5 all anticipated requirements for the next three months have been foreseen and provided for. These two remaining highways will be completely resurveyed and put under contract within the next two weeks.

a) Bitumen

All our immediate requirements have been provided by PBS

P.T.O.

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or the appropriate British Work Section concerned but a shortage seems to be developing possibly from lack of shipments from overseas. Negotiations are in progress with Genio Civile to review the possibility of using asphalt from ABRUZZI and tar oil for road sealing operations if a shortage does develope.

The main difficulty in this regard is the lack of adequate transport by road or rail.

b) Finance.

A large proportion of outstanding projects have been forwarded from Genio Civile during the month and the AC's approved, thus making available sufficient funds to cover work in progress.

c) Tyres

The situation with regard to tyres is no better. Continued representations should be made to remedy this as it is felt it will have a grave effect upon our work program in the very near future. Many contractors will be forced to suspend operations owing to inability to use transport through lack of tyres.

6. With the foregoing exceptions no great problems present themselves and the general situation as it effects this dept may be regarded as satisfactory.

7. Attached with this report is the statistical summary for your consideration and approval.

W.R. GENTRY, Capt. CMP.
for Regional Engineer
Lazio-Umbria Region AMG.

1589

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

Form 254 . to 25/2/1945

A

S.IV — No. 309 -

LATO EDITION

EVENING POST.

SPECIFICAL BULLETIN

WEEKLY REPORT - from 25th January 1945
to 25th February 1945

1588

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

PART I. SCHEMES OF MILITARY PRIORITY

TYPE	INITIATED		IN HAND		COMPLETED	
	No.	COST	No.	COST	No.	COST
BATTERIES	9	33.970.000	48	58.040.000	15	28.488.000
ROADS	1	1.650.000	9	45.290.000	1	7.700.000
R.WALLS & PAR	2	1.150.000	2	2.140.000	3	1.050.000
TOTAL	12	36.770.000	59	105.330.000	19	32.138.000

PART II. SCHEMES OTHER THAN MILITARY REQ. SANCTION OF AC/R.

BUILDINGS	NIL	--	2	5.300.000	8	20.860.000
ROADS	NIL	--	NIL	--	1	2.090.000
R.WALL & PAR	NIL	--	NIL	--	2	1.740.000
TOTAL	NIL	--	2	8.300.000	11	24.690.000

PART III. OTHER THAN MIL. REQUIRING AC/ APPROVAL IN PRINCIPLE

BUILDINGS	NIL	--	1	500.000	8	3.320.000
ROADS	NIL	--	NIL		NIL	--
R.WALL & PAR	NIL	--	NIL		2	645.000
TOTAL	NIL	--	1	500.000	10	3.965.000
PART IV.		NIL				
GRAND TOTAL	12	36.770.000	62	114.330.000	40	60.823.000

1587

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

C

C

B

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

INITIATED	MILITARY		NON-MILITARY		TOTAL	
	No.	COST	No.	COST	No.	COST
BRIDGES	127	216.311.390	41	65.018.000	168	281.331.390
ROADS	47	184.158.850	15	24.020.000	62	208.178.850
Tunnels	12	4.340.000	7	5.105.000	19	9.445.000
TOTAL	186	404.812.240	63	94.143.000	249	498.955.240
CO PLETED						
BRIDGES	57	96.614.390	38	36.018.000	95	132.632.390
ROADS	20	83.765.000	15	24.020.000	35	107.785.000
Tunnels	3	1.040.000	7	5.105.000	10	6.145.000
TOTAL	80	181.359.390	60	65.143.000	140	266.502.390
IN HAND						
BRIDGES	70	119.699.000	3	2.000.000	73	121.699.000
ROADS	27	100.423.850	---	---	27	100.423.850
Tunnels	9	3.300.000	---	---	9	3.300.000
TOTAL	106	223.452.850	3	2.000.000	109	225.452.850

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

...NT	TOTAL			
COST		E.	COST	
65.018.000		168	281.331.390	
24.020.000		62	208.178.850	
5.105.000		19	7.065.500	
94.143.000		249	496.555.240	
56.018.000		95	158.632.190	
24.020.000		33	107.725.000	
5.105.000		19	6.148.000	
85.143.000		146	266.502.390	
9.000.000		73	124.699.000	
[illegible]		27	100.453.850	
[illegible]		9	3.300.000	
9.000.000		109	232.452.850	

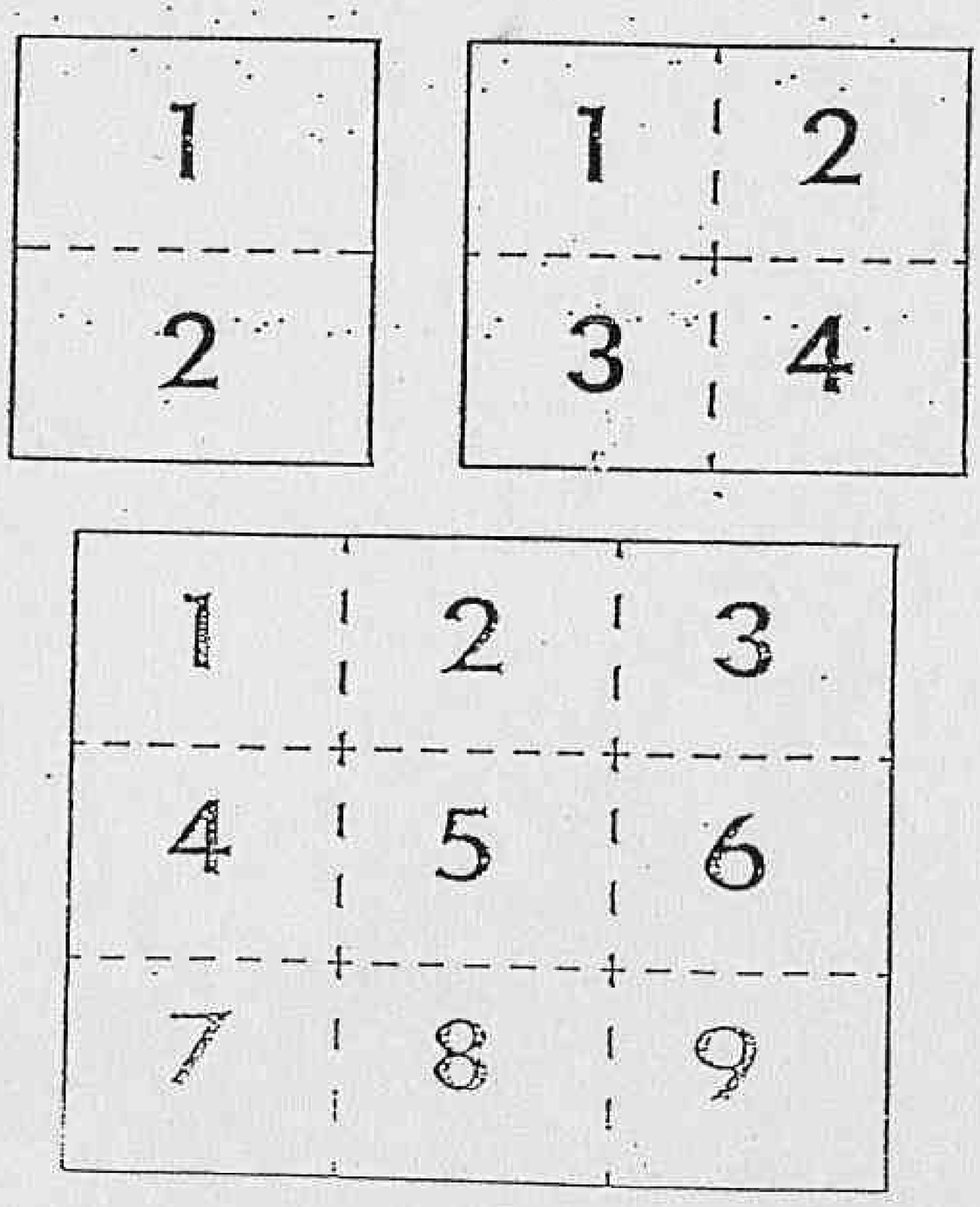
Declassified E.O. 12356 Section 3.3/NND No. 785019

C

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

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

SEE DIAGRAMS BELOW.



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

ZIG REGION (ONLY)

R4 - UNCLASSIFIED -

- NOT SAFE -

INITIATED

(allwoble headled by this office from "D"

MILITARY

TYPE	Approved by W/AC		Forwarded For Apv. and not yet returned		Requested to G.P. and not yet submitted		Supplementary Approved	Request Forwarded For A
	No.	Cost	No.	Cost	No.	Cost	Cost	Cost
BRIDGES	114	177.407.350=	8	24.791.000	5	?	11.927.000=	2.188.000=
ROADS	30	130.555.000=	6	50.038.000	11	?	3.065.850=	
R.WATERWAY	7	1.340.000	=		5	?		
TOTAL	151	317.301.350	14	74.829.000	21	?	14.992.850	2.188.000=

CONFIRMED NOTES

BRIDGES	57	85.427.350	NIL	NIL			11.187.000	
ROADS	20	83.705.000	NIL	NIL				
Waterways	3	1.040.000	NIL	NIL				
TOTAL	80	170.172.350	NIL				11.187.000	

IN HAND

BRIDGES	57	51.980.000	8	24.791.000	5	?	740.000=	2.188.000
ROADS	10	46.850.000	6	50.038.000	11	?	3.065.850=	

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

NA

STATISTICAL SUMMARY

From D day up to 26/2/1945

(Works handled by this office from "D" Day)

U.S. Bombs dropped	Bombs entry Request approved	Requests forwarded for approval	No.	TOTAL Cost
	11.927.000 lbs	2.180.000 lbs	127	216.313.390 lbs
	3.065.050 lbs	lbs	47	104.138.250 lbs
	lbs	lbs	12	4.340.000 lbs
	14.992.050	2.180.000 lbs	186	404.812.240 lbs (?)

COMPLETED WORKS

	11.187.000 lbs	lbs	57	96.614.390
	lbs	lbs	20	23.705.000
	lbs	lbs	3	1.040.000
	11.187.000	lbs	80	121.359.390

IN HAND

	740.000 lbs	2.180.000 lbs	70	115.659.000
	3.065.050 lbs	lbs	27	100.453.850

1584

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

COMPLETED WORKS

BRIDGES	57	85.427.390	XX	XX	XX	XX	XX	11.187.000	XX
ROADS	20	83.745.000	XX	XX	XX	XX	XX	XX	XX
Miscellaneous	3	1.046.000	XX	XX	XX	XX	XX	XX	XX
TOTAL	80	170.172.390	XX	XX	XX	XX	XX	11.187.000	XX

IN HAND

BRIDGES	57	31.500.000	8	24.791.000	5	?		740.000	2.118.000
ROADS	10	46.050.000	6	50.538.000	11	?		3.065.250	
Misc.II	4	3.300.000	XX	XX	5	?			XX
TOTAL	71	142.136.000	14	75.329.000	21	?		3.805.250	2.118.000

(1) Including I. 2.450.000 for emergency work - (2) Except, amount of projects not yet submitted b

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

DELETED NOTES

11.187.000		57	96.614.390
		20	83.705.000
		3	1.040.000
11.187.000		30	181.359.390

IN HAND

740.000	2.142.000	70	119.699.000
3.065.850		27	100.453.850
		2	3.300.000
3.805.850	2.142.000	105	223.452.850

Amount of projects not yet submitted by G.C.

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

D

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

NON MILITARY

INITIATED

TYPE	Approved by A.[illegible]		Approved by M[illegible]		Forwarded For App.		Reg. to G.C.		Supplementary Approved		Forwarded	
	No.	Cost	No.	Cost	No.	Cost	No.	Cost	Cost		Cost	
BRIDGES	30	60.348.000	11	4.670.000=	NIL		NIL		NIL		NIL	
ROADS	15	24.020.000	NIL		NIL		NIL		NIL		NIL	
R.Railroad	5	4.460.000	2	645.000	NIL		NIL		NIL		NIL	
TOTAL	50	88.828.000	113	5.315.000								

COMPLETED

BRIDGES	28	51.348.000	10	4.370.000								
ROADS	15	24.020.000										
R.Rails	5	4.460.000	2	645.000								
TOTAL	48	80.328.000	12	4.015.000								

INHAND

BRIDGES	2	9.500.000	1	500.000								
ROADS &	NIL											
R.Rail	NIL											
TOTAL	2	9.500.000	1	500.000								

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

INITIATED

No.	Reg. to C.C.	Supplementary			
		Approved Forwarded			
No.	Cost	Cruk	Cost	No.	Cost
XII.	—	XI.	XX.	41	65.010.000
XII		XII	XIX	15	24.020.000
XII		XII	XIX	7	9.105.000
				63	94.143.000

COMPLETED

				36	54.010.000
				15	24.010.000
				7	9.105.000
				58	85.153.000

LATHED

				3	9.000.000
				3	9.000.000

1582

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

RECEIVED
P.W. & U. S/C A.C.
18 MAR 1945 078

Am/fm
Qa 3421

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO UMBRIA REGION
(Engineering Division)
APO 394

6th March 1945

TO : HQ/AG (F.P.)

SUBJECT ; Military Roads

IN REPLY QUOTE : R4/ENG/509

Reference our R4/ENG/509 dated 5th March 1945 in para 2 instead of ltr.Gasoil I4.000 please read ltr.Gasoil 74;000.

Lt.Col.R.E.
Regional Engineer
Lazio Umbria Region AMG.

1581

C.de CEF/gb
C 8476

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO UMBRIA REGION
(Engineering Division)
APO 394

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

5 March 1945

TO : HQ.A.C. (E.W.)

SUBJECT : Military Roads

IN REPLY QUOTE : G4/ENG/509

In connection with Closing down of my Highway Section and setting up liason direct with Military.

1) It will be extremely difficult for Genio Civile Viabilità Dept. to deal with C.E.3 District, P.B.C. Naples, P.B.S. Leghorn and R.A.A.C. both on account of distances of these HQ. from ROME and also on account of the changes in boundaries always issued under Secret letter. -

I suggest that the most satisfactory way would be for a Clearing House to be set up in ROME say at R.A.A.C. HQ. with perhaps one officer detached by CE 3 District and one detailed by P.B.S. who could take over my Civil Highway Staff which includes two good interpreters.

This Clearing House would perform all the functions now done by my Highway Section. -

This appears to me much simpler than both for Genio Civile and Military Side than having Genio Civile dealing with several authorities all very distant and remembering that they cannot use either Military Telephone System or Military Courier Service. -

If agreed the 2 officers could come and work with my Highway Section for a week or two take over all records and then transfer to new office and perhaps Capt. Gentry or Greene could guide them until required elsewhere

2) Fuel. If agreed the above office could also handle Fuel taking over my Fuel Staff reduced since Civil Petrol was transfered on 1st March. 1589

This would enable the present Coupon system issued from your office to continue.

Quantity last month was Petrol 140000 ltr. Gasoil ~~14~~.000 Vehicles 292 Plants 42.

the matter with CRE 104 who is desirous of

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

IN REPLY QUOTE : R4/ENG/509

In connection with Closing down of my Highway Section and setting up liason direct with Military.

1) It will be extremely difficult for Genio Civile Viabilità Dept. to deal with C.R.E. District, R.E.C. Naples, P.E.S. Leghorn and R.A.A.C. both on account of distances of these HQ. from ROME and also on account of the changes in boundaries always issued under Secret letter. -

I suggest that the most satisfactory way would be for a Clearing House to be set up in ROME say at R.A.A.C. HQ. with perhaps one officer detached by CRE 3 District and one detailed by P.E.S. who could take over my Civil Highway Staff which includes two good interpreters.

This Clearing House would perform all the functions now done by my Highway Section. -

This appears to me much simpler than both for Genio Civile and Military Side than having Genio Civile dealing with several authorities all very distant and remembering that they cannot use either Military Telephone System or Military Courier Service. -

If agreed the 2 officers could come and work with my Highway Section for a week or two take over all records and then transfer to new office and perhaps Capt. Gentry or Greene could guide them until required elsewhere

2) Fuel. If agreed the above office could also handle Fuel taking over my Fuel Staff reduced since Civil Petrol was transfered on 1st March. 153

This would enable the present Coupon system issued from your office to continue.

Quantity last month was Petrol 140000 ltr. Gasoil ~~14.000~~ 74.000 Vehicles 292 Plants 42.

3) I have discussed the matter with CRE 104 who is desirous of taking some of staff but as he only deals with about 1/3rd of the whole. - It is necessary to treat it as a whole.

Lt.Col.R.E.
Regional Engineer
Lazio Umbria Region AMG.

Copy to:
Highways
Petrol Section

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

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

10 AM/fm 03754

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO UMBRIA REGION
(Engineering Division)
APO 394

Date 23rd February 1945

77

TO : HQ.AC.(Public Works and Utilities Sub-Commission)

SUBJECT : Transmission of copies of letters

IN REPLY QUOTE : R4/ENG/509

RECEIVED
P.W. & U. S/C A.C
27 FEB 1945 078

The following letters :

a) letter W-41-6060 dated 20th January 1945 from 52 CRE(Works) to Regional Engineer

b) letter R4/ENG/509.0. dated 25th January 1945 from Reg.Engi to P.W.(P)-copy to Highways and 52 CRE

c) letter R4/ENG/509 dated 31st January 1945 from Maj.Evans to Regional Engineer-copy to 52 CRE(Works);Capt.Symes

d) letter R4/ENG/509 dated 7th February 1945 from Reg.Engineer to CRE 52 (Works)-copy to P.W.(U);Highways

e) letter W-41-6714 dated 13th February 1945 from 52 CRE (Works) to Regional Engineer

f) letter R4/ENG/509 dated 16th February 1945 from Reg.Engineer to 52 CRE(Works)-copy to P.W.(P);Highways

g) letter R4/ENG/509 dated 21st February 1945 from Reg.Eng. to P.W.(U)-copy to CRE 52(Works)

are transmitted herewith to you for information.

Enclosures : 7

Dott.A.MATTOLI
Executive Secretary
for Regional Engineer
Lazio Umbria Region AMG.

1579

a)

COPY

Subject: Hand Over of Roads to A.C.

52 CRE (Works)
Tel.No 9II2.
Ref.W-4I-6060.

20 January 1945

Regional Engineer,
Lazio Umbria Region,
HQ.AMG? (APO 394)
ROME .

Copies to:- O.C. 275 Wks Sec. RE.ref.your 25/WS/455 d/ - IO Jan 45.
O.C. 281 " " " " " RB/258 d/ - I7 Jan 45.
O.C. 367 " " " " " 367/WS/3/7/135 d/-I6 Jan 45.
Captain Spriggs, Dept. of Public Works, AMG. PERUGIA
Captain Whitten, Highways Engineer AC. TERNI.

Refce:- R.E. I District Conference I4 Dec. 44.
(CE 3124 of 21 Dec 44).

I. It is suggested the following roads should be handed over to AC forthwith or as soon as you are in a position to take over:-

	Road.	Military Load Class.	Requirem. Priority	DCRE concerned.
(i)	Route 77, FOLIGNO - KM 28.	70	I	275 Wks. Sec. RE. (FOLIGNO)
(ii)	SPOLETO - NORCIA.	40	III	
(iii)	FOLIGNO-BEVAGNA-MASSA-MARTANA	70	II	
(iv)	FOSSATO DI VICO-BRANCA-CUBBIO	40	II	
(v)	SCHEGGIA - CUBBIO	40	III	
(vi)	CUALDO TADINO - BRANCA.	40	II	
(vii)	Route 79 to RIETI (excl.)	70	III	281 Wks. Sec.RE. (NARNI)
(viii)	Route 3 Bis from junction with Route 79 to junction with Route 79 Bis.	70	III	
(ix)	Route 79 Bis from junction with Route 3 Bis to ORVIETO	70	III	
(x)	TAVERNELLE Route from Route 75 TAVERNELLE-MACCHIE-Junction with Route 71.	70	I	367 Wks Sec.RE. (PERUGIA)
(xi)	PANICAROLA Route from Route 75 MAFUCCHI-PANICAROLA-Route 71.	70	III	
(xii)	TAVERNELLE-PIEGARO-C.DELLA PIEVE.	70	I	

1578

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

Captain Whitten, Highways Engineer AC. TERNI.

Refce:- R.E. I District Conference 14 Dec. 44.
(CE 3124 of 21 Dec 44).

I. It is suggested the following roads should be handed over to ACC forthwith or as soon as you are in a position to take over:-

	Road.	Military Load Class.	Requirem. Priority	DCRE concerned.
(i)	Route 77, FOLIGNO - Kilo 28.	70	I	
(ii)	SPOLETO - NORCIA.	40	III	275 Wks.
(iii)	FOLIGNO-BEVAGNA-MASSA-MARTANA	70	II	Sec. RE.
(iv)	FOSSATO DI VICO-BRANCA-CUBBIO	40	II	(FOLIGNO)
(v)	SCHEGGIA - CUBBIO	40	III	
(vi)	GUALDO TADINO - BRANCA.	40	II	
(vii)	Route 79 to RIETI (excl.)	70	III	
(viii)	Route 3 Bis from junction with Route 79 to junction with Route 79 Bis.	70	III	281 Wks. Sec.RE. (NARNI)
(ix)	Route 79 Bis from junction with Route 3 Bis to ORVIETO	70	III	
(x)	TAVERNELLE Route from Route 75 TAVERNELLE-MACCHIE- Junction with Route 71.	70	I	367 Wks Sec.RE. (PERUGIA)
(xi)	PANICAROLA Route from Route 75 MAFUCCHI-PANICAROLA- Route 71.	70	III	
(xii)	TAVERNELLE-PIEGARO-C.DELLA PIEVE.	70	I	1578
(xiii)	PONTE S.GIOVANNI-MARSCIANO	70	III	
(xiv)	MARSCIANO-ORVIETO.	70	III	201 Wks.
(xv)	MARSCIANO- TODI.	70	III	Sec.RE.
(xvi)	CASTIGLIONE D.LAGO-POZZUOLO-PETRIGNANO.	18	II	(NARNI)

2. I suggest that Route 3 from FOLIGNO to SCHEGGIA and Route 70 FOSSATO DI VICO to Provincial Boundary might also be handed over as soon as the Contractors (CALTAGIRONE and DE FONSECA) have fully organised their work on Route 3.

3. Please let me know if you agree.
If you agree on para.1 please issue the necessary instructions to your engineers concerned.

Lieut.Colonel, RE.
52 CRE (Works)

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

C O P Y

G.de.C.E.F/pb/fm

b)

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO UMBRIA REGION
(Engineering Division)
APO 394

25 January 1945

TO : F.W. (U)

SUBJECT : Report on State Highways

IN REPLY QUOTE : R4/ENG/509.0.

1. Reference attached copy of 52 CRE (Works) W-4I-5060 dated 20 Jan 1945. Let me have your recommendations after going into the matter locally.

2. Deal specifically in your reply with Transport and Quarries especially quarry equipment and explosives.

As regard quarries in view of certainty of transport they should be decentralised and you may have to resort to mules and hand breaking if so hammers should be provided in advance.

3. Also keep in view initiating and supervising work in event of OC Works Section being withdrawn.

Signed: C de CE FINDLAY Lt.Col.RE.
Regional Engineer
Lazio Umbria Region AMG.

Enclosure

Copy to:
Highways (with enclosures)
CRE 52 (Works)

1577

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

TO : P.Y. (U)

SUBJECT : Report on State Highways

IN REPLY QUOTE : R4/ENG/509.C.

1. Reference attached copy of 52 CRE (Works) W-4I-6060 dated 20 Jan 1945. Let me have your recommendations after going into the matter locally.

2. Deal specifically in your reply with Transport and Quarries especially quarry equipment and explosives.

As regard quarries in view of certainty of transport they should be decentralised and you may have to resort to mules and hand breaking if so hammers should be provided in advance.

3. Also keep in view initiating and supervising work in event of OC Works Section being withdrawn.

Signed: C de CE FINDLAY Lt.Col.RE.
Regional Engineer
Lazio Umbria Region AMG.

Enclosure

Copy to:
Highways (with enclosures)
CRE 52 (Works)

1577

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

COPY

HEADQUARTERS

ALLIED MILITARY GOVERNMENT

LAZIO-UMBRIA REGION
PERUGIA PROVINCE

R4/ENG/509

Perugia, 31 JAN 1945.

SUBJECT : Report on State Highways - Hand over to AC

TO : REGIONAL ENGINEER-LAZIO-UMBRIA REGION

Ref letter W-41-6060 of 20 JAN/1945 addressed to you by N° 52 CRE (Works) and your even N° of 25 JAN/1945

I. This proposal has been investigated in the province concerned and discussed with N° 52 CRE.

2. Perugia province. A small number of contractors have their own transport & P/C can supply up to 30 trucks but not continously and subject to certain reservations. A few quarries have been opened by contractors owing the requisite plant, but these quarries cannot meet the entire demand. Explosives must naturally continue to be drawn from Military sources.

Terni province. As for Perugia, but P/C cannot supply any transport. The volume of military works in the province is however much less than in Perugia

3. It is considered, that A.C. can assume responsibility for the initiation & execution of maintenance of the roads listed in CRE's letter, only subject to the military remaining responsible for :

a) Supply and delivery to site of controlled materials particularly coal, bricks, cement, steel, betumen & Emulsion & explosives.

b) Maintaining in operation for the time being those stone quarries now operated by military plant. The contin-

1574

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

Ref letter W-41-6060 of 20 JAN/1945 addressed to you by No 52 CRE (Works) and your even No of 25 JAN/1945

1. This proposal has been investigated in the province concerned and discussed with No 52 CRE.

2. Perugia province. A small number of contractors have their own transport & P/C can supply up to 30 trucks but not continously and subject to certain reservations. A few quarries have been opened by contractors owing the requisite plant, but these quarries cannot meet the entire demand. Explosives must naturally continue to be drawn from Military sources.

Terni province. As for Perugia, but P/C cannot supply any transport. The volume of military works in the province is however much less than in Perugia

3. It is considered, that A.C. can assume responsibility for the initiation & execution of maintenance of the roads listed in CRE's letter, only subject to the military remaining responsible for :

a) Supply and delivery to site of controlled materials particularly coal, bricks, cement, steel, bitumen & emulsion & explosives.

b) Maintaining in operation for the time being those stone quarries now operated by military plant. This to continue until fresh plant can be installed or hand-breaking arrangements made.

1576

c) Giving limited assistance with transport of stone in emergency or during periods of peak demands i.e. when new surface dressing work by mechanical plant is in progress.

d) Drawing attention of A.C. engineer to the necessity of work suddenly necessary in emergency.

The shortage of A.C. engineers for supervision and reconnaissance makes this necessary.

Signed: _____
A.G. EVANS Maj. R.E.
for Regional Engineer
Lazio Umbria Region

Copy to: No 52 CRE (Works)
Capt. SPRIGGS
File (P.W.O.)

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

COPY

G. de G.E/gb/fm

d)

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO UMBRIA REGION
(Engineering Division)
APO 394

7 February 1945

TO : C.R.E. 52 (Works)

SUBJECT : Report of State Highways

IN REPLY QUOTE : R4/ENG/509

Reference your 52 CRE (Works) W-41-6060 dated 20th Jan. 1945 and my R4/ENG/509 and R4/ENG/509 dated 31st Jan signed by Maj. EVANS I have nothing further to add to this letter.

Please say if you agree.

Signed: G.de C.E.Findlay, Lt.Col
Regional Engineer R.E.
Lazio Umbria Region AMG.

Copy to:
P.W.(U)
Highways to see also

157.

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

C O P Y

Subject: Hand over of Roads to A.C.

52 CRE (WORKS)
Tel.No.9II2
Ref. W-4I-67I4.

13 February 1945

Regional Engineer
Lazio Umbria Region
HQ.AFC. (APO 394)
ROME

Refce:- Your No°R4/ENG/909 dated 7 February 1945.

1. I agree with the conditions of hand-over detailed in para 3 of your even No° dated 31 January 1945 signed by Major EVANS.R.E.

2. My copy of this letter is incomplete in sub para (d) of para 3 and I shall be grateful if a complete copy can supplied.

3. I presume you will now issue the necessary instructions to implement our agreement.

Signed: [illegible]
Lieut.Colonel,R.E.
52 CRE (Works)

JRLO/TR/fm

1574

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

C O P Y r. de CRE/pt/fm

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO UMBRIA REGION
(Engineering Division)
APO 394

16 February 1945

TO : 52 CRE (Works)

SUBJECT : Hand over of Road to A.C.

IN REPLY QUOTE : RA/ENG/509

Your W-4I-6598 dated 8 February 1945 received.

1) I recognize your ultimate responsability.-

2) On our side we will endeavour to avoid any cause for direct action "when necessary";but I realise with our limited staff that cases may arise.-

3) There is always the danger of orders from a second source becoming the normal instead of the Emergency action-and causing confusion-which I believe will not occur as I know you also appreciate this danger and have issued the instruction with a view of ensuring a smooth reorganisation period.-

I have spoken to Major EVANS who appreciates your cooperative action heretofore and is consequently NOT anxious about the future.

Signed:G.de C.F.FIDDIAY,Lt.Col.R.E.
Regional Engineer
Lazio Umbria Region AMG.

Copy to:
PW.(U)
Highways

157[illegible]

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

COPY

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO UMBRIA REGION
(Engineering Division)
APO 394

R.deCEF/Eb/fm

21 February 1945

TO : F.W.(U)

SUBJECT : Hand over of Roads to A.C.

IN REPLY QUOTE: R4/ETG/309

Herewith copy of W-41-6714 dated 17 February 1945 for necessary action.

Enclosure:1

Signed: C.de C.E.KINGDAY,Lt/Col, R.E.
Regional Engineer
Lazio Umbria Region AMG.

Copy to:
C.R.E.52

157

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

COPY

g.t/fm

Subject: Hand over of Roads to A.G.

52 C.R.E.(Works)
Tel.No. 9112
Ref.W-4I-6714

13 February 1945

Regional Engineer
Lazio Umbria Region
HQ.AMG. (APO 394)
FOR E

Refce: your B4/ENG/509 dated 7 February 1945

1. I agree with the conditions of Hand-over detailed in para 3 of your even No. dated 31 Jan. signed by Major EVANS, R.E.

2. My copy of this letter is incomplete in sub-para (d) of para 3 and I shall be grateful if a complete copy can be supplied.

3. I presume you will now issue the necessary instructions to implement our agreement?

Lieut. Colonel RE.
52 CRE (Works).

.RLO/TR.

1571

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

AM/fm

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO UMBRIA REGION
(Engineering Division)
APO 394

23rd February 1945

TO : HQ.AC.(Public Works and Utilities Sub-Commission)

SUBJECT : Transmission of copies of letters

IN REPLY QUOTE : R4/ENG/509

The following letters:

a) letter W-41-5060 dated 20th January 1945 from 52 CRE(Works) to Regional Engineer

b) letter R4/ENG/509.C. dated 25th January 1945 from Reg.Eng. to P.W.(P.)-copy to:Highways and 52 CRE (Works)

c) letter R4/ENG/509 dated 31st February 1945 from Maj.Evans to Regional Engineer-copy to 52 CRE(Works);Capt.Spriggs

d) letter R4/ENG/509 dated 7th February 1945 from Reg.Engineer to CRE 52 (Works)-copy to P.W.(U);Highways

e) letter W-41-6714 dated 13 February 1945 from 52 CRE(Works) to Regional Engineer

f) letter R4/ENG/509 dated 16th February 1945 from Reg.Engineer to 52 CRE(Works)-copy to P.W.(P);Highways

g) letter R4/ENG/509 dated 21st February 1945 from Reg.Engineer to P.W.(U)-copy to CRE 52 (Works)

are transmissed herewith for your information.

1579

Enclosures:7

Dott.A.MATTOLI
Executive Secretary
for Regional Engineer
Lazio Umbria Region AMG

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

AM/fm

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO UMBRIA REGION
(Engineering Division)
APO 394

23rd February 1945

TO : HQ.AC.(Public Works and Utilities Sub-Commission)

SUBJECT :;Transmission of copies of letters

IN REPLY QUOTE : R4/ENG/509

The following letters:

a) letter W-41-6060 dated 20th January 1945 from 52 CRE(Works) to Regional Engineer

b) letter R4/ENG/509.C. dated 25th January 1945 from Reg.Eng. to P.W.(P.)-copy to:Highways and 52 CRE (Works)

c) letter R4/ENG/509 dated 31st February 1945 from Maj.Evans to Regional Engineer-copy to 52 CRE(Works);Capt.Spriggs

d) letter R4/ENG/509 dated 7th February 1945 from Reg.Engineer to CRE 52 (Works)-copy to P.W.(U);Highways

e) letter W-41-6714 dated 13 February 1945 from 52 CRE(Works) to Regional Engineer

f) letter R4/ENG/509 dated 16th February 1945 from Reg.Engineer to 52 CRE(Works)-copy to P.W.(P);Highways

g) letter R4/ENG/509 dated 21st February 1945 from Reg.Engineer to P.W.(U)-copy to CRE 52 (Works)

1564

are transmitted herewith for your information.

Enclosures:7

Dott.A.MATTOLI
Executive Secretary
for Regional Engineer
Lazio Umbria Region AMG

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

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

HEADQUARTERS
ALLIED MILITARY GOVERNM
Lazio Umbria Region
(Engineering Division)
APO 394

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

2nd March 1945

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

SUBJECT: Road Repairs - Route 3
Km. 8 to Km. 25

FILE : R4/ENG/509.3

1.- With reference to our letter dated 26 February 1945 regarding the subject in caption, please be advised that inadvertently no mention was made relative to the overall project of which the stretch from Kilometer 8 to Kilometer 25 is a part. For your information a strip map of Route 3 has been prepared, covering work proposed from Kilometer 8 to Kilometer 67 which is under the jurisdiction of CE III District and 104 CRE. The work shown on this strip map was approved by their letter reference CRE/RDS/270 dated 21 December 1944.

2.- 104 CRE has made all arrangements necessary for the furnishing of the total requirements of Emulsion and to date the contractors involved have drawn aproximately 20% of their requirements.

3.- The stretch of road from Kilometer 8 to Kilometer 67 is beeing handled entirely by Civilian plant and the only W.D. assistance required is the furnishing of Emulsion at the Emulsification plant since the contractors furnish all transport.

4.- This information is offered for use in analysing the Genio Civile cost which you now have for the entire 1563 stretch of road.

W.R.GENTRY CAPT.CMP.
For Regional Engineer, AMG
Lazio Umbria Region.

RECEIVED
P.W. & U.S.C.A.C.
2 MAR 1945 078

G.de CRF/gb
3721

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO UMBRIA REGION
(Engineering Division)
APO 394

28 February 1945

TO : P.W.(U)

SUBJECT : Road Maintenance N° 1 District

IN REPLY QUOTE : H4/ENG/509

Copy of A.C. Liaison officer N° 1 District LO/CE/1/39 dated 24 Feb 45 together with CE 1 District Road Maintenance Directive N°1 was sent to you on 27 Feb 45.

1) I discussed this with LO & CE when at PERUGIA on 27th Feb. -

(a) I represented the certainty of disintegration under heavy traffic when Bitumen Seal has gone as it has on many stretches of road particular case instanced was Route 71 from CORTONTO to MONTELEONE where it has entirely gone and the road is now disintegrating although still in a state that a sealing coat would be in time. -

(b) The Ruling Factors are Supply of Material and Transport and the programme has to be balanced against these. - This entails sufficient information being supplied to decide priorities. -

Instructions have already been issued on strip map with reconnaissance notes and special attention is required to provide data - that will give a firm basis for CE's approval. -

2) A typical instance of the growth of a job is PERUGIA bypass. -

About mid Dec. when inspected by me in conjunction with Genio Civile Capt. Spriggs and C.R.E. (met on road) the scope was Haunching about 1 meter each side, widening, to 7 m throughout.

The only heavy celing was in [illegible]

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

...Liaison Nº 1 District

IN REPLY QUOTE : R4/ENG/509

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1) I discussed this with LO & CE when at PERUGIA on 27th Feb. -

(a) I represented the certainty of disintegration under heavy traffic when Bitumen Seal has gone as it has on many stretches of road particular case instanced was Route 73 from ORVIETTO to MONTEFIASCONE where it has entirely gone and the road is now disintegrating although still in a state that a sealing coat would be in time. -

(b) The Ruling Factors are Supply of Material and Transport and the programme has to be balanced against these. - This entails sufficient information being supplied to decide priorities. -

Instructions have already been issued on strip map with reconnaissance notes and special attention is required to provide data - that will give a firm basis for CE's approval. -

2) A typical instance of the growth of a job is PERUGIA bypass. -

About mid Dec. when inspected by me in conjunction with Genio Civile Capt. Spriggs and C.R.E. (met on road) the scope was Hammoching about 1 meter each side, widening, to 7 M throughout.

The only heavy poling was in Haunches and in my opinion the road would have stood the summer like that. -

1567

The job now is Excavation up to 2 or 3 meters for a stretch involving new culverts underpinning retaining walls, complete poling of whole road to 7 m wide, Complete resurface coat.

The volume of work involved has grown 5 times. Very desirable from a long term Civil viewpoint, but the question of date of completion and length of time completely out of use and the resulting starving of other road work obviously raised questions of major Policy both Military and Civil.

I require a definite report as to whether this extension was approved and by whom and a copy of the letter referring it and approving it. Your R4/ENG/509 dated 23 Feb refers.

./. Lt Col Thompson

This should be discussed with CRE I when tremors take place
7/3

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

3) My instructions are definite that any project over L. 10,000.000 go up to A.C.HQ. ONLY over my signature.

Several cases have occurred recently when Road projects over this amount have been signed "for Regional Engineer" thereby exceeding the authority I have delegated. -

This will cease. -

In two of the cases there had been a period of 2 months in submitting the project after it was ordered so the plea of Emergency should NOT have arisen.

Lt.Col.R.E.
Regional Engineer
Lazio Umbria Region ARC.

Copy to:
Highways (to note para 3)
HQ.A.C. (P.W.)

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

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

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
Lazio Umbria Region
(Engineering Division)
APO 394

24 February 1945

TO : 104 CRE Works, 45, Via Del Mare.

SUBJECT : Bridge Projects
Route 4

FILE : R4/ENG/509.4

RECEIVED
P.W. & U. S/C A.C.
27 FEB 1945 018

74

1.- Your letter of the 22nd of February 1945, Reference CRE/RDS/268, has been received.

2.- The deck widening on bridge at Kilometer Point 87+100 will be done in accordance with a marked drawing returned by you. It is noted that the required cement has been arranged for through your office.

3.- With respect to the Bridge at Kilometer Point 58+600, please be advised that Genio Civile is providing on loan a quantity of Cement which is urgently needed in order that the Bridge may be made secure prior to the spring rains. The Cement in question was obtained for Genio Civile through the efforts of this office, for use on non Military Projects whereon the Military would provide no allocation.

4.- In view of this position, it is requested that when your demands have been met, you will please reimbourse the GENIO CIVILE account in the amount which they may be required to furnish.

W.R.GENTRY CAPT.CMP.
For Regional Engineer, AMG
Lazio Umbria Region

Copy to: HQ [illegible] P.W.&Ut.
Sub-Commission.

1565

MINISTERO DEI LAVORI PUBBLICI

UFFICIO SPECIALE DEL GENIO CIVILE CON SEDE IN ROMA
per la viabilità Statale delle Provincie di:
ROMA - FROSINONE - LITTORIA - RIETI - TERNI - VITERBO
(già COMPARTIMENTO A. A. S. S.)

Roma, addì 19 FEB. 1945 19
Via Monzambano, 10
Indirizzo Telegrafico: "Genio Civile Stradale Roma"

Prot. N. 1063/42.W Allegati

Risposta al foglio N. del
078/2-0/6

AL COLONNELLO THOMSON
Sottocommissione LL.PP. e Lavori A.C.
Via Veneto
ROMA

Al Capitano Gentry
Ingegnere Regionale Stradale
IV^a Regione AC/
Corso Italia 25 - ROMA

OGGETTO: S.S.n. 7"Appia".- Sistemazione straordinaria del piano viabile e ricostruzione opere d'arte. Rapporto n. 6.

13

Roma Albano - Impresa Cartareggia. E' in via di superamento la difficoltà dovuta alla deficienza di mazzette.

L'irruvidimento prosegue: per ora ne sono stati eseguiti solo mq.1400

Le nuove squadre che inizieranno il lavoro nella settimana saranno dislocate nelle curve e nei tratti in pendenza dove l'irruvidimento è più urgente.

E'stata ammanita la graniglia per la riparazione del cavalcavia dell'acqua Solfata (km.18) che l'impresa si è impegnata di dare ultimata entro il 28 Febbraio.

E' in corso di riparazione il selciato all'ingresso di Albano e specialmente nei tratti sconvolti da bombardamenti aerei.

E' stata disposta la regolazione dei crateri di bombe nel tratto di pavimentazione cementizia in modo da evitare sobbalzi alle macchine veloci.

Si prega indicare nella risposta il N. di protocollo

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

Corso Italia 25 - ROMA

OGGETTO: S.S.n. 7"Appia".- Sistemazione straordinaria del piano viabile e ricostruzione opere d'arte. Rapporto n. 6.

13

Roma Albano - Impresa Cartareggia . E' in via di superamento la difficoltà dovuta alla deficienza di mazzette.

L'irruvidimento prosegue: per ora ne sono stati eseguiti solo mq.1200

Le nuove squadre che inizieranno il lavoro nella settimana saranno dislocate nelle curve e nei tratti in pendenza dove l'irruvidimento è più urgente .

E'stata ammanita la graniglia per la riparazione del cavalcavia dell'acqua Solfata (km.18) che l'impresa si è impegnata di dare ultimata entro il 28 Febbraio.

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E' stata disposta la regolazione dei crateri di bombe nel tratto di pavimentazione cementizia in modo da evitare sobbalzi alle macchine veloci.

E' in corso di esecuzione la sistemazione del fosso stradale interessante l'aeroporto di Ciampino (km. 14+500 - km. 16)

La forza lavorativa è di 100 operai. 1564

Albano - Velletri - Impresa Alessandri .

Nei due tratti fra Albano e la variante della Pagliarozza e quello fra questa e Genzano si stanno eseguendo le riparazioni con ritmo accelerato . Dato il tempo più favorevole si è conseguito un ulteriore miglioramento della viabilità.

Nella variante della Pagliarozza sono pressochè ultimati i lavori di parziale riparazione e di rappezzatura del piano stradale ed è in corso di inizio la mano generale a caldo.

./.

Si prega indicare nella risposta il N. di protocollo

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

Lo stato del piano viabile in questa variante non desta più in ogni modo preoccupazioni immediate .

Nel tratto prossimo a Genzano sono stati effettuati abbondanti spargimenti di mezzanello per riempire le grosse biche che si erano formate durante il periodo piovoso e si sono anche qui migliorate le condizioni del traffico.

Anche fra Genzano e Velletri è stato notevolmente intensificato il lavoro di rappezzatura .

A Velletri è stata iniziata la cilindratura del tratto in rettifilo.

Si sta provvedendo ad eliminare i ristagni di acqua per evitare che essa danneggi ancora la sede stradale .

La forza lavorativa, nel tronco è di n.ro 117 operai.

Fra giorni appena la Italstrade sarà attrezzata per ciò i lavori del tratto Velletri Genzano saranno passati a tale impresa che da maggiore affidamento.

Cava di Velletri - Impresa Parisi - E' stato portato in cava il quarto granulatore . Si nota un miglioramento nella qualità della graniglia che viene oppertunamente separata nelle varie pezzature. Frattanto l'impresa D'Andrea prosegue la rimessa in efficienza dei suoi macchinari.

L'attuale forza lavorativa della ditta Parisi è di 65 operai e la produzione giornaliera è di 30 mc. circa di graniglia. Il pietrisco ed il mezzanello risultano in quantità sufficiente ai bisogni.

Velletri - Terracina - Impresa S.A. Italstrade - Il piano viabile è in tutto il tronco notevolmente migliorato per effetto della intensa rappezzatura effettuata negli ultimi dieci giorni, specialmente nel tratto Velletri Cisterna che ne aveva maggiore bisogno.

Sono stati inoltre eseguiti vari tratti di essatura stradale in corrispon-

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

il lavoro di rappezzatura .

A Velletri è stata iniziata la cilindratura del tratto in rettifilo.

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Sono stati inoltre eseguiti vari tratti di ossatura stradale in corrispondenza di zone bombardate e vari rifacimenti di selciati dentro l'abitato di Cisterna .

La sistemazione degli avvallamenti prossimi a Terracina prosegue con la consueta delerità. Anche dentro l'abitato di Terracina sono state intensificate le riparazioni del piano viabile con graniglia proveniente dalla cava di Terracina .

La forza lavorativa è di 241 unità.

Terracina - Garigliano - Impresa Carcone -

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

MINISTERO DEI LAVORI PUBBLICI

UFFICIO SPECIALE DEL GENIO CIVILE CON SEDE IN ROMA
per la viabilità Statale delle Provincie di:
ROMA - FROSINONE - LITTORIA - RIETI - TERNI - VITERBO
(già COMPARTIMENTO A. A. S. S.)

Roma, addì 19
Via Monzambano, 10
Indirizzo Telegrafico: "Genio Civile Stradale Roma,,

Prot. N. ..... Allegati

Risposta al foglio N. ..... del .....

OGGETTO: .....

Si prega indicare nella risposta il N. di protocollo

Proseguono i lavori di riparazione del piano viabile in modo soddisfacente . Nell'abitato di Formia ove la strada è sempre dissestata per gli allagamenti che si producono continuano gli spargimenti di mezzanello calcareo provenienti dalla cava della strada di Gaeta .

La forza lavorativa del tronco è di 108 operai.

Opere d'arte - I lavori affidati alla Impresa Greco - Ossia i ponti ai km. 114+568; 115+835 e 116+675 procedono regolarmente senza difficoltà degne di nota .

La forza lavorativa della impresa è di 47 operai.

Anche pei manufatti affidati alla impresa Immobiliare, che lavora con 81 operai , non sono da segnalare speciali difficoltà.

Impresa Persichetti - Ponticello 125+940. I lavori procedono regolarmente.

Parapetti Itri - Sono stati aumentati i muratori , dislocandoli in un primo tempo in tutti gli esterni di curva . Il tratto di parapetto nello interno di curva all'imbocco del ponte lato Roma è stato rifatto due volte perchè la curva è

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

Si prega indicare, nella risposta il N. di protocollo

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Parapetti Itri - Sono stati aumentati i muratori , dislocandoli in un primo tempo in tutti gli esterni di curva . Il tratto di parapetto nello interno di curva all'imbocce del ponte lato Roma è stato rifatto due volte perchè la curva è a piccolo raggio ed i lunghi rimorchi a traliccio metallico transitanti lungo la strada non possono percorrere la curva senza demolire il parapetto.
E' stata disposta l'esecuzione dei lavori necessari per ampliare la curva stessa sagomandola a ferro di cavallo. Non appena essi saranno ultimati si provvederà a rifare ancora il parapetto del quale si è sospesa l'esecuzione .

156

Muraglione Formia - I lavori che già erano stati limitati alla sola parte

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

superiore del muraglione sono stati ulteriormente limitati alla parte verso Formia , rimandando ad un secondo tempo l'esecuzione della parte di muraglione necessaria per ripertare la strada nella sua vecchia sede .
Per il resto i lavori procedono regolarmente .

Ponte 148+350 - E' stato eseguito un muro di risvolto a monte per limitare le ulteriori erosioni alla attuale piano di appoggio della travata in c.a. parzialmente crollata per fatto bellico.

Gli operai della Impresa Persichetti sono complessivamente 116.

L'ISPETTORE GENERALE
(Ing. Eugenio Gra)

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

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

TRANSLATION (D'Alessandro)

Ministry of Public Works
Special Office of Genio Civile
located in Rome for Statal
road of the Provinces of
Rome, Frosinone, Littoria, Rieti, Terni, Viterbo

Rome 12 February 1945

N°.1063/Sct.IV

Subject: SS Route 7 Appia Extraordinary systematization of roadway rehabilitation of masonry works

To : Lt.Col.V.S.Thompson
Public Works and Utilities Sub-Commission

Capt.Gentry
Regional Engineer
Region IV.
Corso D'Italia 25, Rome.

Report N°.6.

Roma-Albano: Cartareggia Firm = The difficulty arising from shortage of sledge-hammers is about to be surmounted. The roughering is going on: till now only 140 sq.meters of this have been carried out.
The new gangs, which will begin the work within this week, will be dislocated in the curves and in the steep sections, where the roughening is more urgent.
The chippings for the repair of the over-bridge of suphate water have been get ready. The Firm engaged itself to hand over the work completed within the 28th February.
The repair of the paving at the access of Albano, and expecially in the section damaged by air bombardments, is underway. The filling of the craters caused by bombs in the section of the cement paving has been disposed in order to avoid jolts to speeding vehicles.
The systematization of the road ditches concerning the Ciampino airport (Km.14+500 - Km.16) is being carried out.

The workmen employed are 100.

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

Albano-Velletri: Alessandri Firm.- The repairs are going on speedly in the 2 section between Albano and Pagliarozza diversion and in the one between this diversion and Genzano.
A further improvement of the road is now possible because the weather is better. The works of partial repair and of patching of the roadway are almost completed in the Pagliarozza diversion and the general warm coat is to be started. Any-how no immediate trouble is tc be feared anymore because of the roadway condition in this diversion . In the section next to Genzano plentiful spreading of crushed stone of medium size has been carried out in order to fill the big ditches caused by the rains. Also there the traffic conditions are improved. Also between Genzano and Velletri the patching work has been greatly intensified.
In Velletri the rolling of the straight line section has been started. In order to avoid other damages to the road-bed, we are providing to eliminate the water slacknesses.
In this section N°117 workmen are employed.
In afew days; that is to say, as soon as the Italstrade will be equipped, the works of the Velletri Genzano section will be entrusted to this Firm which is more reliable.

Velletri Stone quarry: Parisi Firm. = The four breaker have been brought in the stone quarry. The quality of the chippings, which is opportunately parted from other crushed stone , is getting better. Meanwhile the D'Andrea Firm is putting its machinery into working order. The workmen actually employed with Parisi Firm are 65 and the daily production of chippings is of about 30 cm.
The rubble and the crushed stone of medium size are weeting the requirment.

Velletri-Terracina: Impresa S.A.Italstrade(Firm joint stock Italstrade).
The whole section of the roadway and expecially the Velletri - Cisterna one which conditions were worst, is considerably improved in consequence of the intense patching carried out during the last ten days.

1561

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

The systimatization of the fold in the ground next to Terracina is going on with the usual quiekness.(Sic) Also in Terracina town the roadway repairs with chippings coming from Terracina quarry -stone have been intensified.
The workmen employed are 241.

Terracina-Garigliano: Carcone Firm. = Repair works of roadway are going on satisfactorily. In Formia, where the road is alway upset owing to inundations, the spreading of calcareous crushed stone of medium size coming from stone quarry of Gaeta road, are going on. The workmen employed in this section are 108.

Masonry Works: The works, entrusted to Greco Firm, (That is to say the bridges at Km.114+568; 115+835 and 116+675) are going on regularly and without any remarkable difficulty.
The workmen employed by this Enterprise are 47.
Also for works entrusted to the "Impresa Immobiliare" (Real properly Firm), which is working with 81 workmen, no special difficulty is to point out.

Persichetti Firm: Little bridge at Km.125+940. Works are going on regularly.

Itri parapets: The number of the masons has been increased, and at first they have been dislocated in all outside parts of curves the section of the parapet in the inside of the curve at the bridge entrance towards Rome has been rebuilt twice because the long travlors with metallic lattices, passing long the road, cannot travel the curve without demolishing the parapet, the curve being too sharp.
The execution of the works necessary for the enlargment of the same curve, moulding it as a horsehoe, has been disposed, as soon as this works will be completed, we will provide to rebuilt the parapets of which the execution has been stopped.

Formia big wall: The works, limited at first be only the upper part of the big wall have been limited further to the part towards Formia, delaying the execution of the part of the big wall necessary for laying the road to its old spot.

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

Works are going on regularly for the rest.

148+350 bridge: A containing wall uphill to limit the further erosion of the actual base of support, of the girder in reinforced concrete, partially collapsed because of war, has been carried out.

The workmen of Persichetti Firm are a total of 116.

(sgd). The General Inspector.
(Ing.Eugenio Cra)

MINISTERO DEI LAVORI PUBBLICI

UFFICIO SPECIALE DEL GENIO CIVILE CON SEDE IN ROMA
per la viabilità Statale delle Provincie di:
ROMA - FROSINONE - LITTORIA - RIETI - TERNI - VITERBO
(GIÀ COMPARTIMENTO A. A. S. S.)

Prot. N. 659 Sez. IV Allegati

Risposta al foglio N. del

RECEIVED
P.W. & U. S/C A.C.
29 JAN 1945 078/4-U-6/

Roma, addì 20 GEN. 1945 - 19
Via Monzambano, 10
Indirizzo Telegrafico "Genio Civile Stradale Roma"

AL COLONNELLO THOMSON
Sottocomissione Lavori Pubblici e
Lavori A.C. - Via Veneto
ROMA

Al Capitano Gentry -
Ingegnere Regionale Stradale -
IV^ Regione A.C. -
Corso Italia 25
ROMA

72

OGGETTO: S.S.n. 7"APPIA".- Sistemazione straordinaria del piano viabile
Ricostruzione opere d'arte. Rapporto n. 4.

Of Col Thompson
Pls let me see translation
when made
Sept. 2/1

Roma - Albano - L'Impresa Cartereggia ha iniziato i lavori di irruvidimento della pavimentazione cementizia con n. 150 operai. E' stata disposta la sistemazione della variante dell'acqua solfata che dovrà essere ultimata entro il mese di febbraio.

Albano - Velletri - Impresa Alessandri - Il cattivo tempo non consente dare ai lavori lo sviluppo e l'acceleramento che è negli intendimenti di questo ufficio e dell'impresa .

Ciò malgrado nella variante Pagliarozza sono in corso i lavori di parziale ripresa della strada e di totale rappezzatura della variante .

Su detta variante sono in corso inoltre i lavori di costruzione di un secondo fognolo per lo smaltimento delle acque stagnanti sulla depressione esistente a metà lunghezza circa della variante stessa e la formazione di cunette per tutta la lunghezza del tratto di strada in parola di circa ml. 1.300.

1358

La cilindratura presso Genzano procede a rilento sempre a causa del cattivo tempo mentre presso Velletri continua la frantumazione sul

Si prega indicare nella risposta il N. di protocollo

9

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

OGGETTO: A.S.A. 7"APPIA".- Sistemazione straordinaria del piano viabile Ricostruzione opere d'arte. Rapporto n. 4.

Roma - Albano - L'Impresa Cartereggia ha iniziato i lavori di irruvidimento della pavimentazione cementizia con n. 150 operai. E' stata disposta la sistemazione della variante dell'acqua solfata che dovrà essere ultimata entro il mese di febbraio.

Albano - Velletri - Impresa Alessandri - Il cattivo tempo non consente dare ai lavori lo sviluppo e l'acceleramento che è negli intendimenti di questo ufficio e dell'impresa .
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La cilindratura presso Genzano procede a rilento sempre a causa del cattivo tempo mentre presso Velletri continua la frantumazione sul posto del pietrame per poter iniziare subito la cilindratura .

Continuano le riparazioni delle buche e delle abrasioni tra Genzano e Velletri con materiali leganti : tali riparazioni sono anche esse ostacolate dal tempo cattivo (pioggia e gelate).
La forza lavorativa è di 94 operai.

Cava di Velletri - Impresa Parisi - Funzionano 4 frantoi per la produzione di pietrisco e graniglia che per ora è in quantità limitata .

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

L'impresa Parisi in seguito ai solleciti dell'ufficio ha comunicato che entro il 1° febbraio intensificherà la produzione adottando le necessarie provvidenze.

La forza lavorativa è di 102 operai .

Velletri - Terracina - Impresa Società Anonima Italstrade.-

Proseguono i lavori per il rialzamento della strada nei tratti saltuari compresi tra i km. 94 e 100 e l'impostazione del pietrisco proveniente dalla cava di Terracina per la massicciata da costruirsi su detti rialzamenti .

Altre riparazioni del corpo stradale vengono fatte presso Cisterna . Esse consistono nella costruzione di ossature di sottofondo in corrispondenza dei crateri prodotti da bombe che erano stati sistemati con carattere provvisorio.

Anche su detto tronco stradale le riparazioni delle buche e delle abrasioni specialmente trai i km. 40 e 54 , in corso di esecuzione con materiali leganti, sono state ostacolate dal cattivo tempo.

La forza lavorativa è di 200 operai .

Terracina - Garigliano - Impresa Carcone - Il tratto di strada presso Formia tra i km. 142 - 145 è sottoposto a intensa manutenzione con grandi spargimenti di pietrisco; sul restante tronco, benchè le condizioni del piano viabile siano buone, si procede alle riparazioni delle abrasioni con materiali leganti sempre ostacolate dal cattivo tempo.

La forza lavorativa è di 110 operai.

Opere d'arte - L'Impresa Greco mentre continua i lavori di scavo del ponticello a tre luci al km. 114+168 , ha iniziato i lavori murari del ponticello al km. 115+835 dove sono pressochè ultimate le spalle per metà strada.

L'Impresa Immobiliare ha pure iniziati i lavori di scavo in corrispondenza di tutti e tre i ponti al km. 119+220 presso Fondi e ai km. 141+100 e 143+060 presso Formia .

Il traffico non risente di alcuna limitazione per i lavori ai km. 141+

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

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Il traffico non risente di alcuna limitazione per i lavori ai km. 141+100 e 143+060 giacchè i due ponti vengono ricostruiti su nuova sede mentre al km. 119+220 pure essendo stato fatto appositamente l'allargamento a monte, il traffico deve essere necessariamente disciplinato.

L'Impresa Persichetti ha anche essa iniziato i lavori di ricostruzione del ponticello al km. 125+940 e dei tratti del muraglione tra i km. 143+

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MINISTERO DEI LAVORI PUBBLICI

UFFICIO SPECIALE DEL GENIO CIVILE CON SEDE IN ROMA
per la viabilità Statale delle Provincie di:
ROMA - FROSINONE - LITTORIA - RIETI - TERNI - VITERBO
(GIÀ COMPARTIMENTO A. A. S. S.)

Roma, addì 19
Via Monzambano, 10
Indirizzo Telegrafico: "Genio Civile Stradale Roma"

Prot. N. ..... Allegati

Risposta al foglio N. ..... del .....

OGGETTO: .....

145 a sud Formia .

Il cattivo tempo influisce anche sull'andamento dei lavori di ricostruzione delle opere d'arte, specialmente dei ponti e ponticelli.

L'ISPETTORE GENERALE
(Ing. Eugenio Gra)

1557

Si prega indicare nella risposta il N. di protocollo

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

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

TRANSLATION (D'Alessandrio)

Ministry of Public Works

Special Office of Genio Civile
Rome

Rome 29 January 1945

To: Lt.Col.V.S.Thompson
Public Works and Utilities S/C.

Capt.Gentry
Regional Engineer
Region IV. AC.
Corso d'Italia 25,Rome

Subject: SS N°.7 Appia Extraordinary systimatization of roadway rehabilitation of masonry works
Report N°. 4

Roma-Albano. Cartareggia Firm has started works of roughening of cement paving with 150 workem. Arrangments for the sulphate water diversion, which is to be completed within February, have been made too.

Albano-Velletri. Alessandri Firm.

Bad weather does not allow to develop and speed works as this office and the firm would like to. In spite of it in the diversion Pagliarozza are underway works of partial rehabilitation of the road and of total mending of the diversion. On aforesaid diversion works of construction of a second sewer, to drain off the stagnant waters from the depression (existing at about half lenght of the said diversion) and from the ditches, which are spread on the whole ml. 1300 long section of the mentioned road, are underway. The rolling near Genzano is going on slowly always owing to bad weather, while at Velletri the breaking on the spot of the rock continues in order to start soon the rolling.
The repairs of the holes and cracks between Genzano and Velletri are going on by means of binding materials; such repairs are also hindered by bad weather (rain and frost).

1953

The workmen employed are 94 ../..

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Cava Velletri. Parisi Firm. + 4 breakers are working for production of rubble and ship, but its quantity is actually limited. Owing to the solicitations of this Office, Parisi Firm informed us that, within the 1st February the necessary measures will be taken in order to increase the production.

The workmen employed are 102.

Velletri-Terracina. Impresa Società Anonima Italstrade(Firm joint stock Italstrade). Works for raising up the road in the discontinious sections, included between Km.94 and Km.100 and for the systemazation of the rubble, coming from Terracina quarry. For the road bed to be built on the said elevation, are going on. Other repairs of the road surface are going on near Cisterna. They consist in the reconstruction of the road base corresponding to the craters caused by bombs which had been only provisionally repaired. Also on the said road section the repairs of the holes and cracks especially between Km.40 and 54, which are carried out by means of hinding materials, are always hindered by bad weather.

The workmen employed are 200.

Terracina-Garigliano. Carcone Firm.
The road section at Formia between Km.142-145 is sujected to intensive maintenance work and much rubble is used; on the remaining section, the repairs of the cracks by means of binding materials are going on , always hindered by bad weather, although the condition of roadway are good.

The workmen are 110.

Masonry Works. Greco Firm, while carrying out the excavation works of the little 3 span bridges at Km.114+568, has started masonry works at the little bridge at Km.115+885, where the abatment for half of the road are almost completed.

1555

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Real Firm (Impresa Immobiliare) has also started excavation works corresponding to all 3 bridges at Km.119+220 near Fondi and at Km.141+100 and 143+060 near Formia.

The traffic is not limited for works at Km.141+100 and 147+060 because the 2 bridges are being rebuilt in a new spot; while at Km.119+220, although the enlargement up hill has been purposely done, the traffic is to be necessarly regulated.

Persichetti Firm has also started reconstructiom works of the little bridge at Km.125+940 and of the sections of the large wall between Km.143+145 souch Formia. Bad influence also on the proceeding of works of reconstrcution of bridges and little bridges.

The Inspector General
(Ing.Eugenio Gra)

MINISTERO DEI LAVORI PUBBLICI

UFFICIO SPECIALE DEL GENIO CIVILE CON SEDE IN ROMA
per la viabilità Statale delle Provincie di:
ROMA - FROSINONE - LITTORIA - RIETI - TERNI - VITERBO
(già COMPARTIMENTO A. A. e S.)

Roma, addì 8 FEB 1945
Via Monza piano, 10
Indirizzo Telegrafico "Genio Civile Stradale Roma"

077/L-U/6/Pacu
Prot. N. 906 Sez. IV
Allegati
Risposta al foglio N. del

FWD ALLIED S/C A.C.
8 FEB 1945 078

AL COLONNELLO THOMSON
Sottocommissione LL.PP. e Lavori A.C.
Via Veneto
ROMA

Al Capitano Gentry
Ingegnere Regionale Stradale
IV^ Regione A.C. -
Corso Italia 15 ROMA

OGGETTO: S.S.n. 7"Appia". Sistemazione straordinaria del piano viabile e ricostruzione opere d'arte. Rapporto N.5.=

Dr. Col Thompson
dal 8/II

Si prega indicare nella risposta il N. di protocollo

ROMA = ALBANO - L'Impresa CARTAREGGIA prosegue nei lavori di irruvidimento della pavimentazione cementizia. E' pressoché ultimata l'asportazione dei tratti deteriorati del manto superficiale in bitume su una estesa di 5 Km.; per la spicconatura della relativa superficie onde irruvidirla v'è per ora qualche deficienza di mazzette, ma il lavoro procede.

Sono pure in corso riparazioni del selciato all'inizio dell'abitato di Albano.

La forza lavorativa è di 80 operai.

ALBANO = VELLETRI - Impresa Alessandri. Le migliorate condizioni atmosferiche di questi ultimi giorni hanno permesso di incrementare le riparazioni del piano viabile su tutto il tronco con l'impiego di emulsione di bitume e graniglia.

15

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

Si prega indicare nella risposta il N. di protocollo

8 SET 1945 078

OGGETTO: S.S.n. 7"Appia". Sistemazione straordinaria del piano viabile e ricostruzione opere d'arte. Rapporto N.5.=

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L'esecuzione delle riparazioni è stata ostacolata dalla qualità dell'emulsione e dalla scarsità della graniglia dovuta al fatto che nella cava di Velletri, per ora, come si dirà appresso, la produzione è limitata e la cava di Alessandri è requisita.

Sulla variante "Pagliarozza" hanno proceduto celermente i lavori di parziale riparazione e di rappezzatura del piano stradale, le cui condizioni sono sensibilmente migliorate. E' ultimata inoltre la costruzione del secondo

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

fognolo di cui è stata fatta mensione nel precedente rapporto del 29 gennaio u.s.

La cilindratura presso Genzano è stata eseguita per circa 450 metri di strada con i relativi trattamenti superficiali con emulsione bituminosa e si sta ammannendo il pietrisco per completare la cilindratura del restante tratto della lunghezza, anche questo, di circa 450 metri.

Sul rettifilo di Velletri, fra i Km. 38 e 39 procede la frantumazione del pietrame ed è già sul posto il rullo compressore per iniziare la cilindratura.

La forza lavorativa è di 109 operai.

Per la selciatura in Albano si è interpellata l'Impresa Cartareggia per affidarle il lavoro relativo.

CAVA DI VELLETRI = Impresa PARISI = Sono stati installati tre frantoi e tre granulatori dei quali però, attualmente, per guasti intervenuti, in tutto solo 3 funzionano con una produzione di circa mc. 15 di graniglia al giorno. Nella entrante settimana è previsto il funzionamento di un quarto granulatore che dovrebbe portare la produzione della graniglia a circa mc. 30.

La forza lavorativa è di 72 operai.

In previsione della necessità di incrementare la produzione di graniglia della cava di Velletri per fronteggiare le necessità della strada è stimolata l'Impresa D'ANDREA, proprietaria della cava, a rimettere al più presto in funzione l'impianto preesistente azionato elettricamente.

VELLETRI=TERRACINA=Impresa Soc. An. ITALSTRADE = Proseguono celermente i lavori per il rialzamento dei tratti di strada compresi fra i Km.94÷100 presso Terracina e l'impastazione del pietrisco per la nuova massicciata cilindrata in corrispondenza dei

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

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Su tutto il tronco sono state intensificate le riparazioni del piano viabile che vengono eseguite sia con bitume e graniglia forniti direttamente sul posto dalle Autorità Alleate, che con emulsione di bitume e graniglia forniti dalla stessa Impresa.

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

MINISTERO DEI LAVORI PUBBLICI

UFFICIO SPECIALE DEL GENIO CIVILE CON SEDE IN ROMA
per la viabilità Statale delle Provincie di:
ROMA - FROSINONE - LITTORIA - RIETI - TERNI - VITERBO
(già COMPARTIMENTO A. A. S. S.)

Roma, addì ____ 19__
Via Monzambano, 10
Indirizzo Telegrafico "Genio Civile Stradale Roma"

Prot. N. ____ Allegati ____

Risposta al foglio N. ____ del ____

OGGETTO: ____

Si prega indicare nella risposta il N. di protocollo

Per le provviste di graniglia, l'Italstrade ha installato nella cava presso Terracina due frantoi ma la produzione è sempre limitata, tanto che essa, non potendo prelevare del materiale nella cava di Velletri per le ragioni precedentemente esposte, incrementa con forniture di graniglia proveniente dalla cava di "Lunghezza" presso Roma.

La forza lavorativa è di 267 operai.

TERRACINA = GARIGLIANO - Impresa CARCONE. Anche per questo tronco stradale sono stati intensificati i lavori di riparazione del piano viabile, impiegandosi anche materiali forniti direttamente dalle Autorità Alleate. Per il tratto limitato all'abitato di Formia, tra i Km. 142 = 145, la manutenzione prosegue sempre con grandi spargimenti di pietrisco minuto provenienti dalla cava dell'Impresa CARCONE presso Gaeta. Anche da questa cava, il frantoio che è stato installato produce graniglia in ausilio a quella già

1999

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

OGGETTO:

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1939

La forza lavorativa è di 107 operai.

OPERE D'ARTE = I lavori di ricostruzione delle opere d'arte affidati alla Impresa GRECO, SOCIETA' IMMOBILIARE e PERSICHETTI, procedono senza inconvenienti.

L'Impresa GRECO che lavora ai tre ponti ai Km.114.568, 115.835, 116.675 sta eseguendo la muratura delle spalle e delle pile nei primi due e lo scavo nel terzo per metà strada.

Se piegai indicare nella risposta il N. di protocollo

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

La forza lavorativa è di 45 operai.
La SOCIETA' IMMOBILIARE prosegue gli scavi in corrispondenza dei ponti ai Km.119.220, 141.100 e 143.060 con una forza di 92 operai.
L'Impresa PERSICHETTI ha anch'essa intensificato i lavori di ricostruzione del parapetto presso Itri, e del ponticello al Km. 125.940, dei tratti di muraglione a sud di Formia tra i Km.143-144 e del ponte di Santa Croce al Km.148.370 dove si sta eseguendo la costruzione di un muro d'ala a monte per la difesa della spalla destra della luce centrale.
La forza lavorativa è di 76 operai.

L'ISPETTORE GENERALE
(Ing.Eugenio Gra)

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

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

TRANSLATION

Ministry of Public Works

N°.906. 4th Section.

Subject: Route 7 "Appia". Repair to the Road surface and reconstruction of constructional work.

To : Lt.Col.V.S.Thompson
PUblic Works and Utilities S/C. Via Veneto - Rome

Capt. Gentry
Public Works Officer, A.C. Region IV
Corso D'Italia 25 - Rome.

101

Report. N°.5

Roma-Albano. Cartareggia Firm continues the work of making rugged the cement pavement- The removal of the deteriorated tr tracts of the superficial bitumen surface covering 5 Km., is nearly completed; to make rugged the surface there is, at present, shortage of sledge-hammers, but the work is in hand.

Repair to the pavement in the periphery of Albano is also in hand.

There are 80 workmen.

Albano-Velletri.- Alessandri Firm.

The wether bettered in the last few days has made possible to speed the repairs to the surface on the whole section, using bitumen emulsion and rubble.
The execution of repairs have been hampered by the quality of the emulsion and the shortage of rubble, due to the fact that , for the time being, in the quarry at Velletri (as we will report further), the production is limited and Alessandri's quarry has been requisitioned.
On the "Pagliarozza" the works of partial repairs to the road surface, which condition has imposed, are well in hand. The construction of the second sewer-branch, mentioned in the pervious report dated 29th January, has been completed.
The rolling near Genzano has been carried out

1551

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

along about 450 meters, using bitumen emulsion for the road surface. The rubble required to complete the rolling of the other tract of road, long about 450 meters is being prepared. On the straightway of Velletri, between Km 38 and 39, the crushing of stones continues and a roller is on site to start rolling.

There are 109 workmen.

As regards the paving at Albano, Cartareggia Firm has been contracted, to charge it with the relative work.

Quarry at Velletri. (Parisi Firm)

Three stone-scrushers and three granulators have been installed, but, at present, owing th breakdowns, only three of them are in operation with an average production of about 15 mc. of rubble a day. Within the next week it is expected to put in operation a fourth granulator, which should increase the production of rubble up to about 30 mc.

There are 72 workmen.

In view of the necessity to increase the rubble production in the quarry at Velletri in order to meet the requirement, we urged d'Andrea Firm, owner of the quarry, to restore to service as soon as possible the pre-existing plant working by electricty.

Velletri-Terracina. (Italstrade Stock Joint Cº).

The works for raising tracts of road between Km.94 and Km.100 near Terracina continue speedily as well as the impasting of rubble for the new ballast corresponding to the raising itself.
On the whole section, repairs to the road surface have been speeded up; such repairs are being carried out either with bitumen and rubble, supplied directly on site by the Allied Authorities, or with bitumen emulsion and rubble supplied by the Firm itself.
As regards rubble supply, " Italstrade " has installed in the quarry near Terracina two crushers, but the production is still limited, so that the Firm, which cannot get material from the quarry at Velletri for the above mentioned reasons, receives rubble supplies from " Lunghezza " quarry near Rome.

There are 267 workmen.

1550

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

Terracina-Garigliano. (Carcone Firm)

Also on this road section the repair works to the surface have been speeded up, using materials supplied directly by the Allied Authorities- As regards the section near the houses in Formia between Km.142 and Km.145, maintenance works is in hand using small rubble sent from Carcone Firm's quarry near Gaeta. Also in this quarry, the scrushers which has been installed produces rubble supplementary to that one already on the road.

There are 107 workmen.

Constructional Works.

The re)construction works which are being carried out by Greco, Società Immobiliare and Persichetti Firms, continue regularly. Greco Firms which works for the re-construction of three bridges at Km.114+115 - 115+835-116+675, is carrying out masonry work to the abutments and piers of the first two and the digging of the third on in half the road.

(sgd).

The Inspector General.

(Ing-Eugenio Gra)

P.W. BRANCH
A.C.
318/1-U/6

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO UMBRIA REGION
(Engineering Division)
APO 394

G.de CEF/gb
c03345

13 February 1945

TO : HQ. A.C. (P.W.) ✓

SUBJECT : Military Roads

IN REPLY QUOTE : R4/ENG/509

A review of Projects for Military and State roads made early November showed 111 projects outstanding when Ing. GRA took over as Isp. of Viabilità following several changes of head at short intervals at that date I spoke to Isp. Generale and Isp. GRA - 80 of these have been cleared and approved the majority of the remainder were postponed by Military. - This is a satisfactory clearance of back work and I had hoped that in addittion to clearing back work they would keep abreast of current work.

Another review up to 24th Jan shewed that there were 74 projects unapproved (some of which are postponed for military reasons).- As the flow of work being initiated each month continues this shows that although some of the leaway has been caught up, the staff has failed to both catch up and clear the past legacy. & deal with current work

I am desirous of getting this right up to date so perhaps you could suggest to the Minister that he might reinforce this department at least until all back projects have been brought up to date. -

This applies to the ROME Viabilità control office as the PERUGIA branch office also under Isp.GRAhas caught up and is keeping abreast of its current projects, due partly to a large increase in staff when we took over. -

15/48

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

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15/2 R.E.
Regional Engineer
Lazio Umbria Region AMG.

Rt Col Thompson
Re: take up with Deputy
Dft. 15/2
done 20/2
MM

Rec'd 20/2

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

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

AJG/mp
(04449

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO UMBRIA REGION
(Engineering Division)
APO 394

RECEIVED
P.W. & U. S/C A.C
10 FEB 078

078/LU C/PWU

8 February 1945

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

69

SUBJECT : Bridge Route 85
Km. 40+3

REF. : R4/ENG/509 85

1. The m/n Bridge is not under the jurisdiction of this office, we are therefore returning the attached letter to you for transmission to and action by the appropriate Regional Engineers Department.

2. For your necessary action.

W.D.P. Fentry Capt. CMP
For Regional Engineer,
Lazio Umbria Region, AMG

Encls:
1 letter

Lt Col Thompson

Ltr 12/2

Letter from 3010 Wks Sect. sent on to Col. Latimer 14/5/7

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

Tel.489081.Ext.339

HEADQUARTERS ALLIED COMMISSION NWH/rlv
AFO 394
Public Works and Utilities Sub-Commission

078/I-U/6/PWU 23 January 1945

Subject: Maintenance of Route 7
from Rome to Cisterna.

To : Public Works and Utilities S/C.
(Att: Lt.Col.V.3.Thompson).

1. Route 7 was inspected from Km.7 to Km.52 by Lt.Col. Findley, Engineer Culi of the Genio Civile and myself on 19 January 1945.

2. The section between Rome and Albano the asphalt skin surfacing over the concrete paving is being removed by contractor Cartareggia. It is my opinion that more units should be used at this time as this is the ideal time to remove the surfacing before the temperature gets higher.

3. The detour from Albano to Genzano and the main highway from Genzano to Km.40 is being repaired by contractor Amedeo Alessandria. This section is over 15 Km. in length and consist of heavy work. There are 123 men working at present. This section of work should be speeded up by putting more units working in a number of places. This will require more rock crushing equipment than is now on the project. The present equipment is producing 65 to 70 cu.m. of crushed rock per day. It is recommended that if the present contractor has not sufficient equipment to place more units on the project that his contract be amended and additional contractors be placed on this section.

4. The section of road from Km. 40 to Km.101 is being repaired by contractor Italstrade. The section from Km.40 to Km.56 and Km.96 to Km.98 is heavy work. In the section from Km.40 to Km.52 there were not many units working.

../..

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

It is recommended that more units be placed between Km.40 and Km.56.

5. The quarry at Velletri is being operated by contractor Parisi. He has five crushers on the site when they are all operating they will have a capacity of 150 to 200 cu.m. per day. When we visited the quarry only one crusher was operating. The contractor has done a lot of work in the quarry in the last three weeks he has quarried many tons of big rock which is now ready for final crushing.

6. There are a number of stock piles of rock along the road but the bitume did not seem any to plentiful.

7. I realize that this is a very poor time of the year to do paving work especially resurfing and repairing but every effort should be made to keep the holes filled so that the paving will not deteriorate.

N. W. Hyland.
N.W.HYLAND
Major Spec.Res.
Area Engineer.

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

Ref A/B/part

Lazio-Umbria 27th Decem 41 File

Dear Col.Belcher,

1.First may thanks for making me so comfortable in your bungalow. I enjoyed my stay very much and my driver also appreciated your hospitality.

2.Enclosed are 4 sheets of my inspection Notes & Maps of Lazio-Umbria 196
Five state roads 75 & 71(3 already sent) classified as Military Importance which will pass to my area on 1st Jan.

Bitumen has been in short supply but CE said will NOW be sufficient. In dry weather using Block Bitumen which cannot be used in wet. The supply of gasoline is still short.

{ Two long stretches in Zone of route 79(steep) & MONTA-CRVIETO have been well patched with bitumen and are smooth running. }

They have many potholes which could have been filled but have been starved of stone.

The other roads are Provincial but classified of Military Importance: PERUGIA-CITTA PIEVE-PANICALE-South of Lake Trasimeno to route 75 at MARSCIA.

Both these are in a very bad state requiring many hundreds of tons of stone to even patch the deep potholes; following a very wet period or snow these roads might well become impassable if foundations continue to get waterlogged and softened which is now happening by water lying in and flowing into potholes and soaking through.

They also show every sign of having been starved of stone. (During the ADRIA offensive in last war it took up 25 tons per mile per day to just keep the main road open when it got waterlogged. It is better to avoid it)

With route 79 out of action due to wash out of bridge No 125 south of TERNI(probably 2 months) these roads may be expected to have to carry heavier traffic than at present in the past.

It is thus very important to get stone out on these at once if possible before the snow comes and speed up work on them and I have instructed Evans to see them about ways and means.

I have not seen the Provincial roads North of PERUGIA yet but reports indicate that the CASTIGLIO road will require much stone and transport.

3. The cause of shortage of stone may be:

a.Limited output of quarries.This may be possible to speed up by opening up at many quarries as possible as new work as possible to save transport. and using stone obtainable locally e.g. from river beds but round stones even broken round ones do not bind so well as quarried stone.

It will take time to locate new major plant and get going.

b.Transport insufficient to cart all the stone required.

I have asked in Division for allotment of trucks but it is doubtful if they will have any spare until grain movement is over.

Meanwhile the only way to get stone onto the roads of Military Importance is to starve the less important until they can be fed by local carts.

1544

4.The 7 ks from PERUGIA to PIA requires 2,500 tons of stone to resurface;this was dropped by Military Authorities and is a fully justified project sometime but I feel strongly that now not more than [illegible] to metalled white roads of Military Importance should be

All Thy heart

potholing

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

less than that need, and there is already on the PLA road more than sufficient for that.

It would help if you could place transport used on this, and similar roads of only local importance, at disposal of Com and then responsibility passes to Regional Engineer et disposal of Maj. Evans on all Military roads are satisfied.

I will try and get from Rome contractors with transport but that will reflect adversely on local contractors who have done excellent work on bridges.

5. The number of bridges completed and well under way to completion seem by me in my tours are very satisfactory and with two exceptions the work appeared good, and you Cook, Howard, and Scabelle must feel proud of the combined drive that has attained this result.

All is now arranged to enable contractors to get paid for their work and I hope disbursement will not be unduly delayed but billing is a long job.

The state engineer - for months ago had 2 assistants now he has 11 for supervision.

6. As regards the future, with the experience of nearly complete stoppage of new projects for 4 months after Territory passed prematurely to Italian Government, on account of finance, I was in rushing to get all essential projects approved and financed before that happened in such a way that work financed by AMG funds can continue for several months unaffected by change over.

I know you will agree with this and that is why I have got 4 out of 5 of my P.O. officers working in the two remaining Alo Provinces leaving one for ROME City and one for the remaining 5 provinces.

7. The technical notes I have issued on Electricity to day will I hope be a foundation on which to build. They have been approved by ACC Chief Electrical officer, and I hope will not be contrary to any ideas of Military District.

Butcher is starting North again on Wednesday so will see today that RIVIE says things are hotter up your way. The disp[illegible] (Dr Cervari told me that a had generally a surplus of a mil kw over 2[illegible] and odds so if you can switch some of your olive crushing and flour mills and local industries onto those times it will result in meeting essential [illegible] adequately; and perhaps most important enable electricity to be supplied at a better voltage which due to overloads had dropped from 230 V to 21[illegible] volts in[illegible] inefficiency of motors and sometimes too slow for use, we are suffering from that elsewhere in [illegible] the Region.

Yours sincerely

Dear Thompson,
This copy was taken at yr. [illegible]
Rec — I have sent copy to Dalton
I don't quite know why he altered
stuff from quarries contrary to
to [illegible] [illegible]
The P.C. Villa was at Piano
I talked to Wyer and he thought it was wrong — 2 doors from w a
roof of stone & tiles from [illegible] — But they have tiles to do it. Cheers
Sam

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

078/L-U/6 Co 31.G

HQ AC(IW)

Enclosed are notes made by me on Inspection 19th Jan of route 7 from ROME to CISTERNA.

My summary of this is that work is being attempted in entirely unsuitable weather conditions and at present can only be palliative.

The BITUMEN supplied is variable in quality and said to contain excess of Parrafin, making Emulsification to a degree suitable for using without heating impossible without chemical ingredients especially sulphur which are not available. As a result much will be wasted, on a resurfacing portion for instance the specification of 2½kg per mq has had to be increased to 3 to 3½ and much of that will be unsatisfactory.

The reason for this work having to be done now in unsuitable conditions is that PBS failed to supply stone and BITUMEN while the weather was suitable and then handed the road over to ACC/AMG when the bad weather had started in a state entirely unready for Winter maintenance.

On both road I & 7 we recommended certain bridges that should be done but it was not approved by PBS result 5 were washed out and had to be dealt with under emergency condotions.

In CIVITAVECHIA Harbour the policy was identical, work which should have been done in the summer ~~was~~ and could only have been done in the summer was not done and they pulled ~~but~~ leaving us the Baby to hold.

I am not critising the policy adopted regretable as it is from the Civil side, it may have been a wise military policy to use the roads and harbour to the maximum when military needs dictated so, but if complaints are made as to inefficient work by me or my staff or Genio Civile which I deem due to these causes ~~it should~~ the true reason should go straight to the source to which PBS sends copies of their complaints, namely AFHQ. Although I have seen letters from Military authorities voicing complaints ~~sent~~ with copies sent direct to AFHQ The replies seem to go only to the Military authority and not to AFHQ to whom presumably ACHQ have the right to correspond.

Lt Col R.E.
Regional Engineer L&U.

19th Jan 45

+ 11 different types in one lot

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

HEADQUARTERS
20 JAN 1945

Lt Col Thompson

Please look into

Ltr 22/1

M 15/43 2/1

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

Notes on Inspection Route 7 from Rome to CIST[illegible]NA on 19th Jan.

I inspected this with Maj.Hyland and Ing.Ruei ? Capo di Sezione.
The weather showers with rain in between.
"eferring to R4/Eng 509.7 d.28th Dec.

(1) MERIOSI finished his contract on 31st Dec and it was not renewed.His two two steam rollers pulled out yesterday and were probably those seen returning to ROME. Capo di Sezione said that before the war they had plent but now none left. It seems a pity that such gear could not be hired or requisitioned by Genio Civile and avoid such loss of time & fuel and possible idle plent.

(2) CARTAGGIA has replaced Ital Strade km7-25 and has 60 men working,and intends increasing up to 150. It is simple straight forward work NOT of extreme urgency as if not done it will in time peel off itself and the surface coat of Bitumen is so thin that it does not seriously inconvenience traffic. The work was going on in spite of warther and they were working.

(3) Km 17/18 Resurface 800 m l over railway. This contract has not yet been let.This stretch of road is not in a dangerous state and Ceni is of opinion that a better job would result when weather has improved. I agree. Also the Emulsification of Bitumen is not yet satisfactory.

(4) Km 24/25. Retaining NOT yet let. This is a communal stretch of road and there have been negotiations com une not prepared to buy. Also lack of stone sets. I told Capo that that must not be allowed to interfere as if no others they must be taken up off side streets as the main road is vital..This stretch is in a very bad state, and should be done

(5) On Byepass. The new byepass is not satisfactory in my opinion because it was primarily a small side road and 4" stone was put down where there should have been 8" or 10".The 4" was supplied by PBS and had to be unused,They should have known better. As an expedient all right but will involve continuos heavy maintenence as result of initial error.

Two stretched are already being resurfaced.Impossible to make satisfactory seal in this weather,with unsatisfactory emulsion.

(6) A very bad stretch between end of new bit and Genzano, and also in Genzano The first stretch requires opening of haunches and bottoming put in this is NOT the right time of year to do it as the opening may make mt mtters worse. Inspec.Visbilite is against it and I agree. Meanwhile till warther improves it must be extensive patching.

Two rollers are now working on new byepass left by MERIOSI and one roller in GENZANO.The latter doing about 250 mq per day.In straight work we expect 1500 mq from a roller well fed. In Italy Capo says 600 and considers that with traffic interuptions 250 is fair. The job is balanced and the crusher working alongside keeps pace.18 men at work in rein.24 men on Byepass.

Crusher should do 8 to 10 mc per hou say 4 mc actual x 8 hours per day.This would allow for 40 ml of road per day full width. coing about 50 mc half width including seal coat. In this warther much Bitumen is wasted. but worth it. When finished these rollers will do the stretch in between.

(7) Between GENZANO and VELLETRI it was raining hard and about 40 men were counted at work,contractor says 83. There was only signs of where the seen gangs were working.Further checks should be made,as 83 are being paid.Bitumen is kept in store near site and issued to work as required.

15/2

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

This stretch obviously requires complete ~~resurfacing and~~ sealing and THIS SHOULD HAVE BEEN DONE before the bad weather started.

PBS did not supply either the stone chippings or Bitumen,. they have left us the baby to hold when the weather broke and pulled out, as they did from CIVITAVECHIA harbour and route I. and on both routes bridges were recommended for rebuilding and refused and subsequently washed out, to be rebuilt at the wrong time of year..

(8) Km 30 to 37 a new UNSEALED surface. This should have been sealed months ago and saved all this trouble. Neither BITUMEN nor STONE was provided by PBS, that responsibility is theirs. The BITUMEN is now available and also stone in fair quantity hauled from ROME but the season is not suitable and the BITUMEN is variable in quality making Emulsification extremely difficult and some of the ingredients notably sulphur are not available so all Emulsified Bitumen has to be heated, to 80 °C.

The best that can now be done is to take advantage of fine weather spells, and accept the heavy extra cost of labour pottering with little result when wet..

(9) In Velletri there is a very bad stretch. a gang of about 10 men were at work filling potholes with dry stone and grit and earth. Almost as out down the grit and earth becomes MUD and then the stones are shoved out

Contractor has a fourth roller and will put it on this stretch and endeavour to seal it as he rolls it. Heavy stone is stacked at site

(10) VELLETRI-CISTERNA by I. presse Itelstrade. Signs of work and fair stock piling of chippings. Bitumen in stores and some on job. Too wet for patching and men on drains and berms.

Some recently done patches were above level and should not be. Indicates not cutting out shoulders square for potholes or lack of use of rammers, none of which were seen in use or at site.

The only policy for this stretch is wasteful patching until weather allows complete spraying, which should have been done before winter NOT during winter. T, is road has not been resprayed for ober 5 years and some bits nearer ten., it is surprising that it has held.

Col Hindley

Lt Col RE
Regional Engineer. L&U.

Quarries - Allocation in supply stone from ~~to~~
Rome Army until Velletri can produce
Sufficient. Rome is ~~also~~ only source stone from a
small quarry on roadside near Albano, and crushed
by hand roller —
Velletri quarry - active in split of grain and men
working but considerable evidence of Germans stone
crushing - Electric drilling - 5 crushers at site
1 only in use, 2 under repair on plant arrived —
Explosives for Electric Detonator Gelignite Explosive and
Safety fuse Without Commercial Caps — Such was the basis
of difficulties which are now rectified —

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

RECEIVED
PWO S/C A.C.
20 JAN 1945 078

OFFICE OF S-3
357TH ENGINEER GENERAL SERVICE REGIMENT
APO 782 U. S. ARMY

15 January 1945

SUBJECT: Repair and Maintenance Work on Route 7.

TO : Chief, Public Works Division, Allied Commission, APO 394.

ATTENTION: Captain Gentry

1. An inspection of Route 7 between the Garigliano River and Albano was completed 11 January 1945 by the representative of 357th Engr. GS Regiment.

2. The following work is urgently required:

a. At 127.8 - Maintain approximately 100 ft. of fresh fill at sharp curve. Provide bituminous topping as soon as weather permits.

b. At 145.32 - Build wall on South East side of timber culvert to prevent scour (re-route ditch so as to direct flow away from cribbing.

c. At 143.32 - At south edge of Formia need small retaining wall to hold edge of road.

d. At 142.70 - Install two (2) 36" culvert pipes (pipes requisitioned by 357th Engrs. 14 January 1945)

e. At 119.63 - Repair culvert (city walk)

f. At 119.22 - Replace culvert with masonry arch.

3. Route is starting to deteriorate in many places and parts such as between 53 - 56 Km marking will need resurfacing. In some places pot holes are being filled with dirt and 3/4" stone and in others, with 3/4" stone. Until weather suitable for proper patching arrives, 1½" to 3" rock only should be used and then in holes deep enough so rock does not project beyond the surface of the road and covered with ½" or 3/4" stone top.

4. Drums of asphalt appears adequate between Garigliano to Formia but there is very little rock. 389 drums of asphalt placed between Albano and Fondi between 5 to 10 January 1945.

5. Approaches to bridges appear to deteriorate more rapidly than other parts of road. All approaches should be checked and patched where required.

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

6. Sand needed on road from Velletri to 10 Km north of Velletri for icy condition.

For the Commanding Officer:

James M. Turner
JAMES M. TURNER,
Capt., 357th Engrs.,
S-3.

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

Tel.489081.Ext.339

File

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

HWS/rlv

078/1-U/6/PWU
TO

19 January 1945

Subject: Military Highways. P.B.S.

To : Regional Commissioner,
(Att: Regional Engineer).

1. Attached is copy of letter received from HQ., Peninsular Base Section in which we are requested to undertake the maintenance of certain roads. A sketch map of the routes is also attached.

2. All facilities available to you should be extented toward ensuring proper maintenance of these routes.

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

1534

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

RECEIVED
P.W. & U. S/C A.C.
17 JAN 1945 07[illegible]

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
Lazio Umbria Region
(Engineering Division)
APO 394

17 January 1945

TO : O.C. 81 Works Section

SUBJECT : Route 3
Km.66+395-Bridge.

FILE : R4/ENG/509.3

1.- Av.VALENTE managering director of Soc.Generale Immobiliare, who has a contract on the Bridge stated in caption, has advised this office that they have received instructions to operate on a continuous 24 hours basis on this Bridge until it is completed.

2.- He advises further that they are experiencing extremely low temperatures at the job site, expecially during the hours of darkness, which make it very difficult to handle concrete without it freezing before setting.

3.- May we suggest that precautionary measures be taken, either in the form of an antifreezing material to be mixed with the aggregate, or restrict the placement of concrete during the time when low temperatures might cause damage.

4.- If these measures are not taken, we feel that the contractor may wish to be absolved from any responsibility in connection with the safety of the structure.

W.R.GENTRY CAPT.CMP.
For Regional Engineer,
Lazio Umbria Region, AMG.

Copy to; Maj. BOUCHER
Col. OWEN
HQ-AC-PW&U.

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

MINISTRY OF PUBLIC WORKS

N°.297/sec 2 IV. Translation 15 January 1945

Subject: Repairs of Road surface and reconstruction of Bridges on Route 7 (Report N°.3)

To : Col.V.S.Thompson, P.W. & U. S/C.

61

Stretch : Rome - Albano

Atmospherical condition have made impossible the patching of the road surface. This however has no influence on the solidity of the road surface or on the traffic.

Negotiations are in course with contractor Cartareggia for roughening the concrete pavement.

Stretch: Albano - Velletri

Contractor Alessandri,. On diversion Pagliarossa a first section of 200 sq.meters has been treated with a cold bitumen application; work that to be stpped in account of bad weather. The drainage works are proceeding in order to avoid the stopping of water. The stock-piling of chippings is proceeding in order to be prepared to resume the work as soon as the weather allows.

Rolling near Genzano and patching on the rest of the stretch are proceeding slowly in account of the bad weather.

Several barrels of emulsion lately produced by Permolio are decomposed due to cold temperatures.

Total number of workmen 74.

Velletri Quarry: Contractor Parisi.

There are 4 stone crushers in this quarry two of which are already operating. At present the quantity of stone crushed is still limited but will be shortly increased.

Total number of workmen 67.

1537

../..

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Stretch: Velletri - Terracina. Contractor Italstrade.

Patching being delayed by bad weather. Proceeding instead, regularly with road raising near Terracina, one of which at Km. 97+450 has been completed. Without interferring too much with the traffic, while the one at Km. 96+660 is underway.

In the Quarry at Terracina a granulator has also been installed and it is now operating.

Total number of workmen 200.

Stretch: Terracina - Garigliano. Contractor Carcone.

Bad weather has delayed patching and chips production. Five carloads of bitumen arrived at Fondi Stn., have been unloaded and distributed along the road as previously agreed.

Total number of workmen 120.

Bridges and Retaining Walls.

Contractor Greco is continuing with the excavation at Km. 114+568 and Km. 115+835 with 35 workmen.

The Immobiliare has built the sheds at bridge Km. 141+100 and Km. 143+060. Contractor Persichetti has commenced the foundations of the Retaining wall South of Formia. We are making surveys in order to determine what portion of the wall has to be reconstructed now.

MINISTERO DEI LAVORI PUBBLICI

UFFICIO SPECIALE DEL GENIO CIVILE CON SEDE IN ROMA
per la viabilità Statale delle Provincie di:
ROMA - FROSINONE - LITTORIA - RIETI - TERNI - VITERBO
(già COMPARTIMENTO A. A. S. S.)

RECEIVED
P.W. & U. S/C A.C.
5 JAN 1945 013

Roma, addì 15 GEN. 1945 19

Via Monzambano, 10
Indirizzo Telegrafico "Genio Civile Stradale Roma"

Prot. N. 997 Sez. IV Allegati

Risposta al foglio N. del

Al Colonnello THOMSON
Sottocommissinne Lavori Pubblici e Lavori AC/ Via Veneto
ROMA

Al Capitano Gentry Ingegnere Regionale Stradale 4ª Regione AC/
ROMA

61

OGGETTO: S.S.n. 7"Appia". Sistemazione straordinaria del piano viabile. Ricostruzione opere d'arte . Rapporto n. 3.

dr Col Thompson

Tratto Roma - Albano - Le condizioni atmosferiche hanno impedito il lavoro di rappezzatura del manto superficiale di irruvidimento . L'inconveniente non ha importanza agli effetti della solidità ed efficacia del piano viabile . Sono in corso trattative con l'impresa Cartareggia per la scalpellatura della pavimentazione cementizia .

Tratto: Albano - Velletri - Impresa Alessandri . Nella variante Pagliarozza è stato eseguito un primo tratto (200 mq.) di trattamento superficiale a freddo, lavoro che si è poi sospeso per il maltempo. Si procede alla sistemazione delle cunette per evitare ristagni d'acqua sulla strada . Continua frattanto l'ammanimento di graniglia per il trattamento superficiale che verrà ripreso appena le condizioni atmosferiche lo consentiranno.
La cilindratura vicino Genzano ed i rappezzi del resto del tronco procedono a rilento a causa del tempo.
Alcuni fusti di emulsione dell'ultima produzione della Permolio si sono decomposti per effetto del freddo.
La forza lavorativa complessiva è di 74 operai .

Cava Velletri - Impresa Parisi . In cava/

4

1536

Si prega indicare nella risposta il N. di protocollo

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

Si prega indicare sulla risposta il N. di protocollo

Tratto Roma - Albano - Le condizioni atmosferiche hanno impedito il lavoro di rappezzatura del manto superficiale di irruvidimento . L'inconveniente non ha importanza agli effetti della solidità ed efficacia del piano viabile . Sono in corso trattative con l'impresa Cartareggia per la scalpellatura della pavimentazione cementizia .

Tratto: Albano - Velletri - Impresa Alessandri . Nella variante Pagliarozza è stato eseguito un primo tratto (200 mq.) di trattamento superficiale a freddo, lavoro che si è ~~xxx~~ poi sospeso per il maltempo. Si procede alla sistemazione delle cunette per evitare ristagni d'acqua sulla strada . Continua frattanto l'ammanimento di graniglia per il trattamento superficiale che verrà ripreso appena le condizioni atmosferiche lo consentiranno.

La cilindratura vicino Genzano ed i rappezzi del resto del tronco procedono a rilento a causa del tempo.

Alcuni fusti di emulsione dell'ultima produzione della Permolio si sono decomposti per effetto del freddo.

La forza lavorativa complessiva è di 74 operai .

1536

Cava Velletri - Impresa Parisi . In cava/frantoi , due dei quali già in funzione . Per ora la produzione è ancora limitata ed in fase di avviamento.

La forza lavoratiga è di 67 operai .

Tronco: Velletri - Terracina - Impresa Italstrade . La rappezzatura del piano viabile è ostacolata dal cattivo tempo. Si procede invece regolarmente alla esecuzione dei rialzamenti stradali vicino Terracina, uno dei quali, quello al km. 97+450, è già stato eseguito senza

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

arrecare eccessivo disturbo al transito, mentre un secondo è in corso di esecuzione al km.96+660.

Nella cava di Terracina è impiantato anche un granulatore della impresa che è già in funzione .

La forza lavorativa complessiva è di 200 operai

Tronco: Terracina - Garigliano - Impresa Carcone . Il cattivo tempo ha ostacolato la esecuzione dei rappezzi e la produzione della graniglia . Sono stati scaricati 5 vagoni di bitume , arrivati alla stazione di Fondi . I fusti sono stati distribuiti su strada secondo gli accordi presi in precedenza. La forza lavorativa è di 120 operai;

Opere d'arte - L'Impresa Greco continua, con una forza di 35 operai gli scavi per i manufatti ai km. 114+568 e 115+835 . L'impresa Immobiliare ha impiantato i cantieri per i ponti ai km. 141+100 e 143+060.
L'Impresa Persichetti ha iniziato lo scavo per il muraglione a sud di Formia. Per lo stesso muraglione sono contemporaneamente in corso i rilievi per stabilire quale parte sia necessario ricostruire subito.

L'ISPETTORE GENERALE
(Ing. Eugenio Gra)

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

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

GR/sg

TRANSLATION

MINISTRY OF PUBLIC WORKS

Special Office of the Genio Civile in Rome.

for the Highways in the provinces of :

ROME, FROSINONE, LITTORIA, RIETI, TERNI, VITERBO.
(Formerly Department of the A.A.S.S.)

N. 64.

Rome, 6th January 1945.
Via Monzambano, 10.

60

TO : Lt.Col.V.S. Thompson
Chief P.W. Division
P.W.& U. S/C - A.C.
Via Veneto - ROME -

The Regional Engineer for Roads, Region IV A.C.
- ROME -

SUBJECT : Highway 7 "Appia". Non-recurring repairs of the roadway - Reconstruction of bridges - Report N.2

Stretch : Rome-Albano ("An.Strade" Firm) - As soon as the weather will permit it we will start mending the entire "rough surfacing" starting from where the highway meets the internal Rome road (Km.7).

Stretch : Albano-Velletri (Alessandri Firm) on the stretch of diversion (Pagliarozze locality at Km. 2,5 from Albano) 300 m. long we have arranged for the execution of a treatment of a 2nd coat for surface protection. Part of the emulsion is already on the spot.
The remaking of the surface with rolling of aggregates in the stretch near Genzano continues but has been hampered by atmospheric conditions.
There are, on an overage, 98 workmen altogether.

Velletri quarry (Parisi Firm) - There are 3 crushers at the quarry which have already produced a first lot of chips. There are 40 workmen working there.

Stretch : Velletri-Terracina ("Italstrade" Firm) - Three truck-loads of pure bitumen have arrived at Littoria railway-station, their distribution, with particular regard to the Velletri-Cisterna stretch which needs it

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

most, is in hand. The Firm has also brought 15 other barrels of emulsion to the stretch near Terracina for mending the stretch between Km.99 and 103, including the internal cross-road of the city. 260 c.m. of stones and 50 c.m. of rubble have been got ready at the road-side for repairing the depressed stretches near Terracina, having been brought from the quarry which is being worked on purpose at Km.103.
Two steam-rollers have already arrived on the spot.
There are 170 workmen in all.

Stretch : Terracina-Garigliano (Carcone Firm) - The arrival of some truck-loads of chips and bitumen at the Fondi and Minturno railway-stations has been announced for the 7th, 8th and 9th January.
Labour has been engaged for the rapid unloading of the trucks.
Meanwhile the Firm is getting chips from the Formia quarry where a crusher worked by a tractor is installed.
There are 126 workmen in all.

Bridges : The Greco Firm has started enlarging the road for the 3 span bridge at Km.114 + 568 and clearing away the debris, so as to uncover the foundations of the old bridge.
The same Firm has started clearing half the roadway also for the little bridge at Km.115 + 835.
The Immobiliare and Persichetti Firm are still getting ready to rebuild the bridges entrusted to them.

THE INSPECTOR GENERAL
(signed: ing.Eugenio Grà)

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MINISTERO DEI LAVORI PUBBLICI

UFFICIO SPECIALE DEL GENIO CIVILE CON SEDE IN ROMA
per la viabilità Statale delle Provincie di:
ROMA - FROSINONE - LITTORIA - RIETI - TERNI - VITERBO
(già COMPARTIMENTO A. A. S. S.)

Roma, addì 3 GEN. 1945 19
Via Monzambano, 10
Indirizzo Telegrafico "Genio Civile Stradale Roma"

Prot. N. 64 Allegati
Risposta al foglio N. del

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

Al Col. Thomson
Sottocommissione LL.PP. e
Lavori A.C. -
Via Veneto
Ingegnere Regionale Stradale
IVª Regione AC/
Corso d'Italia n. 25 ROMA

OGGETTO: S.S.n. 7"Appia". Sistemazione straordinaria del piano viabile
Ricostruzione manufatti. Rapporto n. 2

Translation attached Tradotto

Tratto: Roma - Albano (Impresa An. Strade) Appena il tempo lo consentirà si darà inizio alla rappezzatura completa delmanto di irrubidimento a partire dal limite della strada statale con quella interna di Roma (km.7)

Tratto: Albano - Velletri (Impresa Alessandri) sul tratto in variante (località Pagliarozza a km. 2.500 da Albano) lungo m.1.300 si è disposta l'esecuzione di un trattamento di 2ª mano per la protezione superficiale . L'emulsione è già in parte sul posto.
L'esecuzione del rifacimento del capostrada con ricarico cilindrato nel tratto prossimo a Genzano prosegue ma è stata ostacolata dalle condizioni atmosferiche.
La forza media complessiva è di 98 operai

Cava Velletri (Impresa Parisi) Sono in cava tre frantoi che hanno già prodotto un primo quantitativo di graniglia. Vi lavorano 40 operai. 150

Tratto: Velletri - Terracina - (Impresa Italstrade) sono arricati alla stazione di Littoria tre vagoni di bitume puro dei quali è in corso

Si prega indicare nella risposta il N. di protocollo

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

Translation attached Traduzione

Tratto: Roma - Albano (Impresa An. Strade) Appena il tempo lo consentirà si derà inizio alla rappezzatura completa del manto di irrubidimento a partire dal limite della strada statale con quella interna di Roma (km.7)

Tratto: Albano - Velletri (Impresa Alessandri) sul tratto in variante (località Pagliarozza a km. 2.500 da Albano) lungo m.1.300 si è disposta l'esecuzione di un trattamento di 2ª mano per la protezione superficiale . L'emulsione è già in parte sul posto.
L'esecuzione del rifacimento del capostrada con ricarico cilindrato nel tratto prossimo a Genzano prosegue ma è stata ostacolata dalle condizioni atmosferiche.
La forza media complessiva è di 98 operai

Cava Velletri (Impresa Parisi) Sono in cava tre frantoi che hanno già prodotto un primo quantitativo di graniglia. Vi lavorano 40 operai. 1503

Tratto: Velletri - Terracina - (Impresa Italstrade) sono arricati alla stazione di Littoria tre vagoni di bitume puro dei guali è in corso la distribuzione con particolare riguardo al tratto Velletri Cisterna che ne ha maggiore urgenza . Inoltre l'impresa ha portato altri 15 fusti di emulsione nel tratto prossimo a Terracina per i rappezzi del tratto fra i km. 99 e 103, comprendente la traversa interna della città.
Sono stati ammaniti su strada mc. 260 di pietrame e mc. 50 di pietrisco per la esecuzione della sistemazione dei tratti depressi in vicinanza di Terracina provenienti dalla cava attivata appositamente al km. 103 . Sono già giunti sul posto due rulli compressori.

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La forza complessiva degli operai è di 170 lavoratori .

Tratto: Terracina - Garigliano (Impresa Carcone). E' preannunciato per i gi-
ni 6-7-8- l'arrivo di alcuni carri ferroviari di graniglia e bitume al-
le stazioni di Fondi e di Minturno . E' stata disposta la mano d'opera
per il rapido scarico dei vagoni.
Trattando dall'impresa sono in corso ammanimenti di graniglia dalla ca-
va di Formia ove è impiantato un frantoio - granulatore azionato da
trattore a nafta .
La forza complessiva è di 126 lavoratori.

Opere d'arte - L'impresa Greco ha iniziato l'allargamento stradale per il pon-
te a 3 luci al km. 114+568 e lo sgombero delle macerie, per scoprire le
fondazioni del vecchio ponte .
Anche per il ponticello al km. 115+835 la stessa impresa ha iniziato lo
sgombero di mezza sede stradale .

Le imprese Immobiliare e Persichetti sono ancora in fase di prepa-
razione per la ricostruzione delle opere d'arte loro affidate .

L'ISPETTORE GENERALE
(Ing. Eugenio Gra)

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

MINISTERO DEI LAVORI PUBBLICI

UFFICIO SPECIALE DEL GENIO CIVILE CON SEDE IN ROMA
per la viabilità Statale delle Provincie di:
ROMA - FROSINONE - LITTORIA - RIETI - TERNI - VITERBO
(GIÀ COMPARTIMENTO A. A. S. S.)

078/L-V/6/Pers

Roma, addì 28 DIC. 1944 19

Via Manzambano, 10
Indirizzo Telegrafico "Genio Civile Stradale Roma"

Sezione 3ª

Prot. N. 5982/ Allegati

Risposta al foglio N. del

Al Col. THOMSON -
Sottocommissione LL.PP. e
Lavori AC/
Via Veneto 29
ROMA

R.U.
29 DEC 1944 078

OGGETTO: S.S.n.6"Casiliaa".- Ricostruzione ponti che attualmente impegnano travate metalliche.

RUR

A seguito del rapporto 16 corrente mese n. 5613 si segnala qui di seguito la situazione dei ponti in oggetto a tutto il 23 corrente :

1 - Ponte al km. 79+090 - Impresa Pantaleo. E' ultimato. Si attende la rimozione del baley per completare l'inghiaiata. Il pietrisco è pronto a piè d'opera. Si sta completando la la costruzione dei parapetti.

2 - Ponte al km. 80+327 - Impresa Pantaleo. Entrambe le spalle sono al piano d'imposta dell'arco. Si stanno montando le centine .

3 - Ponte al km. 81+462. Impresa Pantaleo. Il volto è ultimato; continua la costruzione dei muri d'ala in sinistra mentre quelli in destra valgono alla fine.
E' stato eseguitá per circa 1/3 il riempimento a ridosso della spalle verso Frosinone .

4 - Ponte "Madonna di Loreto" al km. 139+870 - Impresa 1532a".Completato il ricarico dipietrisco e aperto al transito.Iniziato

Si prega indicare nella risposta il N. di protocollo

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

29 DEC 1944 078

OGGETTO: S.S.n.6"Casiliaa".- Ricostruzione ponti che attualmente impegnano travate metalliche.

RCR

A seguito del rapporto 16 corrente mese n. 5613 si segnala qui di seguito la situazione dei ponti in oggetto a tutto il 23 corrente :

1 - Ponte al km. 79+090 - Impresa Pantaleo. E' ultimato. Si attende la rimozione del baley per completare l'inghiaiata. Il pietrisco è pronto a piè d'opera. Si sta completando la la costruzione dei parapetti.

2 - Ponte al km. 80+327 - Impresa Pantaleo. Entrambe le spalle sono al piano d'imposta dell'arco. Si stanno montando le centine .

3 - Ponte al km. 81+462. Impresa Pantaleo. II volto è ultimato; continua la costruzione dei muri d'ala in sinistra mentre quelli in destra valgono alla fine.

E' stato eseguito per circa 1/3 il riempimento a ridosso della spalle verso Frosinone .

4 - Ponte "Madonna di Loreto" al km. 139+870 - Impresa "Elsa".Completato il ricarico dipietrisco e aperto al transito.Iniziato lo smontaggio della travata metallica.

1532

5 - Ponte al km. 143+300 - Impresa "Elsa" . Ultimato anche nei parapetti. Si attende il rialzamento della travata metallica, già richiesto al Comando Alleato, allo scopo di poter costruire massicciata stradale per l'apertura al transito. I materiali sono pronti a piè d'opera .

Si prega indicare nella risposta il N. di protocollo

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

6 - Ponte al km. 145+420 - Impresa "Elsa". Ultimati anche i muri di accompagno. Si inizia la costruzione dei parapetti e della massicciata .

7 - Ponte al km. 149+267. Impresa "Elsa" Ultimato il parapetto a valle ; volge alla fine anche quello a monte;-
Si attende il rialzamento della travata metallica - già richiesto al Comando Alleato-per poter iniziare la costruzione della massicciata. I materiali sono pronti a piè d'opera.

Nessuna novità circa i ponti ricadenti sotto la giurisdizione dell'Ufficio di Caserta .

L'ISPETTORE GENERALE
(Ing. Eugenio Gra)

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

Subject:- Reconstruction of [redacted] Road - Route 6 (Km 139·270 - Km 139·870).

Chief Engineer
5 Whitehall SW1.
Tel: Rosebell 67.
CE 4510.

27 Dec 1944.

PW & D REGISTRY
28 DEC 1944 018

18 CRE Berlin (Enclosing 4 copies of Dwg 296).

Lt-Col.C de C.F.Finlay, VC MC RE, (Enclosing 1 copy of Dwg 296)
Regional Engineer, LofC Region,AG. (For Action as para.1).
Lt-Col.V.E.Tompson, Chief Highway Div., HQ AG., BAOR

GHS. 28/12.

1. The enclosed Dwg No.296 gives the final road levels for reconstruction in bituminous macadam from Km 139·430 to Km 139·870 at [redacted] and supersedes Stage 2 as given in CE 4511 dated 30 Nov 44. The Stage 1 (Emergency) referred to in [redacted] letter has been completed except for the emergency flood relief culverts and drainage clearance. The existing level shown dotted on Dwg 296, is the original road level before the recent filling to depth of approx 3 feet.

2. Drainage of Road.

(i) Mine clearance check for whole working area (including realignment of drainage ditches) and erect temporary single strand wire fence with 'mine' signs at frequent intervals.

(ii) Survey existing ditches alongside road and prepare new drainage scheme to suit existing invert levels of watercourses on South side. Cut final ditches to alignment to suit toe of new embankment commencing on North side (Note: Stone pitched sideslope will eventually form one side of drainage ditch).

(iii) Place three 40-gall barrels for emergency flood relief at each site of new permanent culverts as shown on Dwg 296 with invert levels to suit new drainage as (ii), in doubtful cases keep the invert high.

(iv) Form sideslopes in rubble from ruins and formation in hand pitched stone to tarmac level for half width for whole length of North side. The stone pitching of sideslopes and consolidation by rolling to proceed concurrently.

(v) Open North side to single line traffic and repeat (iv) on South side.

(vi) Lay bituminous macadam (pre-mix) in half width for full length of North side and then complete whole carriageway on South side. Kerbing and forming verges with drainage grips.

(vii) Raise level of road from Km 139·270 to new carriageway at Km 139·430

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

[redacted] Dwg No.256 gives the final road levels for reconstruction in bituminous macadam from Km 139·410 to Km 139·870 at [redacted] and supersedes Stage 2 as given in [redacted] dated 30 Nov 44. The Stage 1 (Emergency) referred to in [redacted] letter has been completed except for the emergency flood relief culverts and drainage clearance. The existing level shown dotted on Dwg 256, is the original road level before the recent filling to depth of approx 1 foot.

2. Sequence of Work.

(i) Mine clearance check for whole working area (including realignment of drainage ditches) and erect temporary single strand wire fence with 'mine' signs at frequent intervals.

(ii) Survey existing ditches alongside road and prepare new drainage scheme to suit existing invert levels of watercourses on South side. Cut final ditches to alignment to suit toe of new embankment commencing on North side (Note: Stone pitched sideslope will eventually form one side of drainage ditch).

(iii) Place three 40-gall barrels for emergency flood relief at each site of new permanent culverts as shown on Dwg 256 with invert levels to suit new drainage as (ii), in doubtful cases keep the invert high.

(iv) Form sideslopes in rubble from ruins and formation in hand pitched stone to tarmac level for half width for whole length of North side. The stone pitching of sideslopes and consolidation by rolling to proceed concurrently.

(v) Open North side to single line traffic and repeat (iv) on South side.

(vi) Lay bituminous macadam (pre-mix) in half width for full length of North side and then complete whole carriageway on South side. Kerbing and forming verges with drainage grips.

(vii) Raise level of road from Km 139·270 to new carriageway at Km 139·410 approx 1 foot and re-surface in bituminous macadam to uniform [redacted] as in (iv) - (vi) commencing on North side.

3. Construction of Permanent Culverts.

The time taken to build culvert foundations and construct in half width (allowing for setting of concrete) would disorganise the road reconstruction, therefore the sets of 3 - 40 gall barrels will act as flood relief until roadworks are completed. The replacement of emergency culverts by the permanent culverts will be by AC contract to plans prepared by [redacted] District. A review of the flood conditions after the completion of the new road drainage ditches will govern the final culvert policy.

4. The roadworks as Dwg No.256 and para.2 above will be commenced immediately by the complete detachment 121 RA Coast Bty RE and DUL and will have priority over all other road maintenance.

The Garde Civile should be informed of this work with request for full cooperation regarding availability of civilian labour.

...../Sheet 2.

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

The surfacing of the approaches to the new CASSINO Bridge will be completed by the AC Contractor for the bridge unless the Regional Engineer notifies CE 3 District that the contract has been amended to exclude this work.

5. The lump sum value of all work including military and DEL., and the use of transport and equipment will be included in the "Return of Assistance Rendered to the Civil Road Organisation" under heading "Reconstruction Route 6 Rn 139+270 - Rn 139+670 at CASSINO".

(A.A.OSBORN)
Major R.E.
for Brigadier,
Chief Engineer.

AAG/GL.
ENCLOSURE: As stated.

1530

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

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

Tel.489081.Ext.339

file

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

RWS/rlv

078/L-U/6/PWU

5 January 1945

97

Subject: Route 6

To : Chief Engineer, HQ. 3 District.

1. Attached is report of bridge situation as of 30 December 1944 rendered by Genio Civile.

2. As will be noted five Bailey bridges either have been or can immediately be released.

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

Copy to:
Regional Commissioner,
Lazio - Umbria
(Att: Regional Engineer).

1529

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

Tel.489081.Ext.339

file

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

RWS/rlv

078/LU/6/RWU

3 January 1945

Subject: Route 7.

To : Engineer Officer, Southern District,
Peninsular Base Section.

Reference your letter of 26 December 1944.

Upon receipt of your communication the existing repair and maintenance situation on Route 7 was discussed with Regional Engineer, Lazio - Umbria Region. We note that agreements reached as a result of reconnaissance carried out by Major Johnson and Capt.Lewis of P.B.S., and Capt. Greene of Lazio - Umbria Region were confirmed in Capt. Gentry's letter of 28 December to your service, to which you are referred.

2. With reference to the specific points contained in Para.2 of your letter the following information is offered:

2a (1). We are organized to stockpile stone and bitumen along Route 7 using as initial supply the stone being shipped by P.B.S., to Cisterna di Littoria siding, Fondi siding at Monte Biagio and Minturno. Arrangements have also been made to haul and stockpile stone from the civilian quarries that are starting operation.

(2). Additional maintenance contracts have been awarded from Rome to Terracina and additional contractors are being added between Terracina and Garigliano River.

(3). Crushing operation using civilian equipment are being started in the Velletri, Terracina and Fondi quarries. The quarry at Abbadie has also been inspected and if power can be obtained, it will be placed in operation.

1528

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

(4). A contract for sealcoating the Genzano - Albano by pass has been awarded to Allessandri Amedeo and operation is underway.

2b.	(1).	Contract awarded to	Immobilaire
	(2).	" " "	Persichetti
	(3).	" " "	Persichetti
	(4).	" " "	Persichetti
	(5).	" " "	Immobiliare
	(6).	" " "	Immobiliare
	(7).		No action
	(8).	Contract awarded to	Immobiliare
	(9).		No action
	(10).	Contract awarded to	Greco
	(11).	" " "	Greco

3. On the work shown above contracts have been or are being awarded on an emergency basis and completion dates ar not yet available. When estimates are completed and contracts are formally executed, you will be forwarded advice of estimated completion dates.

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

Copy to:
Regional Engineer
Lazio - Umbria Region.

1527

MINISTERO DEI LAVORI PUBBLICI

UFFICIO SPECIALE DEL GENIO CIVILE CON SEDE IN ROMA
per la viabilità Statale delle Provincie di:
ROMA - FROSINONE - LITTORIA - RIETI - TERNI - VITERBO
(GIÀ COMPARTIMENTO A. A. S. S.)

Roma, addì 3 GEN. 1945 19
Via Monzambano, 10
Indirizzo Telegrafico: "Genio Civile Stradale Roma"

Prot. N. 23 Sez. IV^a Allegati

Risposta al foglio N. del

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

Col. THOMSON
Sottocommissione LL.PP. e Lavori
A.C./
Via Veneto 22 ROMA
Cap. Gentry
Ingegnere Regionale Stradale -
IV^a Regione A.C. -
Corso Italia 25
ROMA

OGGETTO: S.S.n. 7"Appia".- Sistemazione straordinaria del piano viabile . Ricostruzione manufatti.

Tratto: Roma - Albano - E' deteriorato il sottile manto asfaltico di irruvidimento .

L'inconveniente è quasi soltanto estetico perchè il disturbo del traffico è minimo ed avvertito solo dagli autoveicoli leggeri Si è previsto di scalpellinare la superficie del cemento sui tratti in cui il consumo del manto è notevole e la rappezzatura del manto nei tratti dove esso può essere conservato .

Il lavoro sarà eseguito dalla Soc.L'Anonima Strade che lo inizierà tragiorni . Tuttavia esso non è urgente essendo la solidità del piano viabile garantita assolutamente dalla pavimentazione in cemento su la quale le applicazioni di pietrischetto bitumato avevano solo carattere di provvidenza antistrucciolevole; irruvidimento che in altri tratti si ottenne invece con la scalpellinatura .

Tratto Albano - Velletri - Impresa Alessandri - Superati gli inconvenienti derivanti dalle qualità dell'emulsione si sta impiegando legante idoneo sia per i rappezzi, sia per il tratto di rifacimento del

Si prega indicare nella risposta il N. di protocollo

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

OGGETTO: S.S.n. 7"Appia".- Sistemazione straordinaria del piano viabile . Ricostruzione manufatti.

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Tratto Albano - Velletri - Impresa Alessandri - Superati gli inconvenienti derivanti dalle qualità dell'emulsione si sta impiegando legante idoneo sia per i rappezzi, sia per il tratto di rifacimento del manto pregio ricarico cilindrato a seconda che l'impresa esegue nel tratto in deviazione prossimo a Genzano.

La forza media degli operai è presentemente di circa 100 lavoratori.

Il rifacimento stradale già fatto è di circa mq. 1500; il pietrisco ammanito per continuare la cilindratura è circa mc. 120.

Cava di Velletri - L'Impresa Psrisi inizierà oggi la produzione che sarà via via intensificata col completamento degli impianti.

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Si prega indicare nella risposta il N. di protocollo

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

Tratto: Velletri Terracina - L'Impresa Italstrade ha fornito circa mc. 14 di graniglia portata da Roma per gli interventi più urgenti. Altri quantitativi giungeranno fra breve con ferrovia .L'mmulsione ha presentato inconvenienti di qualità, vari fusti si sono dovuti mettere da parte . La difficoltà conseguente di accelerare i lavori è in via di eliminazione .

E' stato iniziato l'ammanimento per la sistemazione dei tratti depressi in vicinanza di Terracina .

Sono al lavoro circa 200 operai , compresi quelli addetti ai trasporti e produzione in cava . Sobo sopraluogo due rulli compressori.

A cura delle autorità militari sono stati depositati nel tronco circa 26 fusti di catrame che vengono adoperati dai cantonieri per i rappezzi.

Tronco: Terracina - Garigliano - Attivata una cava a Formia .Sono già stati portati su strada mc. 10 di graniglia , mentre a cura dei Comandi sono stati portati sulla strada alcuni fusti di catrame .

La forza lavorativa è di circa 130 operai.

Opere d'arte - Le tre imprese a cui sono stati affidati i lavori: Immobiliare, Persichetti e Greco si stanno preparando per il rapido inizio dei lavori .

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

in via di eliminazione .

E' stato iniziato l'ammanimento per la sistemazione dei tratti depressi in vicinanza di Terracina .

Sono al lavoro circa 200 operai , compresi quelli addetti ai trasporti e produzione in cava . Sono sopraluogo due rulli compressori.

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L'ISPETTORE GENERALE

(Ing. Eugenio Gra)

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

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

54

MINISTRY OF PUBLIC WORKS

No.22/Sec 3

3 January 45

Subject: Reconstruction of bridges for the release of Baileys on Route 6 -(Casilina)
To : Col. V.S.THOMPSON, Public Works and Utilities S/C..

Following the report of 23 December No. 5982, we hereby inform you of the status of the bridges in question on 30 December last.

BRIDGE AT KM. 79+090 = CONTRACTOR PANTALEO

bridge and road base completed. Removal of Bailey may be initiated. Material needed for the completion of the roadway on site.

BRIDGE AT KM. 80+327 = CONTRACTOR PANTALEO

Arch 1/5 completed , the construction of the South wingwalls is proceeding. All necessary materials on site.

BRIDGE AT KM. 81+462 = CONTRACTOR PANTALEO

Arch completed, wingwall almost completed, proceeding contemporaneously with the filling. .

BRIDGE MADONNA DI LORETO KM. AT KM.139+870 =CONTRACTOR ELSA

Bridge completed - Bailey removed - open to traffic.

BRIDGE AT KM. 143+300 = CONTRACTOR ELSA

Bridge completed - Bailey removed - open to traffic.

BRIDGE AT KM. 145+420 = CONTRACTOR ELSA

Bridge completed and ready to be open to traffic - Bailey may be removed.

BRIDGE AT KM. 149+267 = CONTRACTOR ELSA

1525

Bridge completed - Bailey removed - open to traffic.

INSPECTOR GENERAL Eugenio Gra.

EL MINISTERO DEI LAVORI PUBBLICI

UFFICIO SPECIALE DEL GENIO CIVILE CON SEDE IN ROMA
per la viabilità Statale delle Provincie di:
ROMA - FROSINONE - LITTORIA - RIETI - TERNI - VITERBO
(già COMPARTIMENTO A. A. S. S.)

Roma, addì 3 GEN. 1945 19...
Via Monzambano, 10
Indirizzo Telegrafico "Genio Civile Stradale Roma"

Prot. N. 22 Sez. 3 Allegati
Risposta al foglio N. ... del

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

Al Col. THOMSON
Sottocommissione LL.PP. e Lavori A.C.
Via Veneto
ROMA

OGGETTO: Strada Statale N° 6 "CASILINA" = Ricostruzione ponti che impegnano travate metalliche.

A seguito del rapporto 23 dicembre N° 5982 si segnala qui di seguito la situazione dei ponti in oggetto a tutto il 30 dicembre u.s.:

PONTE ALLA PROGR. KM. 79+090 = IMPRESA PANTALEO

ultimato anche per quanto riguarda l'ossatura stradale.

Si può iniziare la remozione della travata in ferro.- Sul posto è pronto il materiale da spandere sull'ossatura per la immediata apertura del transito.

PONTE ALLA PROGR. KM. 80+327 = IMPRESA PANTALEO

iniziata la costruzione del volto che risulta eseguito per 1/5, prosegue la costruzione dei muri d'ala a valle.- Materiali necessari tutti sul posto.

PONTE ALLA PROGR. KM. 81+462 = IMPRESA PANTALEO

ultimato il volto; volgono alla fine anche i muri d'ala e procede contemporaneamente al riempimento dei vuoti a tergo degli

Si prega indicare nella risposta il N. di protocollo

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

OGGETTO: Strada Statale N° 6 "CASILINA" = Ricostruzione ponti che impegnano travate metalliche.

A seguito del rapporto 23 dicembre N° 5982 si segnala qui di seguito la situazione dei ponti in oggetto a tutto il 30 dicembre u.s.:

PONTE ALLA PROGR. KM. 79+090 = IMPRESA PANTALEO

ultimato anche per quanto riguarda l'ossatura stradale.

Si può iniziare la remozione della travata in ferro.- Sul posto è pronto il materiale da spandere sull'ossatura per la immediata apertura del transito.

PONTE ALLA PROGR. KM. 80+327 = IMPRESA PANTALEO

iniziata la costruzione del volto che risulta eseguito per 1/5, proseguè la costruzione dei muri d'ala a valle.- Materiali necessari tutti sul posto.

PONTE ALLA PROGR. KM. 81+462 = IMPRESA PANTALEO

ultimato il volto; volgono alla fine anche i muri d'ala e procede contemporaneamente al riempimento dei vuoti a tergo degli stessi.

PONTE MADONNA DI LORETO = PROGR.KM.139+870 = IMPRESA "ELSA"

1527

ultimato - smontata la travata in ferro ed aperto al transito.

PONTE ALLA PROGR. KM.143+300 = IMPRESA "E.L.S.A."

ultimato - smontata la travata in ferro ed aperto al transito.

PONTE ALLA PROGR. KM. 145+420 = IMPRESA "E.L.S.A"

ultimato e pronto per essere aperto al transito - la travata in ferro può smontarsi.

PONTE ALLA PROGR. KM.149+267 = IMPRESA "E.L.S.A."

ultimato - smontata la travata in ferro ed aperto al transito.

L'ISPETTORE GENERALE
(Ing.Eugenio Gra)

Translate

Si prega indicare nella risposta il N. di protocollo

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

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

M SOUTHERN REGION
27 DEC 1944
Form 14 1400

ENGINEER SERVICE
SOUTHERN DISTRICT
PENINSULAR BASE SECTION
A.P.O. 782

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

HHJ/ap

26 December 1944

SUBJECT: Repair and Maintenance Work on Route 7.

TO : Chief, Public Works Division, Allied Commission, APO 394.

1. A joint inspection of Route 7, between the Garigliano River and Albano, was completed 23 Dec 44 by representatives of Engineer Section, Penbase South, and the Regional Engineers Officer, A.M.G., Lazio-Umbria Region.

2. To avoid both excessive surface deterioration and future drainage trouble the following work is urgently required:

a. For your immediate action, Priority 1 A

(1) Stockpile stone and asphalt all along Route 7.

(2) Increase number of maintenance gangs, and patch all paving breaks.

(3) Put all nearby civilian quarries into operation.

(4) Sealcoat the Genzano-Albano bypass.

b. For your immediate action, Priority 1

(1) At Km 141.100-Build bridge to replace solid fill.

(2) At Km 148.39- North East abutment of bridge needs wall to prevent scour.

(3) At Km 145.32- Build wall on South East side of timber culvert to prevent scour.

(4) At Km 143.32- At South Edge of Formia need small retaining wall to hold edge of road.

(5) At Km 143.066- in Formia. Two culverts. Rebuild the

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

one to the South.

(6) At Km 142.70- Put in two 36" culvert pipes. Engineers to furnish pipes.

(7) At Km 119.63- Repair culvert.

(8) At Km 119.22- Replace culvert with masonry arch.

(9) At Km 116.765 " " " " "

(10) At Km 115.835 " " " " "

(11) At Km 114.568 " solid fill " "

3. Your reply giving estimated starting and completion dates of the above work is requested on or before 5 January 1945.

E. P. STRECK,
It. Colonel, Corps of Engineers,
Engineer Officer.

c/c TO: Regional Engineer
Lazio-Umbria Region

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

Tel.489081.Ext.339

52 file

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

078/L-U/6/PWU 30 December 1944
TO

Subject: Military Highways.

To : Engineer Officer, Peninsular Base Section.
A P O. 782.

Reference your letter of 8 December 1944.

1. Attached is copy of report rendered by Major Hyland, of this Headquarters, after a detailed inspection of Route 1, Rome to Leghorn for your information.

2. Copies of this report have been furnished the Regional Engineers of Toscana and Lazio - Umbria, with instructions that prompt corrective measures are to be instituted.

3. In compliance with the policy outlined in General McCoach's letter of 17 December 1944 we shall make every effort to assume full responsibility for maintenance of roads given P.B.S., priorities subject, of course, to supplies of bitumen being provided from P.B.S., stores. The Regional Engineers have been requested to maintain close contact with you or your representatives in working out the details of bridge reconstruction and road maintenance.

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

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

file

Tel.489081.Ext.339

HEADQUARTERS ALLIED COMMISSION R/S/rlv
AFO 394
Public Works and Utilities Sub-Commission

078/TO /6/PWU
L-U

29 December 1944

Subject: Military Highways.

To : Regional Commissioner
(Att: Regional Engineer).

1. Attached are copies of reports, made by Major N.W.Hyland of this HQ., as a result of recent inspections of conditions on Route 1 north to Leghorn.

2. It is extremely important that the conditions shown be treated as urgent. Contracts must be arranged without delay to ensure emergency repairs are effected and that proper maintenance is continued.

3. You will please maintain close contact with Col.Burns, Engineer, P.B.S., on matters relating to this Route. A request should be made to him at an early date covering bitumen requirements.

4. Copies are also attached of a letter received from Chief Engineer,AFHQ., together with our reply. The Chief Engineer's letter clearly outlines the policy with reference to these roads. We have given him our assurance that no effort will be spared in our endeavor to assume maintenance responsibility.

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

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

Tel.489081.Ext.339

file

RWS/rlv

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

29 December 1944

078/I-U/6/PWU

50

Subject: Ponte Fiume Bridge. MR - G603240.

To : Regional Commissioner, Lazio - Umbria.
(Att: Regional Engineer).

1. The timber bridge on the local road south of the Ceprano Railroad station constructed at our request and under your direction was designed for an approximate 4 ton load limit to handle the movement of workmen and certain materials necessary to the reconstruction of an electric power plant.

2. An Electrical Officer of this Sub-Commission has reported to us that he has observed the structure being used for loads far in excess of the allowable limit in connection with food hauling, etc.

3. Will you please call this situation to the attention of the Genio Civile so that proper load limit signs may be posted.

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

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

Tel.489081.Ext.339

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

NWH/rlv

078/L-U/6/PWU

26 December 1944

Subject: Bridges and Culverts. (Damaged)
Km. 151.3 (Albegna Bridge) to Leghorn - Route 1.

To : Public Works and Utilities Sub-Commission
(Att: Lt.Col.V.S.Thompson)

Km. 156.2 Should be watched. Original bridge was 4 concrete spans with 4 girders in each span. Continuous over concrete piers. Two spans on south side destroyed. Total length 200 ft. There is a steel grillage supporting middle span south 2 spans filled in with rock and dirt. Timber retaining wall.

Km. 157. Under construction. Over pass railroad contractor Immobiliare original bridge was 3 brick arches being replaced by a simple arch will complete by 15 February 1945.

Km. 165 Should be fixed. All timber culvert. 12 foot span. Pier in middle mud sills washing out. Originally stone arch 8 feet high.

Km. 168.7 C.K. Culvert filled in drainage diverted to next culvert south.

Km. 169.5 O.K. 2-30" concrete pipes. Rock fill/

Km. 171.6 O.K. Culvert filled in but drainage diverted to next culvert north.

Km. 173 Should be fixed. No culvert drainage going thru fill.

Km. 175.3 Needs maintenance. Original reinforced concrete girder bridge. Strengthened with timber placed on mud sills. Timbers slipping.

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

Km.178.8 Mussolini bridge.

Km.184.5 O.K. Original bridge 6 spans(brick). Two spans and one pier destroyed. 60 ft destroyed. Replaced with one timber pier and arches are replaced with trusses. Timber pier sitting on mud sill but not in main channel.

Km.187.79 Needs small amount of maintenance.

Km.187.8 Should be rebuilt. 10 foot brick culvert, 5 feet high. West half gone replaced with timber culvert.East half braced with timber.

Km. 197 O.K. 90 feet of bridge destroyed. Original bridge had 3-25 foot span. Piers now being used to steel 1 beams. Pier built up about 3 feet with timber.

Km. 200.3 Will have to be watched. Original bridge had 3-40 foot brick arches. 20 feet high. One arch is destroyed replaced with a timber pier which is on mud sills weighted down with concrete and steel trusses spaning from abutment to timber pier and from timber pier to original pier.

Km. 203.5 O.K. 3 concrete spans, 6 girders in each span one girder slightly damaged and 25 sq.ft. of deck. Small job to fix.

Km. 211.7 O.K. Original 12 foot brick arch. Replaced with 17 foot all timber culvert.

Km. 218.7 Should be fixed. 18 foot structure steel1 beams. 15 feet high. Earth is slipping from mud sill on south west corner. Original 12 foot arch with stone walls.

Km. 221.5 Should be checked. Probably O.K. Original concrete slab has fallen on one side and a timber structure has been built on top of it. 25 foot span with timber pier in middle.

Km. 225.1 O.K. Original structure 75 feet. 30 foot timber truss and timber retaining wall in abutement.

Km. 228.4 O.K. 4' x 4' timber culvert. Rock fill. Ustream side 48" galvanized corrugated pipe.

Km. 232.4 O.K. 5 ft. by 3 ft. Timber culvert.

Km. 233.2 O.K. 4ft by 3ft. timber culvert . Rock fill.

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

Km.236.7 O.K. 4 ft by 6 ft Timber culvert. 8 ft high timber retaining wall.

Km. 238.6 O.K. 30 foot steel trusses, abutements have piles driver and corrugated sheeting to hold fill.

Km. 244.5 O.K. Total length 130 ft. 4 spans of 9 trusses each. 3 bents made of 2 piles wide and 5 long.

Km. 251 O.K. 2-42" corrugate galvanized pipe. Rock fill. 15 feet high. Original structure was a 25 brick arch.

Km. 254.1 O.K. 2-54" corrugated galvanized pipes. Rock fill. Timber retaining wall on up stream side 10 ft. high.

Km. 255. O.K. 30" corrugated galvanized pipe. Rock fill. Timber retaining wall. Timber retaining wall should be watched. Original bridge 30 foot structure.

Km. 256.4 O.K. 40 ft. All timber structure. 3 timber trusses. Original bridge 30 foot brick arch. 12 ft high.

Km. 264.5 O.K. 30" corrugated galvenized pipe. Rock fill

Km. 266.4 O.K. 60 ft. structure. 2 timber pile bents (driven) High steel I beam supporting deck. Original bridge 60 ft. and 15 feet high.

Km. 270.5 O.K. Approuch to culvert destroyed filled in.

Km. 271.9 O.K. 33 foot steel and timber bridge 6 ft.high.

Km. 273.5 O.K. 12 foot culvert abutement has corrugated sheets held up by timbers. Steel I beams support deck.

Km. 274.9 O.K. Original 25 concrete girder bridge. Stone walls East half destroyed and replaced with steel I beams.

Km. 275.6 O.K. 12 foot timber culvert with steel I beams supporting deck.

Km. 280.4 O.K. 350 feet of bridge destroyed. Pile bents 33 feet apart. 10 piles in each bent. Deck supported by steel I beams. 30 ft high.

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

Km. 283.6 O.K. 30" Iron pipe. Timber and rock fill. 8 feet high. 40 foot of structure destroyed.

Km. 289.2 O.K. 3 brick arches of 45 feet each. South arch destroyed.

Km. 292.7 O.K. 25 foot brick arch destroyed, steel 1 beams across span.

Km. 293.1 Should be watched. O.K. Total length 75 feet. 3 spans of steel 1 Beams resting on 2 timber bents. Bents are on mud sills.

Km. 293.8 Should be fixed. Total length 50 feet. 30 feet high Timber trusses. supporting steel 1 Beams. Earth sluffing from under mud sill on south west side. Original 20 foot stone arch.

Km. 295 Looks small for drainage area. 6 ft by 6 ft timber culvert on down stream side. 6 concrete pipes on upper side.

Km. 296.5 Should be watched. 6 foot concrete culvert. Looks small. 100 ft of structure gone.

Km. 297.5 O.K. Total length 65 feet. Timber trusses supporting steel 1 beams. 3' spans. Original bridge 35 stone arch.

Km. 302.2 O.K. 6 foot circular culvert on bottom with 2-3 foot culvert. higher to take over flow.

Km. 302.5 Should be watched. Small culvert does not look big enough to carry water.

Km. 303.6 O.K. 60 ft of bridge gone. 30 feet high. Two spans of steel 1 beams supported in middle with timber " A " truss.

Km. 304.2 O.K. 150 ft. of steel and timber structure. Original structure 60 foot stone. 100 ft. high. Timber piers.

Km.305.7 O.K. 50 foot of structure gone. Replaced with timber culvert and timber retaining wall. 25 feet high.

Km. 305.9 O.K. Total length 90 feet. Timber bents on concrete footings. Center span has 9-30 foot trusses. Steel 1 beams on side spans.

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

Km. 306 O.K. Total Length 100 ft. Original 45 stone arch. Timber piers. Steel truss on center span. 1 beams on side span.

Km. 307.4 O.K. Small culvert 6 ft. Corrugated top. 12 ft high.

Km. 307.45 O.K. Culvert filled in.

Km. 307.45 O.K. Original stone arch 35 feet. 4 sets of steel 1 beams. Total Length 90 ft.

Km. 311.1 O.K. 75 feet of steel and timber bridge. 2 - bents of 8 pile each.

N.W.HYLAND
Maj.Spec.Res.
Area Engineer.

1 Copy transmitted to Maj Knight
[illegible]

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

Tel.489081.Ext.339

HEADQUARTERS ALLIED COMMISSION NWH/rlv
ATO 394
Public Works and Utilities Sub-Commission

078/I-U/6/PWU 26 December 1944

Subject: Report on Road and damaged Bridges on Route 1 from Rome to Livorno.

To : Public Works and Utilities Sub-Commission AC (Att: Lt.Col.V.S.Thompson).

1. Roads

Km.	8 (Rome)	to Km.	9.1 (concrete)	Pavement satisfactory
"	9.1	" "	54.8	Pavement satisfactory
"	54.8	" "	55.8	Needs patching
"	55.8	" "	63	Pavement satisfactory
"	63	" "	66	Needs patching
"	66	" "	67	Pavement satisfactory
"	67	" "	68.5	Needs patching
"	68.5	" "	70.4	Pavement satisfactory
"	70.4	" "	74.3	Needs patching
"	74.3	" "	75.3	Pavement satisfactory
"	75.3	" "	77.7	Needs patching
"	77.7	" "	83	Pavement satisfactory
"	83	" "	84	Needs patching
"	84	" "	87.5	Pavement satisfactory
"	87.5	" "	88.4	Needs patching
"	88.4	" "	90	Pavement satisfactory
"	90	" "	94	Needs patching
"	94	" "	94.5	Pavement satisfactory
"	94.5	" "	95	Needs patching
"	95	" "	97.8	Pavement satisfactory
"	97.8	" "	99.5	Needs patching
"	99.5	" "	100.5	Pavement satisfactory
"	100.5	" "	101	Needs patching
"	101	" "	107.3	Pavement satisfactory
"	107.3	" "	108	Needs patching
"	108	" "	109.8	Center of pavement satisfactory edges need maintenance
"	109.8	" "	118	Needs patching

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Km.	118	to	Km.	121	Center of pavement satisfactory edges nedd maintenance
"	121	"	"	122.5	Pavement satisfactory
"	122.5	"	"	124	Center of pavement satisfactory sides should be built up.
"	124	"	"	125	Pavement satisfactory
"	125	"	"	128	Center of pavement satisfactory sides should be built up.
"	128	"	"	129	Pavement satisfactory
"	129	"	"	132	Center of pavement satisfactory sides should be built up.
"	132	"	"	137.5	Pavement satisfactory
"	137.5	"	"	139	Needs patching
"	139	"	"	144	Pavement satisfactory
"	144	"	"	145	Needs patching
"	145	"	"	152	Needs patching
"	152	"	"	177.7	Pavement satisfactory
"	177.7	"	"	181	Needs patching
"	181	"	"	183	Needs patching (thru town of Grosseto).
"	183	"	"	189.8	Pavement satisfactory
"	189.8	"	"	196	Needs patching
"	196	"	"	197	Pavement satisfactory
"	197	"	"	203.5	Needs patching
"	203.5	"	"	209.7	Pavement satisfactory
"	209.7	"	"	210.3	Needs patching
"	210.3	"	"	211.2	Pavement satisfactory
"	211.2	"	"	216	Needs patching
"	216	"	"	217.5	Pavement satisfactory
"	217.5	"	"	218	Needs patching
"	218	"	"	225	Pavement satisfactory
"	225	"	"	226.5	Needs patching
"	226.5	"	"	238.5	Pavement satisfactory
"	238.5	"	"	241	Needs patching
"	241	"	"	243	Pavement satisfactory
"	243	"	"	245.4	Needs patching
"	245.4	"	"	246.6	Pavement satisfactory
"	246.6	"	"	247.3	Needs patching
"	247.3	"	"	265.2	Pavement satisfactory
"	265.2	"	"	266	Needs patching
"	266	"	"	271	Pavement satisfactory
"	271	"	"	272	Needs patching
"	272	"	"	275	Pavement satisfactory
"	275	"	"	277	Needs patching
"	277	"	"	278.5	Pavement satisfactory
"	278.5	"	"	281.3	Needs patching
"	281.3	"	"	285	Pavement satisfactory

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

Km.	285.5	to Km.	291	Needs patching
"	291	" "	305.7	Pavement satisfactory
"	305.7	" "	306	Needs patching (surfacing gone)
"	306	" "	307	Needs patching
"	307	" "	315	Pavement satisfactory
"	315	" "	317	Needs patching

Note. Where ever the pavement above is classified as satisfactory it still will require a constant maintenance to keep the small holes filled up.

2. Bridges and Culverts.

Km. 165 should be fixed. Earth is washing out from under mud sill.

Km. 173 should be fixed. Culvert has been completely filled drainage going thru fill.

Km. 175.3 Needs maintenance. Timbers on temporary structure slipping.

Km. 187.79 Needs small amount of maintenance.

Km. 187.8 Should be rebuilt.

Km. 218.7 Needs maintenance. Earth slipping from under mud sill on S.W., corner.

Km. 293.8 Needs maintenance. Earth slipping from mud sill on south west side.

N.W.HYLAND
Maj. Spec. Res.
Area Engineer.

1511

Subject:- Reconstruction of Bridges & Culverts.

078/L-0/6

52 CRE (Works)
Tel.N°. 9112.
Ref.N°.W-37-3932
6. Nov. 44

47
2nd

H.Q. 1 District (2)
C.E. N° 1 District (2)
C.E. 10 Corps.
H.Q. 71 Sub-Area (2)
Dept. of Public Works.
AMG., PERUGIA
AMG., TERNI
Major Boucher, RA
HQ.ACC Liaisob Officer
OC 275 Works Section RE.
OC 281 Works Section RE.
OC 367 Works Section RE.
DAPM, 71 Sub-Area.

1. I forward herewith for information and retention,copy (ies) of Dwg.N°. 52 CRE 41/44, shewing bridges and culverts under; or scheduled for, reconstruction.

2. I also forward a brief resumé on the work involed which it is hoped will be of interest,and may give some idea of requirements in transport,labour,and supervision.

(signed) ....

Lieut Colonel, RE
52 CRE (Works)

JRLO/LEB

Encl. Dwg. N° 41/44
Resumé of Works.

1516

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

BRIDGE & ROAD MAINTENANCE AND RECONSTRUCTION. 71 SUB AREA.

Resumé of Work and position at 31st October 1944.

(1) At 20th August. when 52 CRE Works assumed responsability for RE Work on roads and bridges, the position was:-

(i)	Permanent Bridges and Culverts Reconstructed	2
(ii)	Permanent ditto under construction	10
(iii)	Bailey Bridges being maintained	14

(2) A quick reconnaissance of the area was made,and revealed that many bridges and Culverts had been demolished by enemy action, or seriously weakened by passage of exeptionnally heavy traffic, such as tanks,for which the bridges had not originally been designed

In order to keep the lines of communication open during the advance many gaps had been made passable by the simpler expedient of making solid fills of earth,rubble and timber.

This metod of closing a gap is essentially a fine weather measure, and it was obvious if the linen of communication were to be kept open during the winter,permanent structures would have to be erected without delay.

(3) The civilian authorities were at once approached and asked to place at the disposal of RE all available contractors with bridge building experience,and also to assit in the preparation and supervision of schemes.

(4) The response from the civilian authorities,and AMG Public Works Dept. PERUGIA,Province, was both quick and energetic,and a major scheme of bridge reconstruction initiated,and at 16th Sept. the position was as follows:-

(i)	Permanent Bridge and Culverts Reconstructed	2
(ii)	" " " " under construction (increase of 30)	40
(iii)	Bailey Bridges being maintained	13
(iv)	" " dismantled	1

(5) From the 16th Sep the responsability of RE was futher increased by :-

(i) The addition of TERNI Province to 71 Sub Area.
(ii) The initiation at request of Army of a Bailey Bridge Dismantled and Recovery scheme.
(iii) The onset of the winter rains.

Reconstruction work however was pushed on as fast as possible

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

...y weakened by passage of exeptionally heavy traffic, such as tanks, for which the bridges had not originally been designed.

In order to keep the lines of communication open during the advance many gaps had been made passable by the simpler expedient of making solid fills of earth, rubble and timber.

This metod of closing a gap is essentially a fine weather measure, and it was obvious if the linen of communication were to be kept open during the winter, permanent structures would have to be erected without delay.

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(iv)	" " dismantled	1

(5) From the 16th Sep the responsability of RE was futher increawed by :-

(i) The addition of TERNI Province to 71 Sub Area.
(ii) The initiation at request of Army of a Bailey Bridge Dismantled and Recovery scheme.
(iii) The onset of the winter rains.

1504

Reconstruction work however was pushed on as fast as possible but was seriously retarded by three important factors:

(i) broak in rail communications which help us supplies.
(ii) Frequent changes in transport allotted, which help up distribution of stores and civilian labour.
(iii) Heavy rains which caused many breaks in lines of communication.

(6) The Position at the 31st Oct. was as fallows :-

		Increase since 16 Sept.	Increase since 20 Aug.
(i) Permanent Bridges & Culverts reconstructed	18	16	16
(ii) do Bridges & Culverts under Construction	71	41	61

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(iii)	Permanent Bridges & Culverts not yet commenced	27	27
(iv)	Bailey Bridges being maintained	28	28
(v)	Bailey Bridges erected	12	
(vi)	Bailey Bridges Raised or altered to allow permanent reconstruction to proceed	9	
(vii)	Bailey Bridges Dismantled	21	

(7) In addition to the reconstruction of Bridges there is also the task of maintaining roads of military importance, and this involves the quarrying, crushing and transportation of large quantities of roadstone, and distribution of large quantities of bitumen.

Progress on road maintenance is by no means satisfactory for the following reasone :-

(i) Insufficient - Owing to the vital necessity of preventing or attemping to prevent, breaks in bridges and culverts, most of the transport has to be concentrated on this work, at the expense of road maintenance.

(ii) Wet weather - It is impossible to carry out satisfactory bituminous repairs in wet weather with hot bitumen, cold emulsion being the only suitable material.

The supply of this material is no small as to be almost negligible, and what has been obtained is the result of visits to Rome and contract with a contractor and the help of a works Section RE, of previous acquaintance.

It is known that DW AAI is attemting to make supplies availabe.

The mileages of roads being maintained are :-

(i) Bitumen scaled	-	76 miles
(ii) Water Bound Macadam. (sc Para 9 below)	-	96 miles

(8) It will be seen from para 6 that in spite or difficulties in Stores and Transport progress has steadily increased, but the task of making secure the lines of communication is very considerable, and the position cannot be regarded as satisfactory.

The following figures of Stores to be moved, and miledge to be covered in delivering these Stores, will give some indication of the task which still lies ahead :-

15/8

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15(18)

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

Materials.	TOTAL for complet Bridges & Road Works Programme at Commencement. Quantity of Materil to be Transported	Estimated mileage to deliver to site	Still to be done Tons	Miles
	(4,000,000)			
BRIDGES :-				
Bricks	12,000 Tons	114,000 miles	8,400	79,800
Cement	6,000 "	196,400 "	4,710	143,300
Sand	15,700 "	78,500 "	10,990	54,950
Stone	26,000 "	130,000 "	18,200	91,000
ROAD MAINTENANCE.				
Bitumen	1,500 "	30,300	1,350	16,200
Stone	31,300 "	44,400	28,170	67,250
TOTAL	92,800 Tons	593,600 Miles	71,820	452,500 Mile

To complete delivery of these materials by the 31st Dec 44, it would be necessary to have a minimum of 6 platoons of transport, constituted as follows :-

3 Ton G.S. Vehicles	-	2 Platoons.
5 " Tipping "	-	4 "

Every effort has been made to use facilities rather than road haulage. e.g. Delivery of 500 Tons cement to FOSSATI di VICO at junction of Route 3 and 76, is being made by rail.

(S) The figures given in paras 7 and 8 do not include any work in the recently added area of UMBERTIDE, CITTA di CASTELLO, GUBBIO.

Owing to bad communications, and pressure of other work it has not been possible to carry out a complete recce. to ascertain the work involved and local resources available, but from preliminary reports it is known that :

(i) 8 Baileys will have to be maintained.
(ii) 34 Bridges have been demolished.

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5 Nov.44
WAW/DEB.

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

RESTRICTED

4 NOV Recd 078/4-4/6

P. Works 46

ALLIED CONTROL COMMISSION

INCOMING MESSAGE

INFO - ACTION

9943

TO: REGIONAL ENGINEER REGION IV ACC INFO CE AFHQ LT COL THOMPSON AC ROME

SIGNAL MESSAGE CENTER No: 32/03

FROM: DISTHREE

CLASSIFICATION:

REFERENCE No: R125

PRECEDENCE: PRIORITY

DATE AND TIME OF ORIGIN NOV 031155A OFFICE OF ORIGIN:

RESTRICTED. From CE. Special maintenance by AASS required to minimise flood damage to improvised culverts Route 6. Daily inspection to keep culverts clear of debris. During storms men with Poles to maintain watch on small box or drum culverts liable to become blocked. All informed.

Dist

Info-Action - P Works (2)
Info - A/CC
Econ Sec
File (2)
Float

Noted M. 4/11

1506

HEADQUARTERS
NOV 1944

DATE and Time of RECEIPT NOV 041000A

INFO - ACTION

Distribution:

RESTRICTED

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

RESTRICTED

ENGINEER REGION IV ACG INFO OE AZHQ LT COL THOMPSON AG ROME 5943

DISTRESS 32/03

R125

PRIORITY

NOV 0311554

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Dist

Info-Action - P Works (2)
Info - A/CC
Econ Sec
File (4)
Float

1505

RESTRICTED

NOV 0410004

HEADQUARTERS
NOV 1944

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

Tel.489081.Ext.339

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

NWH/rlv

078/I-U/6/PWU

30 November 1944

Subject: Maintenance of Route nº.3 from Rome to 69 Km.

To : Public Works and Utilities Sub-Commission
(Attention Lt.Col. Thompson)

1. Capt. Shepherd and I inspected Route nº.3 from Rome to Km.69 and find that certain sections of the roadway are deteriorating very rapidly.

2. In a few places we saw men placing an asphalt premix in the holes; in other places we saw men placing earth.

3. It is my opinion if this road does not get immediate attention that by spring the surfacing in a number of places will be beyond repair and that the base will have to be replaced in a number of places.

N.W. Hyland

N.W. HYLAND.
Major. Spec. Res.
Area Engineer

1504

C.de CSF/gb

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO UMBRIA REGION
(Engineering Division)
APO 394

6 December 1944

TO : HQ. AG. (P.W.)

SUB/BOT : Route 6, Bridge 81.462

IN REPLY QUOTE: B4/ENG/509.6

Reference CE 3 District 4513 dated 29th November and enclosure 82 CRE 6/15/W dated 27th November.

1. HISTORY.

The History of this Bridge has been unfortunate.

(1) Included in very thorough and complete report of Maj. Reilly 277 Works as necessary. 9/5/W/82 CRE Works dated 15 August confirming report and authorising action. 5th September urging action due to danger of washout.

5th September orders given 25th September contract placed and work started 26th September. -Placing of contract acknowledged by 277 works in his W/4/1871 dated 28th September.

(2) 2nd October Telegram CE 6826 stopping excavations.
8th October Work stopped by order of 277 and excavation made about 15% had to be filled in.

(3) 3rd November letter from this office forwarding recommendation by Genio Civile representing danger of wash out written in October.

(4) WASH OUT OCCURED 2/3 November had there been NO counter orders the Bridge would have been safe from floods and probably completed by now.

(5) CE 4513 dated 7th November received 9th November authorise construction

1503

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

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1563

(5) CE 4513 dated 7th November received 9th November authorise construction Restarting ordered 9th November.

(6) CE 4513 dated 11th November received 14th November signed OSBORNE refusing lengthening Baileys and ordering Bridges in existing gaps - and notifying use of FLANBO 74 ft instead of 90 ft Bailey.

It refers to original unauthorised fillings being backfilled.

They were NOT unauthorised see para (1).

This was a letter to CRE 82 copy to us and was for work to be done by

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

him NOT AC.

This was received 14th November and general instructions issued in letter dated 17th November to Genio Civile.

This orders could not possibly have been transmitted to the contractor before visit by CRE on 17th November referred to in his 6/15/W dated 27 November received 2nd December with letter under reply. -

(7) CRE 1/2/0 dated 18th November. This letter was ~~not entirely~~ received by this office 29th November. This bridge was visited by Capt. Greene (accompanied by Lt.Col. Thompson R.E.) on 24th November and his remark was Excavation 60%. 27 workers appear to be well organised. - It was carefully examined from below and above and the contractors foremen spoken to - All appeared in order.

2. Dealing with points of C.R.3/4513 dated 29th November 1944.

para 1. The original excavations were started on 26th September on an officially approved contract. - In many of the bridges in hand all over the Region the temporary culvert was used to take water which new bridge was reconstructed on old foundations.

The foundations are the most IMPORTANT and difficult part especially in winter and by using the old ones much time may be saved in completion also the old waterway and old course of river is preserved. - In some cases where an improvement of river bed was desirable that was agreed on the advice of competent Italian Engineers who have a local knowledge of the very rapid rises of their rivers. -

I maintain that, prior to this, action was NOT contrary to orders. -

The first orders to reach the workmen were admittedly given by CRE to a workman who claimed to know a little English and subsequent necessary physical action obviously showed he did NOT. - The contractor nor Genio Civile nor my roads officers cannot be blamed if this workman failed to pass on verbal orders which he did NOT understand.

Apart from that there will be chaos if workmen learn they can give orders to their superiors and grave danger of wrong action. -

para 2. The change of policy substituting a 74 ft PLANBC for a 90 ft Bailey was only written to 102 Pd Company on 13th November and confirmating instructions from this office issued after receipt of letter here could NOT have reached the contractor before 17th.

para 3. The dep was visited by Capt. Greene (accompanied by Lt. Col. Thompson R.E.)

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

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para 3. The gap was visited by Capt. Greene (accompanied by Lt. Col. Thompson R.E.) on 24th November by which time your letter had NOT arrived and being there it was a question of making the best of the position as it existed and getting on with the job both officers were satisfied.

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

para 4. We have done our best to transmit instructions both in writing and by visits . In my opinion neither the contractor nor the Genio Civile have "Completely ignored instructions".

There was undoubtedly misunderstanding through language difficulty. The instruction of 11th November para 2 instructs"the culverts to be built in the Existing Gap which will NOT be interfered with". This was transmitted in English on 17th November. I have called for the actual Italian instruction issued on this by the Ispettore Generale di Viabilità who has since been replaced as he went sick to his subordinate and by him to his subordinate and by him to the contractor and within that range there is considerable possibility of both misinterpretation linguistically as well as the practical factor of the Engineer (and the Italian Engineers are competent Engineers) using the latitude that must be left to every man in charge of a job to deal with the situation as he found it on the ground NOT as it was somedays earlier when a letter was written from a distant place with which he could NOT communicate. -

3. CONCLUSION.

(a) I am of opinion that to change Ing. ORTENSI or BERGOMETTI both competent and cooperative Engineers at this critical time would be disastrous and result in delays whilst a new man reconnoitres. - We are already suffering from the 5th Change of Ispettore Generale in 3 months two due to serious illness.

(b) As i see the position at present to change the contractor would also result in delays, nor am I satisfied that he has committed a breach of contract although we by orders and counter orders have completely breached it from our side.

(c) As laid down in FSR orders and counter orders apart from acts of God in the way of floods are particularly difficult to deal with when distances are long and bad communications and care defective and deficient and staff inadequate. I have frequently represented the inadequacy of the Genio Civile staff and we are endeavouring to assist the Ispettore Generale of Compartimento to get the 5 Engineers and 10 assistants supplemented by 23 more this has to be approved by a non existent Italian Government lacking in finance.

Route 6 represents 1/12th of the mileage supervised by my two roads officers (only one in August).

1507

In mid August I transferred to Public Works all Provincial Non Military

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1507

In mid August I transferred to Public Works all Provincial Non Military Roads and Bridges and a month ago a portion of the Field Work in the two Northern Provinces in CE No 1 Districted area - to try and allow them more time in Italian Government Territory. -

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In these circumstances it will help as if changes could be reduced to a minimum and details left to be settled at lower levels. -

(d) Capt. Gentry is supervising work amounting to a million pounds and the time spent on this small culvert and one Bailey by me and my staff is out of perspective when in another part of my area we are endeavouring to get a CRE to remove two Baileys to enable to contractor to finish the roadway and the CRE has not the labour to do so.

(e) Assistant Italian Engineers of Viabilità in charge of this portion of road are as under:

At FROSINONE
address : Albergo Pellegrino
Geometer : DI STEFFANO

At ANCE
address: Via Roma
Ing. Cesare Lorenzo Guglielmo MARCONI
Assistant: (no name)

I should be glad, if emergency orders are necessary, they could be given to them in writing and avoid future misunderstandings.

Lt.Col.R.E.
Regional Engineer
Lazio Umbria Region AMG.

Copy to :
Highways

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

WRG/mp

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
Lazio Umbria Region
(Engineering Division)
APO 394

Col Thompson
WRG

4 December 1944

43

TO : Regional Engineer,
Lazio Umbria Region, AMG

SUBJECT : Bridges excavations at Km. 81+462
Route 6 "Casilina"

REF. : R4/ENG/509.6

1. With reference to letter from C.E. No. 3 District CE 4513 dated 29 Nov. 1944, the following summation is offered for your information:

2. In order to develope properly the situation existing to-day, at the bridge site stated in caption, a certain amount of the case history is indicated and also pertinent statistical information.

In the beginning this office coordinated its activities on Route 6 with the efforts of Major Rielly R.E. 277 Works Company who was directly responsible for the road condition to his own Command, 52 C.R.E., and later 82 C.R.E. In all our dealings with him, we found Major Rielly an extremely competent engineer and a most practical one. In recognition of this fact and in addition, the perfect liaison personally carried out by Major Reilly, we felt justified in attempting to carry out all work directed by this officer.

3. On 11th August 1944 Major Reilly conducted a most meticulous reconnaissance of Route 6 with a wiew to obtaining complete information as to road and bridge condition upon which to base recommendations for indicated repair and restoration. The resulted report and the recommendations made therein has since served as a guide

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for our activities. This report coincided with Genio Civile recommendations, on all major items. It may be mentioned in passing that events which transpired subsequently attest most strongly the soundness of all recommendations by Major Reilly, one of which is the subject of this communication.

4. In the matter of standard operating procedure, contracts we negotiated through Genio Civile for a large number of projects of which the reconstruction of a bridge at Km. 81+462 was included. Within a few days after the contractor had started work at this point, a shift was made in personnel of HQ. No. 3 District, the incoming C.E. did not concur in all that had gone before and ordered work stoppages at many job sites including the one at Km. 81+462 with a view to conservation of materials and money when he did not consider such expenditures justified following his own analysis of conditions.

5. Before receiving this stop order, the contractor had started excavation at this job site which he later filled up and started to build a protecting wall at the culvert site, all in accordance with orders he had received from Military Authorities. He was further directed through Genio Civile to suspend all other operations on this work pending receipt of revised instructions.

6. However, in accordance with a plea from the chief Engineer Genio Civile backed by our own judgement on the matter, we requested that permission be obtained from C.E. No. 3 District by H.Q. A.C. PW & U. to proceed with this work as evinced by our letter of 3 Nov. 44 to the latter. After mailing this letter, we received information that a Bailey Bridge had been erected during the night of November 2nd and 3rd as the road had been washed away at Km. 81+462. In due course permission was obtained to resume construction of the bridge and orders issued to Genio Civile on 20 Nov. 44 to advisetthe contractor accordingly. In accordance with instructions contained in CE No. 3 District letter ref. 4513 dated 11 Nov. 44 and received in this office at 1630 Hrs 15 Nov. 44, Genio Civile was advised that all contractors must be instructed to build bridges in existing gaps at washout points and further that bank sites of all Bailey bridges must be protected and any failure to do this would be construed as deliberate interference with Any lines of communications.

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7. The Genio Civile Engineers, Eng. Ortensi and Eng. Morosetti, who are charged by their office, with the responsibility of Route 6, are obviously capable Engineers, and well qualified by theenical training and practical experience, to handle the job. Further this office feels that these two gentlemen are of unquestionable integrity and pursue their work with an intense desire to promote the best interest of all parties concerned. Your attention is called to the fact that the entire Genio Civile organization, with special emphasis on that part of the personnel which saves Route 6, are handicapped almost beyond the capacity to function, by lack of transport, inability by law to pay wages which would enable them to obtain satisfactory auxiliary personnel, frequent changes in Army,supervising personnel on the roads, changed instructions received from authority they must heed, theirs and our own inability to obtain controlled materials in sufficient quantities when and where needed and above all, the enormous amount of work these people have been directed to initiate. It is extremely unlikely that there exists today in any of the populous states of the United States, a Highway organization which could cope with the situation Genio Civile is up against, notwithstandingthe fact that their access to men and materials is unlimited. We in this office recognize these handicaps and are making every effort to get the job done in spite of them.

8. It is not advanced as an alibi but as a fact that the contractors' problems also are manifold. He can no longer obtain his own materials from his accustomed sources; if he has transportation, it is going around on tires, to put it mildly are very old and decrepit and cannot be depended upon to lost out another Km. nor is there AC or Army transportation in any list the most limited quantities with which to help him out in the tight stops. From this point of vantage no relief is in sight through it may be beyond the horizon where it has so long remained. He is unfamiliar with the Army system and for security reasons in all probability will continue to remain ignorant of this system with the large volume of work in progress he faces constantly a serious labour situation aggravated by a low wage scale and a vasillating Governmental labour policy. However in spite of all these draw backs he continues serenly on his way and in his own inimitable manner somehow gets things

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

done making comparatively few mistakes as he goes along. We feel that in a very high percentage of cases, we have been able to find contractors who are making an honest effort to serve the best interests of all.

9. Since it has a direct bearing upon Route 6, it is not considered inapropos to remark here that Route 6 represents less than 12 per cent of the total mileage of Military Highways supervised by this office. As you know, the writer and one assistant officer is taking care of the total mileage stated, handling and supervising all administrative matters, physical inspections of all works in progress and shaping policy in respect thereto besides endeavoring to obtain a reasonably steady flow of controlled materials to the jobs from military and other sources. In the face of all this enforced activity, it is hard to reconcile the fact that a CRE Works Section, with all his attendent personnel has been unable to prevent one little man from digging in a spot where he should not have been digging. However, be that as it may, we shall make every effort compatible with human ability to rectify all errors made and to prevent a recurrence in the future.

10. In case the results produced has a result of this effort do not meet with the approval of CE No.3 District, it is strongly recommended that either some method be worked out which will ensure his satisfaction or the road handed back to him to handle as he seems fit.

11. In conclusion we don't concur in direction contained in paragraph No. 5 CE 4513 of 29 Nov. 44 of the office of the Chief Engineer of No. 3 District, since we feel the difficulty rests entirely upon the Military personnel having direct supervision on this road.

W.R. GENTRY, Capt. CE

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

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

Tel.489081.Ext.332

42 file

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

RWS/rlv

078/L-U/6/IWU

16 December 1944

Subject: Routes 1 and 7.

To : Regional Commissioner, Lazio - Umbria
(Att: Regional Engineer)

1. Attached is copy of letter received from Engineer Service P.B.S., with reference to conditions on Routes 1 and 7.

2. Major Hyland of this HQ., will make an inspection of Route 1 on Monday 18 December, after which he will proceed to P.B.S. HQ., and discuss the findings with Col.Burns. You will be given full advice of the result of this discussion upon Major Hyland's return.

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

1495

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P.W. & U. — A.F.
13 DEC 1944 078

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HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO UMBRIA REGION
(Engineering Division)
APO 394

11 December 1944

TO : Brigadier Keane

SUBJECT : Report on works (Highways)

IN REPLY QUOTE : R4/ENG/509

Lt Col Thompson
Maj 14/12
Did you know about this?
Yes WI

Dear Brigadier,

You will by now have a copy of my R4/ENG/509.6 dated 6 December reply to AC.P.W. to your letter 4513 dated 29 November - and I enclose also Capt. Gentry's R4/ENG/509.6 dated 4 December to me.

Gentry is a man of 50 with experience in the last war and of the world and is a excellent worker, who puts all he can into his work, and Greene a Canadian is a first class worker.

29th November to 2nd December Gentry was inspecting Route 1 and calling on PBS Naples arranging materials transport quarries etc. on that road which were NOT up to requirements , and they had notified further reductions. - He intended to return by Route 6 but it was shut. Capt. Greene was out dealing with Northern roads.

xclose

Liason with Maj. Reilly 277 Coy who lived about 20 Km down road was excellent and REILLY came in about 3 or 4 times a week, since he has gone that link has NOT been replaced. -

Round about 2nd [illegible]

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xclose

Liason with Maj. Reilly 277 Coy who lived about 20 Km down road was excellent and REILLY came in about 3 or 4 times a week, since he has gone that link has NOT been replaced. -

Round about 2nd October we had work stopped on about 12 Bridges and culverts which both Maj. Reilly, Gentry and Genio Civile were all agreed were liable to wash out they were agreed to by CRE 82 Works in his 9/5/W dated 15 August as necessary and steps were taken to place contracts and contracts were placed in September. -

(Gentry at that time was single handed).

This stoppage may have been a military traffic necessity but in my opinion and that of Genio Civile was technically wrong and my letter of 13 October brought the matter at once to notice the fact that work has had to be resumed at CASINO and elsewhere shows that the

./.

14

HEADQUARTERS
30 DEC 1944
C.

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technical opinion of my advisers were correct. - Letter 4513A dated 13 October from OSBORNE shewed that he had NOT realised that contracts were placed. It resulted in 6 weeks delay.

Gentry's letter is indicative of missing the liason of Reilly ; and several letters received from OSBORNE have made me doubt if he realised the rapid flooding of Italian rivers and also if he had some technical appreciation of the conditions of work in winter.

I refer particularly to orders to remove a dam at VELVEC river at once, CRE's order to remove at earliest possible moment was being worked to, and overlooking the value of using old foundations whenever possible. - In peace time no one here or in India would dream of making foundations at the worst flood season waters it was absolutely essential.

I am afraid of new foundations, hastily put in without proper prior tests of soil and scour conditions, and it was against my technical judgement to issue the order contained in para 2 of Osborns letter of 11th November. - As a direct order I did so but I am afraid in some cases to save an odd extra bay of Bailey it will result in the whole Bailey being hung up for a considerably longer period. -

My contractors or their workmen are getting orders from 102, CRE, Maj. Osborne and with any contractor that is most unsatisfactory with Italians especially so.

I feel that less interference with details would result in better work and progress. -

Since drafting above I have discussed technically the question of new foundations with the new Isp. Generale di Viabilità just arrived and an able and experienced engineer

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Since drafting above I have discussed technically the question of new foundations with the new Isp. Generale di Viabilità just arrived and an able and experienced engineer. In his opinion provided weather & good and sound bearing soil is found new foundations without piles would take a week to two weeks. - If the soil was found on excavation to be bad they generally put in short concrete piles and this might add several weeks or even be impossible under a Bailey Bridge with limited plant. - Further with winter water and possibility of floods he could not guarantee completing satisfactory new foundations under 2 or 3 months. -

Under present conditions he would normally recommend using the old foundations - as the quickest and surest way - in addition the future stability of bridge would be certain - I agree technically.

./.

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I should be glad if you could consider modifying para 2 of the letter in question.

In the particular case of 81.4 the Insp. Generale who was NOT concerned with the past is of opinion that using old foundations would have been the surest and probably quickest way to free the Bailey subject of course to possibility of lengthing Bailey; in accordance with orders it is being done in the gap and I hope results will be satisfactory. -

---

Like you I have had a broken rib and prohibited from jolting in a car till a fortnight ago. - I shall be in UMBRIA all next week but hope you will let me know when you are up this way as it would be nice to meet again if you are the KEANE I knew many years ago as there are matters much more satisfactorily talked over. -

Yours sincerely

P.S. I visited every bridge on Route 6 on Sunday 10th and inspected each Bridge in company with Perry and Mc Phail each for his section. - Work was in progress under all Bailey, and most of the others. -

81.4 is a nasty job and Extra shoveing and shut piling was ordered and one foundation is in.

Perry and Mc Phail appeared most cooperative.

Copy to Lt Col Thompson

1492

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0789/L-11/6/Rome

MINISTERO DEI LAVORI PUBBLICI

UFFICIO SPECIALE DEL GENIO CIVILE CON SEDE IN ROMA
per la viabilità Statale delle Provincie di:
ROMA - FROSINONE - LITTORIA - RIETI - TERNI - VITERBO
(già COMPARTIMENTO A. A. S. S.)

Roma, addì 8 - 12 - 1944
Via Monzambano, 10
Indirizzo Telegrafico "Genio Civile Stradale Roma"

Prot. N. 5398 Allegati

Risposta al foglio N. del

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

Col. THOMSON - Sottocommissione LL.PP.e
Lavori A.C.
Via Veneto ROMA
Col. Findley - Ufficiale Regionale
Lazio Umbria -
Corso d'Italia n. 25 - ROMA
Cap. Gentry - Ingegnere Regionale Stradale - Lazio e Umbria
Corso d'Italia 25 ROMA
Al Ministero LL.PP. -
Direzione Generale Servizi Tecnici - ROMA

OGGETTO: S.S.n. 6"Casilina".- Ricostruzione ponti che attualmente impegnano travate metalliche .

Translation attached Translated

A seguito del rapporto 4 Dic. 1944 n. 5306 si segnala qui di seguito la situazione dei ponti in oggetto a tutto il 6 corr. :

A - Ponti ricadenti sotto la giurisdizione dell'Ufficio di Roma -

1) Ponte al km. 79+090 - Impr. Pantaleo - Ultimato volto - Iniziato rinfianco che per domani (9 dicembre) sarà ultimato.
I muri sadatori sono al piano d'imposta . Mano d'opera sufficiente.

2) Ponte al km. 80+327 - Impr. Pantaleo.Si sta scavando la spalla verso Roma . La mano d'opera è sufficiente .

3) Ponte al km. 81+462 - Impr. Pantaleo. E' pronto il piano di spiccato della spalla sinistra verso Frosinone e si sta approntando quello della spalla destra verso Roma .
La mano d'opera è sufficiente .
Per questi 3 ponti l'Impresa Pantaleo dispone di Q.li 15 di cemento.
Ne occorrono altri Q.li 40 per dare completo le opere .
L'Impresa sta organizzando il lavoro notturno con lampade a carburo.

Si prega indicare nella risposta il N. di protocollo

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

P.W. & O. S/CA 2
9 DEC 1944 078

Corso d'Italia 25 ROMA

Al Ministero LL.PP.-
Direzione Generale Servizi Tecnici -ROMA

OGGETTO: S.S.n. 6"Casilina".- Ricostruzione ponti che attualmente impegnano travate metalliche .

Art Col Transport
Route 6
dtd 13/12

Translator attached Translated

A seguito del rapporto 4 Dic. 1944 n. 5306 si segnala qui di seguito la situazione dei ponti in oggetto a tutto il 5 corr. :

A - Ponti ricadenti sotto la giurisdizione dell'Ufficio di Roma -

1) Ponte al km. 79+030 - Impr. Pantaleo - Ultimato volto - Iniziato rinfianco che per domani (9 dicembre) sarà ultimato.
√ I muri andatori sono al piano d'imposta . Mano d'opera sufficiente.

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Ne occorrono altri Q.li 40 per dare completa le opere .
L'Impresa sta organizzando il lavoro notturno con lampade a carburo, ma sarebbe opportuno che il cantiere potesse essere dotato di un gruppo elettrogeno, che l'impresa non ha . 1491
Per altro l'impresa ne ha fatto diretta richiesta ad un colonnello del Comando Alleato ,di cui non ha saputo dare maggiori indicazioni. Questi avrebbe promesso la fornitura del macchinario ; ma finora non ne è stata effettuata la consegna .

4) Ponte Madonna di Loreto al km. 139+870 Impr. "ELSA" . Volti in calcestruzzo cementizio ultimati - Iniziati rinfianchi.
L'acqua è stata messa tutta dell'alveo. Materiali e mano d'opera sufficiente .

Si prega indicare nella risposta il N. di protocollo

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5°) Ponte al km. 143+[illegible] Impr. "ELBA" . Ultimato [illegible] volto in calcestruzzo cementizio . Occorrono Q.li 80 di cemento per i muri di timpano e andatori mano d'opera sufficiente.

6°) Ponte km. 145+420 - Impr. "ELBA" - Volto in calcestruzzo cementizio gettato per 1/3 e poi sospeso per mancanza di cemento. Mano d'opera sufficiente .

Cemento occorrente : Q.li 100 per volto e Q.li 30 per muri di timpano e andatori.

7°) Ponte km. 149+267 . Impr. "ELBA" . Volto in calcestruzzo cementizio gettato per 4/5 e poi sospeso per mancanza di cemento. Ne occorrono Q.li 30 per gettare il concio in chiave del volto e Q.li 15 per muri di timpano e andatori. Mano d'opera sufficiente .

Per i quattro ponti predetti, affidati all'Impr. "ELBA" , è stato sollecitato il Comando Militare al km. 104 per l'assegnazione del cemento.

Il Tenente Inglese ha assicurato che invierà domani altro cemento alla impresa .

B - Ponti ricadenti sotto la giurisdizione dell'ufficio di Cosenza .

8°)- Ponte al km. 164+500 presso la stazione ferr. di Terra - Presentano Lavori non iniziati - nessuno sul posto.

9°) - Ponte al km. 174+060.

Lavori non iniziati - Un Cap.no Inglese trovato sul posto ha detto che il progetto è in elaborazione .

L'ISPETTORE GENERALE

(Ing. Eugenio Cra)

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

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

TRANSLATION

Ministry of Public Works.-

Special Office of the Genio Civile, with office in Rome, for maintenance of Highways in the provinces of: Rome-Frosinone-Littoria-Rieti-Terni-Viterbo.- (formerly A.A.S.S. Department).

Prot.No.5398.

Rome, 8th December 1944.

Via Monzambano, 10.

To: Lt.Col.V.S.Thompson -
P.W.& U.Sub-Commission, AC.
R O M E -

Col.Findlay, Lazio-Umbria -
Regional Officer -
Corso d'Italia, 25 - R O M E -

Capt.Gentry, Lazio-Umbria -
Regional Engineer for Roads.
Corso d'Italia, 25 - R O M E -

The Ministry of P.W. General
Direction of Technical Services -
R O M E -

Subject : Route N.6 "Casilina" - Reconstruction of bridges, requiring steel trusses, being undertaken at present.

In consequence of the report of 4th Dec.1944 N.5306 we herewith inform you of the state of the bridges in question on 6th inst:

A. Bridges within the province of the Rome Office.

1) Bridge at Km.79 + 090 - Contractor: Pantaleo - Arch completed - Started work on the wing wall, which will be finished by tomorrow (9th December). The parapet walls (muri endatori) are at road-level. Labour sufficient.

2) Bridge at Km.80 + 327 - Contractor: Pantaleo - The abutment towards Rome is being excavated - Labour is sufficient.

3) Bridge at Km. 81 + 462 - Contractor: Pantaleo - The left abutment towards Frosinone is ready at springing level and the one of the right abutment towards Rome is being got ready. Labour is sufficient. The Pantaleo Firm has 15 quintals of cement at its disposal for these 3 bridges. Forty more quintals are needed to complete the constructions. The Firm is organizing night work with carbide lamps, but it would

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be advisable to fit out the building-yard with an electric generator which the Firm does not possess.

Moreover the Firm asked for this from a Colonel of the Allied Command, whom it was unable to give more information about.

It seems that this officer promised to supply the machinery; but up to the present its delivery has not taken place.

4) Madonna di Loreto bridge at Km. 139 + 870 - "Elsa"Firm -Concrete arches completed. Work on wing-walls begun - All the water has been turned into the river-bed- Materials and labour sufficient.

5) Bridge at Km.143 + 300 - "Elsa" Firm - The concrete arch has been completed - Eighty quintals of cement are needed for the parapet walls (= muri di timpano e andatori). Labour sufficient.

6) Bridge at Km.145 + 420 - "Elsa" Firm - Concrete arch 1/3 poured and then discontinued for lack of cement. Labour sufficient.Cement required: 100 quintals for arch and 30 quintals for parapet walls.

7) Bridge at Km.149 + 267 - "Elsa" Firm - Concrete arch 4/5 poured and then discontinued for lack of cement. Thirty quintals of it are needed in order to pour the remainder (= concio in chiave) of the arch and 15 quintals for parapet walls (= muri di timpano e andatori) Labour sufficient.

The Allied Command at Km.104 has been solicited for the allocation of the cement for the 4 abovementioned bridges, given to the "Elsa" Firm to carry-out.

The British Lieutenant has promised to send more cement to the Firm tomorrow.

B. Bridges within the province of the Caserta Office.

8) Bridge at Km.164 + 600 near Toro-Fresenzano railway-station. Works not begun - no one on the spot.

9) Bridge at Km.174 + 060. Works not begun - A British Captain found on the spot has said the project is being drawn up.

The Inspector General
(signed: Ing.Eugenio Gra).

1489

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367
RECEIVED CT
P.W. & U.S/C A.C.
12 DEC 1944 D78

ENGINEER SERVICE
PENINSULAR BASE SECTION
APO 782

DSB/mvd

8 Dec 44.

Lt Col V. S. Thompson, R.C.E.
Chief, Public Works and Utilities Sub Commission
Allied Commission
A. P. O. 394

Dear Colonel Thompson,

I noticed on two recent trips between Leghorn and Naples that laborers are still trimming and beautifying shoulders, whereas they could probably better spend their time at more useful work. I suggest that they be directed to cut openings through the high shoulders to permit drainage of the road surface and edges to the side ditches in all cases. This is needed particularly through the Pontine Marshes, in my opinion.

I would appreciate it if you would have someone inspect Route No. 1 between Leghorn and Rome. There are parts of this route in very poor shape north of Piombino latitude.

Generally speaking, I noted that patching was proceeding in good shape on Route 7 except through the Pontine Marshes. Rock has been delivered in one case of a serious road failure but the contractor seems to be slow about starting the actual repair.

Sincerely yours,

Donald S. Burns

DONALD S. BURNS
Colonel, Corps of Engineers
Engineer Service

Lt Col Thompson

Pls take up with Capt Findley
& Maj. Lee.

Dsb 12/12

1488

SUBJECT:- Excavation at Km 81+400, Route 6.

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

29 Nov 1944.

Lt-Col.V.S.Thompson, PW & U Sub Commission,
HQ AC., ROME (For Action).

Lt-Col. G de C.E.Findlay, Regional Engineer,
LAZIO Region, AC.
CE AFHQ (Copy of CE 4513 d'd 11 Nov 44 attached)
82 CRE Works

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

1. Reference conversation SO Roads - Lt.Col. Thompson on 23 Nov 44 concerning the contractor having originally excavated at Km 81+400 upon the site of the original culvert and not at the existing improvised culvert, this contractor has since extended this excavation contrary to direct instructions by 82 CRE Works.

2. It was intended to replace the 90' DD Bailey at this site with a Flambo Bridge which would have necessitated refilling the original (half width roadway) unauthorised excavation and revetting the actual washout gap. This is now, impossible and the Bailey cannot be released when intended.

The Genio Civile asked on 7 Nov 44 for the Bailey to be extended to enable the old foundations to be used, this was refused see attached letter 6/15/W dated 27 Nov 44 and it appears that the work of excavating with this intention continued in spite of instructions from this office and from 82 CRE Works.

3. The SO Rds on 25 Nov 44 found that the contractor had completed the original unauthorised excavation to full width with the intention of clearing to original foundations.

4. Either the contractor or Genio Civile have completely ignored the instruction of the responsible military authority and a report is now required upon what action you consider necessary to deal with this case of interference with Army Lines of Communication.

5. Please consult Lt-Col. Findley in the matter and attention is drawn to para.2 of CE 4513 dated 11 Nov 44 referring to this specific case.

Subject to the result of your enquiries either the Genio Civile official responsible must be dismissed or the contractor withdrawn from the work and penalised as your powers permit.

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

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Lt Col Thompson

W.W. Wheare

AAO/CS. Pls comply R.C.E. 1/12

Brigadier,
Chief Engineer.

1487

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

COPY

SUBJECT:- Kilo 81 Widening.

HQ 82 CRE WORKS
C.M.F.
Ref: 6/15/W.
27 Nov 1944.

CE 3 District

With ref to your SO Roads enquiry of the widening of the gap at Kilo 81. The following are the facts of the case :-

On 7 Nov 44 ING ORTENSI the Civil Engineer Roads called on OC 102 Fd Coy RE and asked us to extend the Bailey.

OC 102 Fd Coy RE rang me up on the telephone. I told him that this could not be done without authority and this information was immediately given to ORTENSI.

On 9th Nov I made the tentative suggestion in my letter to you.

On the 11th you wrote your CE 4513, copy to ACC concerned and I passed a copy of this on 13th Nov to OC 102 Coy. On 17th Nov on an inspection of the road I found the gang on the site still cutting back, although no-one appeared in authority there was present a man with a little knowledge of English. I ordered him to stop the work at once. He agreed, but the next I turned round to find a man with a pick had started again. I manhandled him off the job.

On the 18th Nov I wrote to Capt Gentry telling him of the occurrence, the following being an extract of the letter :-

"Kilo 81.500. The contractor here is still tending to undermine the Bailey Bridge. I spoke to the local man in charge who did not appear in any great position of authority and told him this must stop and that the Contract would be cancelled if my order was disregarded. Will you please ensure that this instruction is in fact passed to the correct authority."

It appears that in the meantime further cutting back has taken place.

(Sgd) C.J.M.MARTIN
Lieut-Colonel, R.E.
CRE 82 (Works).

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Azienda Autonoma Statale della Strada
A.A.S.S.
COMPARTIMENTO DELLA VIABILITÀ CON SEDE IN ROMA
per le provincie di:
ROMA - FROSINONE - LITTORIA - RIETI - TERNI - VITERBO

Ufficio Speciale del Genio Civile con Sede in Roma
per la VIABILITÀ
Roma - Frosinone - Littoria - Rieti - Terni - Viterbo
Sezione Compartimento A.A.S.S.

Prot. N. 5306 Sez. III Allegati 2682 1.12.1944
Risposta al foglio N. del

RECEIVED
P.W. & U. S/C A.G.
5 DEC

078 C.I.

Roma, addì 4 DIC. 1944 19
Indirizzo Telegrafico: " AASS - ROMA "
post.le: Compartimento della Viabilità A.A.S.S.
Via Nazionale Palazzo Po - Roma

AL MINISTERO LL.PP.
DIREZIONE GENERALE SERVIZI TECNICI
R O M A

e p.c. COL. THOMPSON
SOTTOCOMMISSIONE LL.PP. & LAVORI AC
R O M A

COL. FINDLEY
UFFICIALE REGIONALE IV REGIONE AC
CORSO ITALIA 25 R O M A

CAP. GENTRY
INGEGNERE REGIONALE STRADALE IV REGIONE AC CORSO ITALIA 25 R O M A

OGGETTO: Strada Statale n. 6 "CASILINA"
Ricostruzione ponti che attualmente impegnano travate metalliche Baley

In riscontro alla suindicata nota si riferisce quanto segue circa la situazione di quei ponti in ricostruzione lungo la S.S.N. 6 "CASILINA", in corrispondenza dei quali sono attualmente installate delle travate metalliche Baley.

I - Ponte ad arco di luce m. 4.50 al Km. 79 + 090

E' appaltato all'Impresa Ferdinando Pantaleo. E' stata già costruita la centina e si stanno approvvigionando a piè d'opera i mattoni per la costruzione del volto. Si presume che non debbano incontrarsi difficoltà nell'ulteriore sviluppo dei lavori per cui tutto lascia ritenere che l'opera possa essere completata per la fine di dicembre corrente.

2 - Ponte ad arco di luce m. 3.00 al Km. 80 + 327

E' appaltato all'Impresa Ferdinando Pantaleo. In corrispondenza di questo ponte, distrutto in seguito a vicende belliche, le truppe alleate provvidero a ripristinare il transito mediante il totale riempimento del fosso ed inoltre murando sia l'imbocco sia lo sbocco della canna dell'opera preesistente e costruendo a fianco dell'ex ponte un cunicolo in legno per lo scolo delle acque di magra. Nella piena del 2 novembre

3 prega indicare nella risposta il N. di protocollo.

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

G-W & D. S/CAS
5 DEC

078 C.J.

CAP. GENTRY
INGEGNERE REGIONALE STRADALE~~IV RE-~~
GIONE AC CORSO ITALIA 25 R O M A

OGGETTO: Strada Statale n. 6 "CASILINA"
Ricostruzione ponti che attualmente impegnano travate metalliche Baley

In riscontro alla suindicata nota si riferisce quanto segue circa la situazione di quei ponti in ricostruzione lungo la S.S.N. 6 "CASILINA", in corrispondenza dei quali sono attualmente installate delle travate metalliche Baley.

I - Ponte ad arco di luce m. 4.50 al Km. 79 + 090

E' appaltato all'Impresa Ferdinando Pantaleo. E' stata già costruita la centina e stanno approvvigionando a piè d'opera i mattoni per la costruzione del volto. Si presume che non debbano incontrarsi difficoltà nell'ulteriore sviluppo dei lavori per cui tutto lascia ritenere che l'opera possa essere completata per la fine di dicembre corrente.

2 - Ponte ad arco di luce m. 3.00 al Km. 80 + 327

E' appaltato all'Impresa Ferdinando Pantaleo. In corrispondenza di questo ponte, distrutto in seguito a vicende belliche, le truppe alleate provvidero a ripristinare il transito mediante il totale riempimento del fosso ed inoltre murando sia l'imbocco sia lo sbocco della canna dell'opera preesistente e costruendo a fianco dell'ex ponte un cunicolo in legno per lo scolo delle acque di magra. Nella piena del 2 novembre scorso le acque, non avendo potuto trovare sfogo nel cunicolo, ruppero il corpo stradale nel punto di minor resistenza offerto dal cunicolo stesso, dato che l'imbocco del vecchio alveo era stato murato. Per ripristinare il transito venne installato un Baley della lunghezza strettamente necessaria per superare l'interruzione e cioè in corrispondenza del vecchio ponte.

./.

Translation attached Translate

1485

In prega indicare nella risposta il N. di protocollo.

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In queste condizioni fu prospettata al Comando Militare preposto alla strada e fatta presente all'AC l'opportunità di prolungare il Baley fino a comprendere la sede del vecchio ponte, allo scopo di ricostruire il manufatto al posto del preesistente, utilizzando tutte le strutture eventualmente rimaste intatte ed in ogni caso le fondazioni ed accelerando così notevolmente i termini di ultimazione. La proposta di questo Ufficio non venne accolta ed allora fu disposta la ricostruzione del ponte al disotto del Baley installato nel punto di rottura della strada con l a conseguente necessità di procedere alle nuove fondazioni dell'opera. Questa soluzione, in confronto della prima, richiede molto più tempo, oltre che per i maggiori lavori da eseguire, anche per le difficoltà derivanti dalla ristrettezza dello spazio disponibile tra le pareti su cui appoggia la travata metallica e per la continua presenza di acqua, che non potendo essere in alcun modo deviata, costringe ad effettuare le fondazioni una per volta. Attualmente si sta lavorando allo scavo della fondazione destra (verso Roma).L'impresa è stata invitata a predisponendosi ad aumentare la mano d'opera, ed a lavorare anche di notte con doppio turno di operai. Tuttavia, per quanto si possano con tali provvidenze intensificare ed accelerare i lavori, è assai difficile che questo ponte, per le suesposte ragioni e data la stagione invernale, possa essere completato per la fine di dicembre.

3 - <u>Ponte ad arco di luce m. 3.65 al Km. 81 + 462</u>

E' pure appaltato all'impresa Ferdinando Pantaleo. Anche in corrispondenza di questo ponte, dopo il crollo, era stato effettuato il riempimento del fosso, costruendo a fianco un cunicolo in legno per lo scolo delle acque di magra. Per la ricostruzione del ponte l'Impresa fin dal 25 settembre u.s. aveva incominciato a tagliare la strada a monte intendendo eseguire i lavori a metà strada per volta, quando dal Comando militare preposto alla strada, per ordine dell'Ingegnere Capo del 3° Distretto, fu sospeso il lavoro e disposta la costruzione di un muro all'imbocco della

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[illegible] Ufficio non venne accolta ed allora fu disposta la ricostruzione del ponte al disotto del Baley installato nel punto di rottura della strada con la conseguente necessità di procedere alle nuove fondazioni dell'opera. Questa soluzione, in confronto della prima, richiede molto più tempo, oltre che per i maggiori lavori da eseguire, anche per le difficoltà derivanti dalla ristrettezza dello spazio disponibile tra le pareti su cui appoggia la travata metallica e per la continua presenza di acqua, che non potendo essere in alcun modo deviata, costringe ad effettuare le fondazioni una per volta. Attualmente si sta lavorando allo scavo della fondazione destra (verso Roma). L'impresa è stata invitata a ad aumentare la mano d'opera, ~~ed~~ predisponendosi a lavorare anche di notte con doppio turno di operai. Tuttavia, per quanto si possano con tali provvidenze intensificare ed accelerare i lavori, è assai difficile che questo ponte, per le ~~s~~ suesposte ragioni e data la stagione invernale, possa essere completato per la fine di dicembre.

3 - Ponte ad arco di luce m. 3.65 al Km. 81 + 462

E' pure appaltato all'impresa Ferdinando Pantaleo. Anche in corrispondenza di questo ponte, dopo il crollo, era stato effettuato il riempimento del fosso, costruendo a fianco un cunicolo in legno per lo scolo delle acque di magra. Per la ricostruzione del ponte l'Impresa fin dal 25 settembre u.s. aveva incominciato a tagliare la strada a monte intendendo eseguire i lavori a metà strada per volta, quando dal Comando militare preposto alla strada, per ordine dell'Ingegnere Capo del 3° Distretto, fu sospeso il lavoro e disposta la costruzione di un muro all'imbocco della preesistente canna del manufatto.

Mentre si stava eseguendo questo muro, la piena del 2 novembre scorso, similmente al precedente caso del Km. 80 + 327, trovata resistenza nel muro anzidetto, ruppe la strada nel punto in cui era il cunicolo a~~X~~ fianco del vecchio ponte.

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Per ripristinare il transito fu installato anche qui un Baley; ma in questo caso, oltre a comprendere la interruzione stradale vera e propria, esso fu esteso anche sull'adiacente sede dell'opera crollata, che, come si è detto, era stata già manomessa dall'impresa nella metà a monte .

Pertanto nulla si opponeva alla ricostruzione del ponte sui ruderi di quello preesistente e perciò in tale senso, subito dopo il varo del Baley, venne disposto l'inizio dei lavori da parte dell'impresa Pantaleo.

Successivamente il Comando Militare chiese che venisse ripreso il muro all'imbocco della canna del ponte, ma, non sembrando ciò più in relazione con la nuova situazione createsi dopo la piena, fu prospettata la cosa dall'Ingegnere Regionale Stradale , che con nota 9-11-1944 R4/Eng/509.6 dette esplicito incarico a questo ufficio di proseguire urgentemente la ricostruzione del ponte .

Naturalmente l'impresa per prima cosa tagliò la seconda metà del riempimento della strada a valle , tanto più che esso presentava profonde lesioni nel punto d'attacco del vecchio corpo stradale e minacciava di franare.

In tale modo non venne per nulla ad essere menomato l'appoggio della travata metallica, che era stato predisposto per una lunghezza di 5 o sei metri sulla contigua piattaforma stradale a piena larghezza e che tale è rimasto, rafforzato da forti puntellature eseguite dall'impresa, nè risulta da informazioni assunte sul posto in data 2 corr. che sia stato prolungato il Baley.

Sembra piuttosto che il Comando Alleato avesse intenzione di sostituire l'attuale travata metallica con altro tipo di minor luce, per cui si sarebbe lamentato per il taglio della porzione di terrapieno suddetto, ma è evidente che su tale terrapieno limitato a sola mezza strada ed in frana non si sarebbe potuto impostare alcun ponte , a meno che non si fosse [illegible]

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Pertanto nulla si opponeva alla ricostruzione del ponte sui ruderi di quello preesistente e perciò in tale senso, subito dopo il varo del Baley, venne disposto l'inizio dei lavori da parte dell'impresa Pantaleo.

Successivamente il Comando Militare chiese che venisse ripreso il muro all'imbocco della canna del ponte, ma, non sembrando ciò più in relazione con la nuova situazione createsi dopo la piena, fu prospettata la cosa dall'Ingegnere Regionale Stradale , che con nota 9-11-1944 R4/Eng/509.6 dette esplicito incarico a questo ufficio di proseguire urgentemente la ricostruzione del ponte .

Naturalmente l'impresa per prima cosa tagliò la seconda metà del riempimento della strada a valle , tanto più che esso presentava profonde lesioni nel punto d'attacco del vecchio corpo stradale e minacciava di franare.

In tale modo non venne per nulla ad essere menomato l'appoggio della travata metallica, che era stato predisposto per una lunghezza di 5 o sei metri sulla contigua piattaforma stradale a piena larghezza e che tale è rimasto, rafforzato da forti puntellature eseguite dall'impresa, nè risulta da informazioni ~~assunte~~ assunte sul posto in data 2 corr. che sia stato prolungato il Baley.

Sembra piuttosto che il Comando Alleato avesse intenzione di sostituire l'attuale travata metallica con altro tipo di minor luce, per cui si sarebbe lamentato per il taglio della porzione di terrapieno suddetto, ma è evidente che su tale terrapieno limitato a sola mezza strada ed in frana non si sarebbe potuto impostare alcun ponte , a meno che non si fosse ricostituita anche l'altra metà del terrapieno e non fossero state eseguite adeguate opere di presidio.

A ciò forse mirava la richiesta di riprendere il muro all'imbocco della canna ; per altro tale richiesta venne superata dalla disposizione di cui alla citata nota dell'Ingegnere Regionale , di provvedere subito alla ricostruzione del ponte e non alla ricostruzione di un nuovo ponte che evidentemente oltre ad essere lavoro diverso avrebbe implicato molto maggior tempo.

L'Impresa, superate tutte le incertezze cui sopra si è accennato, si è messa al lavoro .

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Il lavoro non presenta serie difficoltà nè si presime che ne possa ~~no~~ presentare in seguito. Solo occorre intensificare l'attività costruttiva e a questo riguardo è stato ordinato all'impresa anche per questo ponte di aumentare la mano d'opera e di predisporre per un doppio turno di lavoro.

Pertanto tutto lascia ritenere che per la fine del mese corrente il ponte possa essere ultimato. Non si mancherà di informare qualora sorgessero nuove difficoltà .

4 - Ponte a due archi di luce m. 4.15 sul Vilneo(Canale Madonna di Loreto)- al km. 139+870.-

E' appaltato all'impresa E.L.S.A. -

Si sta effettuando il getto dei volti in calcestruzzo cementizio.

Unica presunta difficoltà è che durante l'ulteriore sviluppo dei lavori possa mancare il cemento, come già è mancato nei giorni scorsi. Occorrerebbe pertanto far presente al Comando Militare preposto alla strada, ~~di~~ ~~farsi~~ che del resto è stata già interessato dall'impresa da questo ufficio, di curare in modo particolare l'assegnazione di cemento per questo ponte ; dopo di chè si ritiene che l'opera sarà ultimata per la fine di dicembre.

5 - Ponte ad arco di luce m. 3,90 al km. 143+300 -

E' appaltato all'impresa E.L.S.A.

Si stà effettuando il getto del volto di calcestruzzo cementizio. Come per il ponte precedente occorre interessare il Comando Militare affinchè non faccia mancare il cemento. Anche per questo ponte si ritiene che sarà ultimato per la fine di dicembre .

6 - Ponte ad un arco di luce m. 4,30 al km. 145+420 -

E' appaltato all'impresa E.L.S.A.-

Si stanno montando le centine .

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4 - Ponte a due archi di luce m. 4.15 sul Vinco (Canale Madonna di Loreto)- al km. 139+870.-

E' appaltato all'impresa E.L.S.A. -

Si sta effettuando il getto dei volti in calcestruzzo cementizio.

Unica presunta difficoltà è che durante l'ulteriore sviluppo dei lavori possa mancare il cemento, come già è mancato nei giorni scorsi. Occorrerebbe pertanto far presente al Comando Militare preposto alla strada, ~~di~~ ~~inviare~~ che del resto è stata già interessato dall'impresa e da questo ufficio, di curare in modo particolare l'assegnazione di cemento per questo ponte ; dopo di chè si ritiene che l'opera sarà ultimata per la fine di dicembre.

5 - Ponte ad arco di luce m. 3,90 al km. 143+300 -

E' appaltato all'impresa E.L.S.A.

Si stà effettuando il getto del volto di calcestruzzo cementizio. Come per il ponte precedente occorre interessare il Comando Militare affinchè non faccia mancare il cemento. Anche per questo ponte si ritiene che sarà ultimato per la fine di dicembre .

6 - Ponte ad un arco di luce m. 4,30 al km. 145+420 -

E' appaltato all'impresa E.L.S.A.-

Si stanno montando le centine .

Se non mancherà il cemento si presume che non debbano incontrarsi difficoltà nel seguito del lavoro e che quindi il ponte possa essere ultimato per la fine di dicembre .

7 - Ponte ad arco di luce m. 4,30 al km. 149+267

E' appaltato all'impresa E.L.S.A.

Si stanno montando le centine .

Similmente a quanto detto per gli altri ponti appaltati all'E.L.S.A., è necessario che, oltre alle pressioni dell'impresa e di questo ufficio, ven-

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gaço rivolte autorevoli premure al Comando Militare, affinchè metta tempestivamente a disposizione dell'impresa i necessari quantitativi di cemento;-

Assicurato il rifornimento di cemento, non si prevedono difficoltà circa il compimento del ponte per la fine di dicembre .

Circa l'ispezione ai ponti predetti, è stato disposto che il Geometra di questo ufficio addetto al Reparto Staccato di Arce, munito di un automezzo , controlli giornalmente il progresso dei quattro ponti dell'impresa E.L.S.A. a sud di Cassino; mentre per la sorveglianza dei tre ponti affidati all'impresa Pantaleo è stato dislocato a Frosinone un'assistente che può servirsi della motocicletta del Capo Cantoniere .

Entrambi sono stati incaricati di riferire , nella stessa giornata, circa le eventuali difficoltà , che sorgessero nello sviluppo dei lavori .

Quanto ai ponti ricadenti sul tratto della Casilina di competenza dell'ufficio di Caserta, il Capo del Reparto di Arce estenderà lasua attività fino al km. 174 al solo scopo di raccogliere dati sullo sviluppo dei lavori e sulle necessità xxxx che eventualmente si manifestassero, onde riferirne d'urgenza all'A.C.

Per altro per evidenti ragioni di competenza, si gradirebbe che codesta Direzione Generale impartisse in tale senso istruzioni all'ufficio di Caserta .perchè dia conformi disposizioni al proprio personale .

L'ISPETTORE GENERALE
(Ing. Eugenio Gra)

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Translation (D'Alessandro)

Special Office of Genio Civile for the Statal Roads of the Provinces of Rome - Frosinone - Littoria - Rieti - Terni - Viterbo.(once AA.SS.Department).

Rome, 4th December 1944.

Subject : Statal Road N.6 Casilina Reconstruction of bridges actually requiring metal, Bailey girders.

N.5306/Sect.III.
2682 1-12-1944.

To:Ministry of P.W. Direction General of Technical Services - ROME -

and for the Attention of Col. THOMPSON - P.W.& U. S-C.Rome.
Col.FINDLAY - Regional Officer Region IV - AC - Rome.
Capt.GENTRY - Regional Road Engineer - Region IV Corso d'Italia 25 - Rome.

In answer to the above mentioned letter we give the following information about the situation of those bridges being reconstructed along the Statal Road N.6 Casilina in correlation of which a metal Bailey girder has been installed.

1) Arched bridge of 450 m. span at Km. 79 + 090.

Contractor : Ferdinand Pantaleo Firm. The centering has already been constructed and the necessary supply of bricks for the construction of the vault is being collected on the spot. We presume that further development of work will not meet with any difficulties ; therefore we think that the work could be completed by the end of December.

2) Arched bridge of 3.00 span at Km 80 + 327.

Contractor : Ferdinando Pantaleo. In correlation to this bridge, destroyed by war actions the Allied troops restored treffic by filling up the ditch totally and also by obstructing the inlet and outlet of the preexistent catch-water drain of the work and constructing parallel to the formee bridge a wooden subterranean way for the drainage of low level water.

During the flood of 2nd Nov. the waters, not being able to find an outlet through the subterranean way,broke the road surface in the point of minor resistance namely the subterranean wooden way itself, because the outlet of old bed had been walled up.

In order to reestablish the traffic a Bailey of the strictly required length, just to get over the interruption, has been installed in correlation to the former bridge.

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Owing to this situation we pointed out the Military Command supervising the road and also to the A.C. the opportunity of prolonging the Bailey so as to include the branch of the old bridge, in order to reconstruct the work on the former bridge spot, utilising all structure eventually still intact and in any case the foundations, thus speeding considerably time for completion.

But instead of taking into consideration the proposal of our office it has been decided to reconstruct the bridge downstream the one installed on the broken road spot with the consequent necessity to proceed to new foundations for the work.

This plan requires much more time, not only consequently to the size of the works to be carried out but also for the difficulties arising from the very reduced space existing between the walls supporting the metal girder, and for the continuous presence of water which cannot be drained, obliging to effectuate the foundations one by one.

Actually work is going on for the digging of the right hand foundation (direction of Rome). The firm has been urged to increase the number of the workmen and to provide for night turns.

Nevertheless, works cannot be speeded up so as to be completed by the end of december for the above mentioned reasons and on account of the winter season.

3) Arched bridge of m. 3.65. span at Km. 81 + 462.

Contractor still Ferdinando Panteleo Firm. Also for this bridge the ditch has been filled up after the collapse and a new parallel wooden catchwater drain has been installed for the drainage of low level water.

On September 25 the Firm had begun to cut the road uphill, intending to execute works half a road at a time, when the Military Command supervising the road, following an order of the Chief Engineer of the 3rd District gave directions to suspend the works and to begin the construction of a wall at the inlet of the preexistent bridge's catch-water drain.

While this work was underway, the flood of 2nd Nov., as in the previous case at Km. 80 + 327, meeting with resistance from the aforesaid wall broke the road on the subterranean way spot beside the old bridge.

In order to restore traffic also here a "Bailey" was installed; but in this case it included not only the interrupted side of the road, but also the collapsed old part, which as we had said, had been already handled by the Firm in the uphill half.

Nothing prevented the reconstruction bridge and therefore at once after placing the Bailey, works were commenced by the Firm Pantaleo.

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Sucessively the Military Command asked that work on the wall at the inlet of the catch-water drain should be taken up again, but this not seeming timely after the new situation provoqued by the flood, the case was brought before the Regional Road Engineer who with a note of the 9th Nov.44 R4/Eng/509.6 gave to this Office the formal order to prosecute urgently the reconstruction of the bridges.

Naturally the first action of the Firm was to cut out the second half of the obstructed road downhill, all the more as it was damaged on the junction point with the old road and a landslide was therefore to be expected.

By doing this no harm was done to the metal girder support placed on a length of 5 or 6 metres on the adjacent road surface's whole width which was left there reinforced by strong proppings executed by the Firm, nor does it result from informations taken on the spot the 2nd instant that the Bailey had been prolonged.

It seems rather that the Allied Command has the intention of substituting the present metal girder with another one of lesser span for which reason the cut of the above mentioned platform has been regretted.

It is clear that no bridge could be installed on such a platform, limitated to half the road and with a landslide impending, unless the other half on the platform were reconstructed and protective works were prepared.

Perhaps this had been the reason of the request to reassume works on the wall next to the catch-water drain inlet. But such request was previous to the other above mentioned note of the Regional Engineer, ordering to provide at once for the old bridges' reconstruction, instead to the construction of a new one, which evidently required more time and represented a different size of work.

After so many uncertainties the Firm started working at last.

The work does not present any serious difficulty nor is it expected to have to face them later on. But it is necessary to intensify the rithm of work and therefore directions have been given to the Firm to encrease the number of workers so as to arrange for a day and a night turn of work.

Completion of works can, consequently, be expected for the end of next month. If some difficulty should arise, you will be informed.

4) Double arched bridge of 4.15 m. span, on the Vilneo (Madonna di Loreto Canal) at Km. 139 + 870.

Contractor : Firm E.L.S.A. The casting of the vaults in cement concrete is underway.

Only eventual difficulty would be; want of cement during the course of works, as already occurred lately. Therefore the Military Command supervising the road - and which has been already informed of this by the Firm itself and by this Office - should give a particular

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attention to a proper supplying cement for the bridge and on such conditions it will surely be completed towards end of december.

5) Arched bridge of 3.90 m. span at Km. 143 + 300.

Contractor : Firm E.L.S.A. Casting with cement concrete is underway. As for the preceeding bridge, the Military Command should timely provide for cement. This bridge too could be completed for the end of december.

6) Arched bridge of 30 m. span at Km. 145 + 420.

Contractor : Firm E.L.S.A. The centering is being assembled. If there will be no shortage of cement the work will be completed for end of december as no difficulties will presumably arise.

7) Arched bridge of 4.30 span at Km. 149 + 267.

Contractor : Firm E.L.S.A. The centerings' assemblage is underway. As it has been said regarding the other bridges given up at Contract to the E.L.S.A. Firm, it is necessary that - besides pressure of the Firm and of this Office - you also insist with the Military Command to supply the necessary quantities of cement in proper time to Firm E.L.S.A.

If above mentioned supply is granted, there are no difficulties to prevent completion of works for the end of december.

For what regards the afore-said bridges, directions have been given for a surveyor of this Office attached to the Detached Department of Arce, furnished with an autovehicle, to control daily the course of work on the four bridges of Contractors E.L.S.A. south from Cassino; for what regards the three bridges given up to Firm Pantaleo an assistant has been sent to Frosinone; he could use the motocycle of the Chief Cantoniere.

Both have been charged to report, the same day it should occur, about eventual difficulties arising in the development of works.

Regarding the bridges of the Casilina section under Casertas' Office responsibility, the Chief of Department of Arce will extend his activity till Km 174 with the sole object of collecting data on the proceeding of works and on the eventual requirments in order to inform at once the A.C. of it.

We would be grateful if this Direction General having the proper authority would give instructions in that sense to the office of Caserta, so as to enable the latter to give the necessary directions to its personnel.

The Inspector General
(Eng. Eugenio Gra.)

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Tel.489081.Ext.339

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

VST/rlv

078/L-U/6/TW-U

7 December 1944

Subject: Route 6, Bridge 81.462

To : Chief Engineer, No.3 District.

Reference Chief Engineer, 3 District 4512 dated 29 Nov.44 and attachment.

1. This matter has been discussed with Lt. Col. Findlay in great detail and his reply is forwarded herewith.

2. I can not condone the failure to carry out instructions, provided of course, they were understood, but if such were not the case, and there is reasonable doubt, it is possible that the word did not get back to the man in charge when he next visited the job.

3. All these difficulties could be overcome by more adequate supervision on the part of the Genio Civile and to a secondary degree by ourselves, but until the ever present transport and personnel problems of the former are solved, it is not possible to guarantee that a small percentage of errors will not creep in.

4. The Regional Engineer has complete technical control over the Genio Civile officials in his Region and I do not feel that I can add anything to Col. Findlay's report on this misunderstanding or his recommendations in this regard.

1479

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

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

C O P Y

Director
NWH/rlv

Tel.489081.

MEMORANDUM

078/L-U/6/PWU

6 December 1944

395

Subject: Route 7

To : Public Works and Utilities Sub-Commission
(Att: Lt. Col. V.S.THOMPSON)

100

From : Major N.W. Hyland, Area Engineer.

1. The part of the detour from Albano to Genzano that was rebuilt is now open to traffic. It is not completely finished but traffic is going thru and they are working on the seal coating in the unfinished portions.

2. On both end's of the detour that was not rebuilt there are a number of holes that are now being filled.

3. Surfaces of the roadway from Km.29 to Km.56 is full of holes and everything possible should be done to get these filled before the roadway will have to be completely resurfaced.

N.W.HYLAND
Major,Spec.Res.
Area Engineer.

Copy for Col.Findley.

Lt Col Thompson
Concern with par. 3. Something should be done otherwise we will get some more kick-backs. Pls handle.
WSF Jr., 7/12

Handled with Regan —

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

Tel.489081.Ext.339

file

RWS/rlv

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

6 December 1944

078/L-U/6/PWU

Subject: Bridge, Route 3, Km.99

To : Regional Commissioner, Lazio-Umbria
(Att: Regional Engineer)

1. The documents covering the construction of a steel bridge at the above location at an estimated cost of 9,502,000 lire have been examined.

2. In our opinion this cost is exhorbitant. If the structure cannot be replaced with steel, the design should be changed to stone masonry or concrete arch construction.

3. The documents are being returned herewith, without action, for your further consideration. It is believed that a reestimate by the Genio Civile will result in more reasonable costs.

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

1477

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

20 NOV Recd

078 LE-V/6

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
Lazio Umbria Region
(Engineering Division)
APO 394

20 November 1944

TO : HQ. A.C. - Public Works & Ut. Sub-Commission

SUBJECT : Routes Maintenance

REF. : R1/ENG/509

Follow same procedure when sending to Minister state list of projects which are longer need be sent here. In future - return these projects to Reg. Engr. with note accordingly! Maj 23/11

1. With ref. to ACC/1s approved by you on Oct. 12th, regarding the renewal of previous work for route maintenance during the period 31st Oct - 31st Dec. 44, herewith ACC/2s stating, as listed below, the subdivision of the works together with the relative estimated amounts for each contract:

Route	Subdivision of maint; Km.	Contractor	relative estimated amount	Total est. already approved on 12 Oct.	ACC/HQ No.
7	from 7 to 25	An.Strade	1.000.000		
	"25-65+330	Nebbiosi	2.000.000	6.000.000	360
	"103-156+495	Carcone F.	1.500.000		
	"65+330-103	Nebbiosi	1.500.000		
1	"7+700-41+500	An.Strade	1.000.000		
	"41+500-67	" "	1.500.000	4.000.000	355
	"67-122+972	Cidonio L.	1.500.000		
1bis	"Taccone di Mezzo to Vetralla	" "	1.000.000	1.000.000	356
2	6+900-27+266	SACEIPT	2.615.000	6.500.000	147 367
	27+266-141+612	Cidonio E.	3.885.000		

(over

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

Route	Subdivision of maint. Km.	Contractor	Relative estimated amount	Total est. already approved on 12 Oct.	ACC/HQ No.
3	From Rome to 25+600	Alessandri Amedeo	1.300.000	4.300.000	368
	from 25+600 to 112	Cantonieri	3.000.000		
3bis	0-to 49+400	"	1.800.000	1.800.000	364
4	6+700-23+000	ICES	1.100.000	4.500.000	M 171
	23+000 to 87 from Rieti	ICES	1.200.000		
	to Tufo	Cantonieri	2.200.000		
4bis	88+000-110	Cantonieri	300.000	300.000	365
5	From Rome to Tivoli	Italstrade	1.500.000	3.000.000	M 170
	from Tivoli to Corsali	Cantonieri	1.500.000		
6	From 6 to 26+900	Spadola	1.200.000	5.000.000	361
	26+900-83+800	Cidonio L.	1.500.000		
	83+800-113	Marchetti & Membrini	700.000		
	113 to 141+518	Ciardi	1.100.000		
	from Rome to 151+418	Cantonieri	500.000		
8	from 0 to 46	Alessandri A.	2.000.000	2.000.000	not yet returned approved
71	from 0 to 45	Cantonieri	3.800.000	3.800.000	359
74	59+552-91+720	"	500.000	500.000	358
79	0 to 50+083	"	1.000.000	1.000.000	357
79bis	0-to 42	"	400.000	400.000	366
82	from Ponte Confine to Arce	Quadrini L.	700.000	2.000.000	1475 168
	from Ceprano to Itri	Mancini	1.100.000		
	From P.Confine to Itri	Cantonieri	200.000		
	TOTAL		46.100.000	46.100.000	

(over

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

2. For your consideration and approval.

W.A. Gentry Capt. CMP
For Regional Engineer,
Lazio Umbria Region, AMG

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

ALLIED CONTROL COMMISSION

INTER-OFFICE MEMORANDUM

SUBJECT: Bridge design

FILE No.

TO Lt Col Thompson

2/12 1946

Will you please look into the complaint from Brig. Anderson re secret data having been given by Gentry to Terni Steel works for bridge design and let me know the true status

Eng

1473

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

21 MAY Read
018 C3

PL/gb
col 807

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO UMBRIA REGION
(Engineering Division)
APO 394

18 November 1944

TO : HQ. AC. (Public Works & Utilities Sub-Commission)

SUBJECT : PERUGIA Province - Reconstruction of Bridges.

IN REPLY QUOTE : R4/ENG/103.187

1. Enclosed are Forms ACC/1 in triplicate, please return in duplicate with approval for projects as follows:

R4/ENG/103.187	Reconstruction Bridge N° 352, Bocca Seriola road, Città di Castello Commune	£. 265.000
R4/ENG/103.188	Reconstruction Bridge N° 353, Bocca Seriola road, Città di Castello Commune.	" 320.000
R4/ENG/103.189	Reconstruction Bridge N° 354, Bocca Seriola road, Città di Castello Commune.	" 956.000
R4/ENG/103.190	Repairs to Bridge on Rio torrent and repairs to supporting walls, Costacciaro Commune. .	" 500.000

2. Enclosed are copies of following for retention by you:

Relazione
Stima
Plans

3. Controlled materials required:

R4/ENG/103.187	15	tons Cement
R4/ENG/103.188	20	" "
R4/ENG/103.189	60	" "
R4/ENG/103.190	55	" "

A. G. Evans.

A.G. EVANS, Major R.E.
for Regional Engineer
Lazio Umbria Region AMG.

Number of Enclosures: 12 Acc/1 + 4 schemes

1472

Lt Col Thompson

22/11

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

Rel.489081
Extn.339

RWS/mc

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

30

078/1-U/6/PWU

2 Dec. 1944

SUBJECT : Route 7

TO : Chief Engineer, Allied Force Headquarters.
A.P.O. 512.

Reference your letter of recent date transmitting copy of letter to this Headquarters from the Engineer Officer Peninsular Base Section, dated 10 November and returned herewith, regarding condition of Route 7.

1. The condition of this road was discussed in detail with Colonel Burns, P.B.S., on 15 November by Major Hyland, Staff Officer of this H.Q., Inspections of the road were made by officers of this H.Q., on 31 October and again on 14 November.

2. For your information the following advice is offered regarding the specific recommendations made by Col. Burns. :

(a) The section between Genzano and Albano involved base work and complete surfacing with the contractor being furnished bitumen and crushed stone by field forces of P.B.S.. Due to some delays in delivery of these materials and to inadequacy of contractors' equipment, progress has not been entirely satisfactory. These retarding factors have now been eliminated with the result that the section will be open to traffic by Monday 4 December 1944.

(b) The maintenance of this entire road is covered by three contracts. Contractors were selected who had the maximum of plant and transport at their command, but it will still be necessary that some crushed stone and transport be furnished by P.B.S., to supplement that available to contractor. Contractors' forces are being increased in number daily and every effort is being made to increase contractors' plant and transport to the point where independent operation can be attained. 1471

(c) Contractors have been instructed to cease any and all work which does not constitute an improvement to surface and drainage of the road. In the past certain shoulder dressing

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

and beautification had been done on occasions when contractors' forces were awaiting expected material deliveries, but with proper coordination this can be eliminated.

(d) Maintenance contracts are in effect on that part of the Route through the Pontine marshes but due to the magnitude of the repairs at certain places additional individual contracts are being awarded. Progress at these critical spots will be followed very closely to ensure that no serious traffic interruptions occur. One section, one kilometer in length, between Km. 96, and Km. 97 has settled considerably due to flood water and the roadway must be raised to the original grade. Since a repair of this magnitude will involve some traffic obstruction, the matter was referred to Colonel Burns, P.B.S., in our letter 078/L-U/6/PWU dated 21 November, for his approval. Pending a reply, arrangements are proceeding to place a qualified contractor on this section.

(e) A contractor is now at work on the wash-out near Formia. No effort shall be spared until this emergency situation is corrected.

(f) Considerable difficulty has been encountered in locating proper equipment for the quarry near Velletri, particularly gasoline or diesel power units to replace the original electric units. A thorough investigation of all privately owned quarry equipment available in the Rome Area is now being made by our Regional Engineer and we are confident that an adequate plant will be placed in this quarry in the very near future. It is our intention to make all contractors on this Route independent of P.B.S., in-so-far as materials are concerned, with the exception of bitumen.

(g) The suggestion that responsibility for maintenance of Route 7 as far north as Terracina be assigned to our Naples Office was given serious consideration, but upon advice from our Regional Engineer, Lazio-Umbria, that all of that section is under contract and well in hand, it was deemed inadvisable to make the change. Colonel Burns was advised to this effect in our letter 078/L-U/6/PWU dated 24 November. These contracts include certain bonifica work in this area which is an important part of the road maintenance problem.

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

3. The increasing importance of keeping Route 7 properly maintained and open to traffic is fully realized and all repair and reconstruction activities are being treated as urgent.

4. In view of our limited personnel and lack of transportation we are not able to cover all routes as often as we would like to do. For that reason we shall welcome any comments you or your officers may wish to make on road conditions as certain areas are visited.

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

copy to:

Engineer Officer
Rear Echelon P.B.S.

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

079/L-0/6

ALLIED FORCE HEADQUARTERS
ENGINEER SECTION
APO 512, U. S. ARMY

Date ? 29
Envelope marked
27 Nov. 1944

Lt. Colonel L. A. JENNY
Public Works and Utilities Sub-Commission
Headquarters, Allied Commission
APO 394, U. S. Army.

Dear Colonel JENNY:

Inclosed is copy of letter addressed to Colonel THOMPSON by the Engineer, Peninsular Base Section, regarding condition of Route 7. I would appreciate advice as to steps being taken to rectify the situation.

D. McCOACH, Jr.,
Major General, USA,
Chief Engineer, AFHQ

1 Incl.-
Letter as stated.

Lt Col Thompson
Rec discuss with me
Rel 30/11
M/

Maj. Hyland - Col. Burns
Discussed Nov 15th
Completed Nov 19th

1468

Tel.489081
Ext.320

LAJ/cc

HEADQUARTERS ALLIED COMMISSION

Inter Office Memo

078

~~193~~/PWU.

30 Nov.44

SUBJECT: Report on condition Route 4
Rome to Rieti.

TO : C.C.S. through Economic Section.

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

In accordance with your recent telephone request there is attached hereto a report on the condition of Route 4 from Rome to Rieti. This report shows the present condition and what is intended to be done to the road.

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

Encl.

1467

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

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

Tel.489081.Ext.33

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

MJG/rlv

078/L-U/6/PWU

27 November 1944

Subject: Road Report, Route 4

To : Director of P.W.&.U.S/C.

1. Herewith is a tabulated report on Route 4 submitted with recommendations for your consideration:

Km.	Road Surface Condition	Recommendation
6-9	Pavement and road in good condition	Normal Maintenance
9-10	Bitumen surface-fair condition-Verges are below road level in many places.	Normal maintenance crushed rock fill to road level.
10-12	Pavement road in good condition-Verges are below road level bis to Km.11.	Normal Maintenance
12-13	Pavement road in good condition.	" "
13-16	Bitumen surface-fair condition only	Patching and maintenance-crushed rock on verges.
16-17	Pavement road in good condition	Normal maintenance
17-26	Bitumen surface-fair condition only	Road patching
26-29	Bitumen surface in good condition Verges are below road level	Normal Maintenance crushed rock fill to road level.
29-45	Pavement surface good only at Km.33 and from Km.41 verges are below road level	Normal Maintenance Crushed rock in verges

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

45-54	Bitumen surface fair condition only	Patching and maintenance
54-62	Pavement surface good	Normal Maintenance
62-69	Working on road-bitumen surface feir condition diversion in bad condition	Patching spraying and blinding-in some small tracts resurfacing.
69-91 after Km.84	Pavement surface good interruction for mines	Normal maintenance Diversion in good condition.
91-94	Bitumen surface in good condition-parapet walls to be repaired	Normal maintenance
94-98	Pavement surface good condition	Normal maintenance
98-106	Bitumen surface good condition	" "
106-109	Bitumen surface fair	Spraying and blinding
109-123	Bitumen surface fair	Patching
123-124	Verges bad	Patching, spraying and blinding.

Bridges

26+665	F842876	Bridge 8 mts span-masonry-arch ring brick Contractor Mazza started 6 Oct. for completion 4 Dec. Probable completion 20 Dec.
27+030	F846886	Bridge 6,30 mts span Masonry-arch ring brick Contractor Mazza started 6 Oct. for completion 4 Dec. Bailey at this site. Concrete arch ring, recommended to expedite work- propable completion 15 Dec.
30+324	F866902	Bridge 5,50 mts span masonry-brick arch ring-contractor Guidi started 20 Oct. for completion 12 Nov. propable completion 20 Dec.
31+850	F872916	Bridge 5 m. span-Masonry-brick arch ring Contractor Guidi started 4 Oct. for completion 14 Nov. probable completion 20 Dec.
32+700	F873925	Bridge 8 m. span Masonry-arch ring brick Contractor Guidi started 4 Oct. for completion 18 Nov. Bailey at this site. Concrete arch ring recommended to expedite work. Probable completion 15 Dec.

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34+647	F874945	Bridge over railway- 6,40 mts; span Original design reinforced concrete changed to brick arch- Contractor Calderai Ugo - contract let on 29 Sept. Started 1st Nov. for completion 28 Feb.45
35+472	F886956	Bridge reinforced concrete 12 mts span half destroyed- Contractor Calderai .Contract signed on 29 Sept. work started 1st Nov. Probable completion 1st January 45.
36+218	F902956	Bridge 14 mts span-arch ring mass concrete Contractor Guidi completed.
36+290	F908955	Bridge 5 mts span-arch ring mass concrete Contractor Guidi-- completed.
46+936	F972969	Bridge 12-50 mts span-arch ring mass concrete Contractor Guidi - completed.
48+301	F990970	Solid fill not projected-recommend reconstruct--priority 1.
58+600	B038016	Bridges 2 arches each mts 8 span --arch rings brick- Contractor Ceci started 10 Oct. for completion 10 Dec. probable completion 1st January 45
60+860	B032024	Bridge 15,60 mts span-arch ring brick .Contractor Ceci started 5 Sept. for completion 4 Nov. probable completion 1st January 45
61+900	B032035	Bridge 6 mts span-arch ring brick.Contractor Ceci started 5 Sept. for completion 4 Nov. probable completion 1st Dec.
64+900	B052047	Bridge destroyed-Diversion in bad condition no project.
85+059	B060210	Bridge reinforced concrete--Beam construct-Contractor Ciocchetti started 25 Nov. for completion 15 Jan.
87+100	B070220	Bridge 2 arches each 25 mts span- Arch rings brick-Contractor Ciocchetti started 4 Aug. for completion 30 Nov.probable completion 1st Feb.45.
89+450	B090228	Bridge repaired and elarged- completed-Contractor Scanzani.

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110+650	B240242	Bridge 6 mts. span- Arch ring brick. Contractor Beaucani started 15 Sept. for completion 24 Oct. probable completion 30 Nov.
120+820	B240316	Bridge destroyed - No project- bad diversion.

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

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

Tel.489081.Ext.332

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

RWB/rlv

C78/L-U/6/PWU
C78/30/6/PWU

24 November 1944

Subject: Route 7.

To : Engineer Officer, Rear Echelon.
Peninsular Base Section.

Reference our C78/L-U/6/PWU dated 17 November to Regional Engineers of Southern and Lazio-Umbria Regions with copy to you.

1. The Regional Engineer Lazio has advised this HQ. that the section of the Route 7 from the Regional Boundary to Terracina is under contract and well in hand, including Bonifica drainage of the area, which is part of the problem. He further assures us that in connection with Compartimental Genio Civile arrangements are in effect which will ensure that the section is properly maintained.

2. In the light of the above information and at the earnest request of the Regional Engineer, Lazio-Umbria, our instructions transferring this section of road to the jurisdiction of Southern Region is hereby rescinded.

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

Copies to:
Regional Engineer, Lazio-Umbria
Regional Engineer, Southern.

1462

Tel.489081.Ext.339

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

RWS/rlv

078/I-U/6/PWU

21 November 1944

Subject: Route 7 Km. 96 to Km.97

To : Engineer Officer, Rear Echelon
Peninsular Base Section.

1. attached is copy of letter from Regional Engineer, Lazio-Umbria Region and copy of letter from the General Manager of the Consorzio Della Bonificazione Pontina with reference to a condition existing on Route 7 between Km.96 and Km.97.

2. This matter is being refered to you for comment since the proposed repairs will offer some obstruction to traffic from time to time.

3. You advice is requested please.

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

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

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

Tel.489081.Ext.339

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

RWS/rlv

078/L-U/6/PWU

21 November 1944

Subject: Roptom1

To : Regional Commissioner, Lazio - Umbria Region.
(Att: Regional Engineer)

1. Attached is copy of letter received from P.B.3. witch reference to reconstruction of bridges and road repairs on Route 1 from Rome to Leghorn.

2. This is for your information and action.

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

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

ENGINEER SERVICE
PENINSULAR BASE SECTION
FMD 8CH
APO 782

HPH/ap

11 November 1944

AG 611 ENGNC FMD

SUBJECT: Repair and Maintenance of Highway No. 1, Leghorn to Rome Area Command Boundary.

TO : Chief, Public Works Division, Allied Control Commission, F. W. & U. Sub-Commission, A.P.O. 394.

1. Engineer units attached to this Headquarters are now engaged in the repair, reconstruction and general maintenance of all bridges, culverts and fills along Highway No. 1 between Leghorn and the Rome Area Command Boundary with special attention to the following structures:

a. Bridge at Km. 46.0

b. Bridge at Km. 57.5

c. Reinforced Bailey at Km. 67.0, temporary structure.

d. Culvert at Km. 73.5

e. Bridge at Km. 85.0, temporary structure.

f. Bridge over Marta River at Tarquinia, temporary structure.

g. Bridge over Ombrone river, South of Grosseto, temporary.

h. Bridge, East of Follonica at Km. 222

i. Bridge over Cecina river, North of Cecina, temporary.

2. It is requested that A.C.C. contracts be let for the maintenance of the highway surface and all structures thereon from Rome Area Command Boundary to Leghorn.

3. In cases of emergency, where necessary to keep Highway No. 1 open, this Headquarters is prepared to furnish military personnel and equipment to aid and effect repairs.

E. F. STRECK,
Lt. Colonel, Corps of Engineers,
Engineer Officer.

1454

Incl:
Ltr., A.C.C., Public Wks
and Util. Sub-Com.,
dated 27 Oct 44.
c/c Regional Engineer,
Toscana Region, Florence.

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

Ms1.489031.Exh.17

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

GTS/I-U/6/PWU
DO

17 November 1944

RWS/rlv

Subject: Transfer of jurisdiction of Route N°.7 from Southern boundery line of Region 4 to Terracina, from Region 4 to Southern Region

To : Regional Commissioner, Southern Region .
Regional Commissioner, Lazio - Umbria.
(Att: Regional Engineers) .

It has been suggested by Col. D.S. Burns of the Engineering Service of the Peninsular Base that the responsibility for the maintenance of Route N°.7 as far North as Terracina be assigned to the Southern Region. He states that this arrangement would fit in to their organization more satisfactorly because this section of the road is handled by his Naples office.

2. In order that the maximum of assistance may be accured from P.B.S. in plant transport and materials, it has been decided that this section of road shall be assumed by the South Region.

3. The present condition of this road has been discussed with Col. Burns and it is his desire that we take whatever action is necessary to ensure that it is maintained in a passable condition.

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

Copy to:
P.B.S. Engineer Rear.

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

Lt Col Thompson

This is important and I think you should personally look into it and add your comments to P.B.S. for their guidance.

18/11

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

17 NOV Recd 078 Cab E-V 76

AJG/mp
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HEADQUARTERS
ALLIED MILITARY GOVERNMENT
Lazio Umbria Region
(Engineering Division)
APO 394

17 November 1944

TO : P.B.S. - NAPLES
(Through HQ. AC-Public Works & Ut. Sub-Com.)
Please Forward

SUBJECT : Road Repairs Route 7
Km. 96-97

REF. : R4/ENG/509.7

1. Enclosed herewith is a translation of a letter received by this office with reference to a portion of Route 7 between Km. 96-97 approx.

2. In a recent reconnaissance made by us it was recommended that this portion of the road be raised to its normal level to prevent it from becoming inundated during the winter storms.

3. We realise a road repair of this magnitude will obstruct traffic to some extent but we feel that if immediate steps are not taken to carry out this work the road may become impassable.

4. In view of the foregoing we urgently request that this matter be given your most serious consideration and, if your approval is granted, we will obtain a contractor who has sufficient plant and equipment to carry out the work in the shortest possible time.

5. With regard to materials, crushed rock can be obtained from TERRACINA in the vicinity and a quantity of bitumen would be required which we would ask you to supply.

(PTO

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

6. For your consideration.

U.S. Army Capt. CMP
For Regional Engineer,
Lazio Umbria Region, AMG

Encl:
Copy of translation

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

CONSORZIO DELLA BONIFICAZIONE PONTINA

Translation

Rome, 11 November 44

TO: Regional Engineer,
HQ. Region IV
Rome

I think it is my duty to inform you that, during my trip to Terracina on 8 inst., I noticed that the road seat in the Via Appia (Highway No. 7) at some parts of the road, upstream and downstream Km. 96, (tract of road between Pontemaggiore and Terracina) are in condition worse than they were one month ago. These conditions are such as to keep us worrying to a greater degree than we have been since 1928 down to the present time.

At present, the road surface in the above mentioned tracts has sunk to quote 0,90 cm. above moderate sea, that is to say , since there is no possibility of eliminating the afflux of the streams which pour into the Navigation Canal coasting the Appian Way, same surface is liable to be flooded when the sea is rough and the south-west wind blowing (the dreadful inundations of River Amaseno in flood have already been prevented by a temporary weir built by the Consorzio of Pontemaggiore).

The worst threat is, however, that a stretch of road might suddenly sink, as the sinkings are becoming ever more frequent. Besides, the compact mass of the road consistency, which is 4-5 mts deep, (and formed by the additional fillings up made in the course of the 150 years elapsed since same road was made: in fact it was constructed about the end of the 18th century) rests on the foundations which are anything but solid and the site of a pre-existing marsh.

The General Manager

1455

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

17 NOV Recd

Company "F"
345th Engrs. Gen. Serv. Regt.
APO 782 New York, N.Y.

17 November 1944

Subject: Assignment of Work to Contractor - Comm. Donato Valente, Societa Generale Immobiliare, Depretis 430, Roma.

To: Lt. Col. V.C. Thompson, ACC HQ. Public Works and Utilities Subcommission, Rome.

1. Bridge at kilometer reading 85, Route 1 South of Civitavecchia:

a. Contractor was assigned the construction of wing walls around both abutments and a mid-stream concrete pier. He is also furnishing wooden piles and pile caps, also any other materials that are not available in U.S. Army Dumps.

2. Bridge at kilometer reading 57 Route 1 South of Civitavecchia:

a. Contractor was assigned the construction of wing walls around both abutments and the repair of two mid-stream concrete piers. He is to furnish all materials not available in U.S. Army Dumps.

Howard L. McMurray
1st Lt. Co. "F" 345th Engrs.
Commanding

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

Tel. 489081
(Ext. 320

078/LU/6

LAJ/ce

MEMORANDUM

078/P.W.

18 Nov. 44

SUBJECT: Detour, Route 7, near Genzano.

TO : Chief Commissioner A.C.

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

Following your telephone inquiry of 16th November 44 regarding the unsatisfactory condition of the Route 7 detour near Genzano an investigation has been made and I wish to report as follows:-

The reconstruction of this detour had been under contract with an Italian firm whose plant and transport gave difficulty shortly after work commenced. In addition, bitumen promised by F.B.S., in whose jurisdiction this highway is, was unobtainable.

The Regional Engineer's office advises us that a contract has been made with another firm with more reliable equipment and that F.B.S. has advised them that bitumen will now be available.

We shall follow through on this.

Pls do so and keep me posted
LAJ 18/11

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

1453

C.c. to: Economic Section.
" ": Lt.Col.Thompson.

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

Tel.489081.Ext.335

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

RWS/rlv

078/L-U/6/PWU

16 November 1944

Subject: Detour, Genzano, Route 7

To : Director, P.W.&U, S/C.

Reference your enquiry on status of road repairs on the semi-permanent diversion near Genzano, Route 7.

1. The matter was discussed in detail today with Capt. W.R.Gentry, Roads Officer, Lazio-Umbria Region and he advised as follows:

" This section of road has been under maintenance contract with the firm Nebbiosi for several weeks but due to shortage of plant and transport, progress has been unsatisfactory. The situation was further complicated by bitumen shortage from P.B.S. stores.

It was decided to cancel the contract with Nebbiosi and place a new contract with a contractor having adequate plant and transport at his command. The contract is being placed today with Allesandra, Amadeo of Roma who has adequate transport and plant to complete the job in thirty days if bitumen is supplied ".

2. The matter of bitumen for use on Route 7 was discussed today at this HQ. with Capt. Johnston of P.B.S. who advises that an adequate supply is now available to meet requirements of contractors.

3. The diversion in question has been inspected this week by Capt. Gentry of Lazio-Umbria Region and also by Major Hyland, staff Officer of this HQ. The urgent nature of these repairs is recognized and the situation shall receive constant.

1452

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

attention untill condition are corrected.

for R.W. Shepherd Capt.
V.S.THOMPSON
Lt. Col. R.C.E.
Chief. Public Wks. Div.

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

Tel.489081.Ext.339

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

RWS/rlv

20

078/L-Um/6/PWU

17 November 1944

Subject; Bridges Route 6

To : Regional Commissioner, Lazio-Umbria
(Att: Regional Engineer)

Reference your R4/ENG/509.6 dated 3 Nov.44

1. Authority from 3 District for work on the bridge at Km. 81+462 is contained in letter C.E. 4513 dated 7 Nov.44 and addressed to this HQ. and Lazio-Umbria.

2. Since this situation is now definitely clarified, please ensure that the contractor resumes operation without delay.

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

1450

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

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HEADQUARTERS
ALLIED MILITARY GOVERNMENT
Lazio Umbria Region
(Engineering Division)
APO 394

19

3 November 1944

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

SUBJECT : Bridges Route 6
Km. 81+462

REF. : R4/ENG/509.6

1. We are in receipt of a letter from Genio Civile, a copy of which is enclosed, with ref. to a bridge at Km. 81+462.

2. A contract for this bridge was awarded to Impresa Pantaleo on 25 Sept. 44, but work was stopped by order of O.C. 277 Works Section on 7 Oct. 44.

3. We have investigated the site of the proposed bridge and strongly concur in the recommendation of Genio Civile that reconstruction be resumed.

4. It is requested that you contact C.E. No.3 District and obtain the necessary permission.

5. For your consideration and indicated action.

W. P. Penrose Capt. CMP
For Regional Engineer,
Lazio Umbria Region

Encl: 1

HEADQUARTERS
4 NOV 1944
A. C.

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

COPY

MINISTERO DEI LAVORI PUBBLICI
Ufficio Speciale del Genio Civile
per la Viabilitaà Stade Statali

12 October 1944

all'Ingegnere Regionale
IV Regione AC

OGGETTO: S.S. No. 6 "Casilina" - Ricostruzione ponti Impresa Pantaleo.

Il giorno 7 u.s. è stato verbalmente comunicato dal Major Relly all'Ing. Ortensi di questo ufficio che per superiore disposizione i lavori di ricostruzione del ponte al Km. 81+462 della S.S. No.6"Casilina" appaltati all'Impresa Pantaleo Ferdinando e già iniziati, dovrebbero essere sospesi, ritenendosi sufficiente la semplice sistemazione degli imbocchi del "cross culvert" esistente a fianco dello stesso ponte.

Ciò pregiudicherebbe la sicuraezza della strada per la insufficienza del cross-culvert a smaltire le acque in tempo di pioggia. Infatti la Sezione del ponte crollato era di circa mq. 15, mentre quella del cross-culvert è di circa mq. 0.80.

Ciò giustifica la insistenza di questo ufficio per la ricostruzione del ponte con la stessa sezione di quello preesistente come è stato previsto.

Pertanto si prega di voler intervenire presso il competente comando affinchè consenta il proseguimento dei lavori iniziati da parte dell'impresa Pantaleo, i quali saranno portati a termine nel tempo più breve possibile.

L'Ispettore Generale f.f.
Capo dell'Ufficio Speciale
(Ing. Giovanni Grauso)

TRANSLATION

To: Regional Engineer -Region IV

Subject: Highway No. 6 'Casilina' - Reconstruction of a bridge by Pantaleo Firm.

On 7 Oct. 44 Major Relly verbally informed Eng. Ortensi of this office that owing to high authorities orders the reconstruction works of the bridge at Km. 81+462 on Highway 6, awarded to Pantaleo firm and already started, should have to be stopped, because the only settlement of the entrances of the cross culvert already existing, was deemed sufficient. But we suggest that the cross culvert would not be sufficient to drain the waters during heavy reins period, causing so damages to the road security. Really the section of the faller bridge was about mq. 15, while the cross culvert one is about mq.080. This fact justifies the insistence of our office for the reconstruction of a bridge having the same previous section, as already fixed.

Meanwhile we beg you to interfere in the matter asking the concerned

(over

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

Tel.48508 1.Ext.339

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

R/S/rlv

078/L-U/6/PWU

16 November 1944

Subject: Detour, Genzano, Route 7

To : Director, P.W.&U, S/C.

Reference your enquiry on status of road repairs on the semi permanent diversion near Genzano, Route 7.

1. The matter was discussed in detail today with Capt. W.R.Gentry, Roads Officer, Lazio-Umbria Region and the advised as follows:

" This section of road has been under maintenance contract with the firm Febbiosi for several weeks but due to shortage of plant and transport, progress has been unsatisfactory. The situation was further complicates by bitumen shortage fro from P.B.S. stocks.

It was decided to cancel the contract with Febbiosi and place a new contract with a contractor having adequate plant and transport at his command. The contract is being placed today with Allessandra, Amadeo of Roma who has adequate transport and plant to complete the job in thirty days if bitumen is supplied ".

2. The matter of bitumen for use on Route 7 was discussed today at this HQ. with Capt. Johnston of P.B.S. who advises that an adequate supply is now available to meet requirements of contractors.

3. The diversion in question has been inspected this week by Capt. Gentry of Lazio-Umbria Region and also by Major Ayland, staff officer of this HQ. The urgent nature of these repairs is recognized and the situation shall receive constant

1447

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

COPY

MINISTERO DEI LAVORI PUBBLICI
Ufficio Speciale del Genio Civile
per la Viabilità Stade Statali

12 October 1944

all'Ingegnere Regionale
IV Regione AC

OGGETTO: S.S. No. 6 "Casilina" - Ricostruzione ponti Impresa Pantaleo.

Il giorno 7 u.s. è stato verbalmente comunicato dal Major Relly all'Ing. Ortensi di questo ufficio che per superiore disposizione i lavori di ricostruzione del ponte al Km. 81+462 della S.S. No.6"Casilina" appaltati all'Impresa Pantaleo Ferdinando e già iniziati, dovrebbero essere sospesi, ritenendosi sufficiente la semplice sistemazione degli imbocchi del "cross culvert" esistente a fianco dello stesso ponte.

Ciò pregiudicherebbe la sicurezza della strada per la insufficienza del cross-culvert a smaltire le acque in tempo di pioggia. Infatti la Sezione del ponte crollato era di circa mq. 15, mentre quella del cross-culvert è di circa mq. 0.80.

Ciò giustifica la insistenza di questo ufficio per la ricostruzione del ponte con la stessa sezione di quello preesistente come è stato previsto.

Pertanto si prega di voler intervenire presso il competente comando affinchè consenta il proseguimento dei lavori iniziati da parte dell'impresa Pantaleo, i quali saranno portati a termine nel tempo più breve possibile.

L'Ispettore Generale f.f.
Capo dell'Ufficio Speciale
(Ing. Giovanni Grauso)

TRANSLATION

To: Regional Engineer -Region IV

Subject: Highway No. 6 'Casilina' - Reconstruction of a bridge by Pantaleo Firm.

On 7 Oct. 44 Major Relly verbally informed Eng. Ortensi of this office that owing to high authorities orders the reconstruction works of the bridge at Km. 81+462 on Highway 6, awarded to Pantaleo firm and already started, should have to be stopped, because the only settlement of the entrances of the cross culvert already existing was deemed sufficient. But we suggest that the cross culvert would not be sufficient to drain the waters during heavy rains period, causing so damages to the road security. Really the section of the fallen bridge was about mq. 15, while the cross culvert one is about mq.080. This fact justifies the insistence of our office for the reconstruction of a bridge having the same previous section, as already fixed.

Meanwhile we beg you to interfere in the matter asking the concerned

(over

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Command in order that the permission for the proceeding of the started works be granted.
The works will be completed as soon as possible.

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

Tel. 489051. Ext. 339

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

RWS/rlv

078/L-U/G/PWU

16 November 1944

Subject: Detour, Genzano, Route 7

To : Director, P.W.&U.,S/C.

Reference your enquiry on status of road repairs on the said permanent diversion near Genzano, Route 7.

1. The matter was discussed in detail today with Capt. W.R.Gentry, Roads Officer, Lazio-Umbria Region and the advised as follows:

" This section of road has been under maintenance contract with the firm Nobbiosi for several weeks but due to shortage of plant and transport, progress has been unsatisfactory. The situation was further complicated by bitumen shortage fro from P.B.S. stores.

It was decided to cancel the contract with Nobbiosi and place a new contract with a contractor having adequate plant and transport at his command. The contract is being placed today with Allesandra, Amadeo of Roma who has adequate transport and plant to complete the job in thirty days if bitumen is supplied ".

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

26 OCT Recd 078 Dcb.

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HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO UMBRIA REGION
(Engineering Division)
AFO 394

21 October 1944

TO : HQ. A.C.C.(P.W. & U. Sub-Commission)

SUBJECT: Military Highways

IN REPLY QUOTE : R4/ENG/400

1. CRE/RDS/269 dated 17th October indicates that Route 4 has ceased to be of MILITARY importance. -

I understand that CRE 104 is extending his sphere of ROME Commune to cover Provinces of ROMA, RIETI, VITERBO.

Please define the position also the definition of Military Roads. -

2. An unsigned tracing purporting to be recommendation of CE District I for Military Roads and classification has been received through your liaison officer. -

We have to exist on such unofficial information can it be officially defined.

3. CE Nº 1 District has, I understand, delegated considerable powers to CRE 52 who has to arrange for removal of many BAILEY Bridges rapidly and endeavour to forestall washouts.

4. Contracts now exist for about 200 Bridges and Culverts and 36 Maintenance contracts on the ~~14.00~~ 1500 km of State Roads and growing daily. -

On account of weather ahead speed is essential in starting many more Bridges, and with centralised control in ROME there is bound to be some delay in distant parts especially with limited personel and Transport in both AMG and Genio Civile.

CRE 52 is anxious to speed up starting work and as an Emergency measure to enable work in PERUGIA which has only recently passed to Regional Control to be rapidly initiated so as to take full advantage of remaining short period of good weather and endeavour to get above flood level before permanent high water floods level starts. 1471

(a) PERUGIA Province State Roads to be immediately taken out of Control of ANCONA an impossible position and made responsibility of Ispettore Generale del Genio Civile of Lazio & Umbria and at least one Engineer of

./.

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

Sezione and 3 assistants transfered with it. -

(b) Major Boucher to be delegated powers by you to approve projects of Military Importance on your behalf up to 10,000.000 each not exceeding a total of £. 100,000.000 and make local contracts when that is possible, acting through PERUGIA Sezione Engineers in the case of State Roads and through Capt. Springs my representative for TERNI, RIETI and PERUGIA in the case of PROVINCIAL Roads classified of Military importance.

(c) On my side I agree to accept any projects so approved as if Maj. Boucher was one of my staff. - Documents to be passed by him to me for onward transmission for confirmation post facto by Director P.W. & B.

(d) Supervision of execution does not at present arise as this will be done by CRE under memo forwarded officially by Maj. Boucher to me and stated by him to be approved by CE AAI and you, but unsigned by anyone. -

5. It is requested that similar delegation of powers be made to me for TERNI Province & PERUGIA as recommended for (b)(c) (d).

Lt.Col.R.E.
Regional Engineer
Lazio Umbria Region AMG

Copy to:
Highways.

MC/VL

01322

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LA[illegible]BRIA REGION
(Engineering Division)
APO 394

078/-2/0
CC3

2nd November 1944

TO : Ispettore Generale Compartimentale
del Genio Civile per il Lazio e Umbria
Via Monzambano 10 - Roma

SUBJECT : FROSINONE PROVINCE - Bridge 49 - Road Ceprano/Faldaterra
(map ref. 1:200 sh.17/6124)

IN REPLY QUOTE : R4/ENG/103.12

1. Reference to my letter of same reference as above dated 9th September 1944 informing approval of ACC. (P.W.& U.) under ref. M.36 for expenditure of £. 1,900,000 on this project.

2. It is noted that this work is well advanced but progress at the moment is slow.

3. In view of the necessity to transport certain electrical equipment over the bridge, work must be completed at the earliest possible moment.

4. Will you please act accordingly and report probable completion date?

Lt.Col.
Regional Engineer
Lazio-Umbria Region AMG.

Copy to:
-Provincial Commissioner of Frosinone Province, for attention of Ingegnere Capo del Genio Civile
-HQ.ACC.(P.W.& U.) Subcommission (ref.conversation Capt. Shepperd/Maj. Evans, 1st. Nov. 1944.)

1443

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

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RESTRICTED

CPW CAS

P-W-D-

9901

HQ AC

FOR INFORMATION ONLY

95/03

CIVIL AFFAIRS SEC HQ AAI

CAS 43

IMPORTANT

NOV 031830A

RESTRICTED.

Route 71 interrupted by extensive flooding between RD junce R 3805 and R 2630 no diversion. Route 76 collapsed BAILEY bridge S 1826 now repaired.

Dist

Action - Hq Comdt
Info - A/CC
C o S
Econ Sec
Tn SC
P Works
G-4 (B)
G-4 (A)
CA Sec
Info Div
Land Forces
File

RESTRICTED

HEADQUARTERS
1 NOV 1944
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Declassified E.O. 12356 Section 3.3/NND No. 785019

INFO AAI

DISTONE

G 12

OCT 271730

9513

ROUTINE 50/30

CONFIDENTIAL.

Ref 55 AREA Q485 of 26. Authy granted close route 71 at R 375085 from 1800 hours 3 Nov to 0600 hrs 4 Nov for removal Bailey. No diversion. All informed.

Dist

MOV	4	ACTION
RE	8	
G(RECORDS)	1	
G(SD)	6	
Q	2	
G4	1	
TN(A)	2	
RA	1	
X	3	
SURVEY	1	
WORKS	1	
OC COMD GP SIGS	1	
ELO	1	
CIVIL AFFAIRS	4	

DIST

INFO-ACTION	HQ COMD (TNO) (2)
INFO	A/CC
	P WORKS
	TN SC
	ECON SEC
	FILE (2)
	FLOAT

OCT 301530

1443

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

Tel. 489081 Ext. 339

file

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

RWS/ac

13

078/L-U/6/PWU

15 Nov. 44

Subject : Bridges, Route 1

To : REGIONAL COMMISSIONER LAZIO-UMBRIA
(Attention Regional Engineer)

1) - All documents covering the reconstruction of bridges at Km. 55 + 800 and Km. 55 + 720 on Route 1 are returned herewith without action, since it has been determined that P.B.S. Engineers have activities under way at these locations.

2) - This is in accordance with decisions reached on 11 Nov. in conversation with Capt. Gentry of your staff.

V.S.THOMPSON
Lieut-Colonel, R.C.E.
Chief Public Wks Div.

1449

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

52 CRE/2/W/

A.C. LIAISON OFFICE
No. 1 District
IO/CE/1/18
9.Nov.44

SUBJECT : Reconstruction of Bridges & Culverts.
TO : H.Q., A.C. P.W.& U. Sub-Commission
(Att.Lt.Col. THOMPSON)
Regional Engineer LAZIO.

12

Herewith copy of letter from 52 CRE (Works) Ref.No. W-37-3932 of 6.Nov.44 and a Resumé of Work in 71 Sub-Area for your information.

G. BOUCHER
Major
LIASON OFFICER
No. 1 District

1 Enclosure.

Lt Col Thompson
Laz. 13/11

Subject :- Reconstruction of Bridges & Culverts.

52 CRE (Works)
Tel.No. 9112.
Ref.No. W-37-3932.
6. Nov. 44.

H.Q. 1 District (2)
C.E. No.1 District(2)
C.E. 10 Corps.
H.Q. 71 Sub-Area (2)
Dept. of Public Works,
AMG., PERUGIA.
AMG., TERNI.
Major Boucher, RA,)
HQ.ACC Liaison Officer)
OC 275 Works Section RE
OC 281 Works Section RE
OC 367 Works Section RE
DAPM, 71 Sub-Area.

1. I forward herewith for information and retention, copy (ies) of Dwg.No. 52 CRE 41/44, shewing bridges and culverts under; or scheduled for, reconstruction.

2. I also forward a brief resumé on the work involved which it is hoped will be of interest, and may give some idea of requirements in transport, labour, and supervision.

(Signed) ?????

Lieut Colonel, RE
52 CRE (Works)

JRLO/LEB.

ENCL. Dwg. No. 41/44
Resumé of Works.

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

Dep. of Public Works,
AMG., PERUGIA.
AMG., TERNI.
Major Boucher, RA,)
HQ.ACC Liaison Officer)
OC 275 Works Section RE
OC 281 Works Section RE
OC 367 Works Section RE
DAPM, 71 Sub-Area.

1. I forward herewith for information and retention, copy (ies) of Dwg.No. 52 CRE 41/44, shewing bridges and culverts under; or scheduled for, reconstruction.

2. I also forward a brief resumé on the work involved which it is hoped will be of interest, and may give some idea of requirements in transport, labour, and supervision.

(Signed) ?????

Lieut Colonel, RE
52 CRE (Works)

JRLO/LEB.

ENCL. Dwg. No. 41/44
Resumé of Works.

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

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

BRIDGE & ROAD MAINTENANCE
AND RECONSTRUCTION.
71 SUB AREA.

Resumé of work and position at 31st October 1944.

(1) At 20th August when 52 CRE Works assumed responsibilitiy for RE Work on roads and bridges, the position was:-

(i)	Permanent Bridges and Culverts Reconstructed	2
(ii)	Permanent ditto under construction	10
(iii)	Bailey Bridges being maintained	14

(2) A quick reconnaissance of the area was made, and revealed that many bridges and Culverts had been demolished by enemy action, or seriously weakened by passage of exceptionally heavy traffic, such as tanks, for which the bridges had not originally been designed.

In order to keep the lines of communication open during the advance many gaps had been made passable by the simpler expedient of making solid fills of earth, rubble and timber.

This method of closing a gap is essentially a fine weather measure, and it was obvious if the linen of communication were to be kept open during the winter, permanent structures would have to be erected without delay.

(3) The civilian authorities were at once approached and asked to place at the disposal of RE all available contractors with bridges building experience, and also to assist in the preparation and supervision of schemes.

(4) The response from the civilian authorities, and AMG Public Works Dept PERUGIA, Province, was both quick and energetic, and a major scheme of bridge reconstruction initiated, and at 16th Sept. the position was as follows :-

(i)	Permenent Bridge and Culverts Reconstructed	2
(ii)	" " " " under construction	40

advance many gaps had been made passable by the simpler expedient of making solid fills of earth, rubble and timber.

This method of closing a gap is essentially a fine weather measure, and it was obvious if the linen of communication were to be kept open during the winter, permanent structures would have to be erected without delay.

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(4) The response from the civilian authorities, and AMG Public Works Dept PERUGIA, Province, was both quick and energetic, and a major scheme of bridge reconstruction initiated, and <u>at 16th Sept. the position was as follows</u> :-

(i)	Permanent Bridge and Culverts Reconstructed	2
(ii)	" " " " under construction (increase of 30)	40
(iii)	Bailey Bridges being maintained	13
(iv)	" " dismantled	1

(5) From the 16th Sep the responsibility of RE was further increased by :-

(i) The addition of TERNI Province to 71 Sub Area.
(ii) The initiation at request of Army of a Bailey Bridge Dismantled and Recovery scheme.
(iii) The onset of the winter rains.

Reconstruction work however was pushed on as fast as possible but was seriously retarded by three important factors :

(i) break in rail communications which held up supplies.
(ii) Frequent changes in transport allotted, which held up distribution of stores and civilian labour.
(iii) Heavy rains which caused many breaks in lines of communication.

(6) <u>The Position at the 31st Oct was as follows :-</u> 1437

			Increase since 16 Sept.	Increase since 20 Aug.
(i)	Permanent Bridges & Culverts Reconstructed	18	16	16
(ii)	do. Bridges & Culverts under Construction	71	41	61

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(iii)	Permanent Bridges & Culverts not yet commenced	27	27
(iv)	Bailey Bridges being maintained	28	28
(v)	Bailey Bridges erected	12	
(vi)	Bailey Briages Raised or altered to allow permanent reconstruction to proceed	9	
(vii)	Bailey Briages Dismantled	21	

(7) In addition to the reconstruction of Briages there is also the task of maintaining roads of military importance, and this involves the quarrying, crushing and transportation of large quantities of roadstone, and distribution of large quantities of bitumen.

Progress on road maintenance is by no means satisfactory for the following reasone :-

(i) Insufficient - Owing to the vital necessity of preventing or attempting to prevent, breaks in bridges and culverts, most of the transport has to be concentrated on this work, at the expense of road maintenance.

(ii) Wet weather - It is impossible to carry out satisfactory bituminous repairs in wet weather with hot bitumen, cold emulsion being the only suitable material.

The supply of this material is so small as to be almost negligible, and what has been obtained is the result of visits to ROME and contact with a contractor and the help of a works Section RE, of previous acquaintance.

It is known that the DW AAI is attemting to make supplies availabe.

The mileages of roads being maintained are :-

(i) Bitumen scaled.	-	76 miles
(ii) Water Bound Macadam. (sc Para 9 below)	-	96 miles

(8) It will be seen from para 6 that in spite or difficulties in Stores and Transport progress has steadily increased, but the task of making secure the lines of communication is very considerable, and the position cannot be regarded as satisfactory.

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

roadstone, and distribution of large quantities of bitumen.

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The supply of this material is so small as to be almost negligible, and what has been obtained is the result of visits to ROME and contact with a contractor and the help of a works Section RE, of previous acquaintance.

It is known that the DW AAI is attemting to make supplies availabe.

The mileages of roads being maintained are :-

(i) Bitumen scaled. - 76 miles
(ii) Water Bound Macadam. - 96 miles
(sc Para 9 below)

(8) It will be seen from para 6 that in spite or difficulties in Stores and Transport progress has steadily increased, but the task of making secure the lines of communication is very considerable, and the position cannot be regarded as satisfactory.

The following figures of Stores to be moved, and mileage to be covered in delivering these Stores, will give some indication of the task which still lies ahead :-

1436

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

Materials.	Total for complet Bridge & Road Works Programme at Commencement. Quantity of Material to be Transported	Estimated mileage to deliver to site.	Still to be done Tons	Miles
BRIDGES :-				
Bricks	(4,000,000)			
	12,000 Tons	114,000 miles	8;400	79,800
Cement	6,300 "	196,400 "	4,710	143,300
Sand	15,700 "	78,500 "	10,990	54,950
Stone	26,000 "	130,000 "	18,200	91,000
ROAD MAINTENANCE.				
Bitumen	1,500 "	30,300	1,350	16,200
Stone	31,300 "	44,400	28,170	67,250
TOTAL	92,800 Tons	593,600 Miles	71,820 Tons	452,500 Miles

To complete delivery of these materials by the 31st Dec 44, it would be necessary to have a minimum of 6 platoons of transport, constituted as follows :-

3 Ton G.S. Vehicles - 2 Platoons.
5 " Tipping " - 4 "

Every effort has been made to use rail facilities rather than road haulage. e.g. Delivery of 500 Tons cement to FOSSATI di VICO at junction of Route 3 and 76, is being made by rail.

(9) The figures given in paras 7 and 8 do not include any work in the recently added area of UMBERTIDE, CITTA di CASTELLO, GUBBIO.

Owing to bad communications, and pressure of other work it has not been possible to carry out a complete recce. to ascertain the work involved and ~~the~~ local resources available, but from preliminary reports it is known that :

(i) 8 Baileys will have to be maintained.
(ii) 34 Bridges have been demolished.

5 Nov.44.
WAW/LEB.

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

Bitumen	1,500 "	30,300	1,350	16,200
Stone	31,300 "	44,400	28,170	67,250
TOTAL	92,800 Tons	593,600 Miles	71,820 Tons	452,500 Miles

To complete delivery of these materials by the 31st Dec 44, it would be necessary to have a minimum of 6 platoons of transport, constituted as follows :-

3 Ton G.S. Vehicles - 2 Platoons.
5 " Tipping " - 4 "

Every effort has been made to use rail facilities rather than road haulage. e.g. Delivery of 500 Tons cement to FOSSATI di VICO at junction of Route 3 and 76, is being made by rail.

(9) The figures given in paras 7 and 8 do not include any work in the recently added area of UMBERTIDE, CITTA di CASTELLO, GUBBIO.

Owing to bad communications, and pressure of other work it has not been possible to carry out a complete recce. to ascertain the work involved and local resources available, but from preliminary reports it is known that :

(i) 8 Baileys will have to be maintained.
(ii) 34 Bridges have been demolished.

5 Nov.44.
WAW/LEB.

ea

1435

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

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

078 CRE 12-0/6

SUBJECT:- State Telegraph Cable - Route 6

HQ 82 CRE (Works)
C. M. F.

Ref: 6/15/W

8 November 1944

10

Lieut-Col V.S. Thompson
Chief Engr ACC ROME

Copy to: CE 3 District
OC 102 Fd Coy RE
Capt GENTRY F.E. ACC ROME
Capt SAUL F.E. ACC CASERTA

I have been again instructed to ensure, at all costs, that there be no further damage to the State Telegraph Cable.

I should be very grateful if you will take every possible step to ensure this. I and my representatives on the road will co-operate to the greatest possible extent.

I suggest that the following steps be taken :

1. In addition to warning any Contractors of the danger, that a clause that Contractors shall be responsible for any damage caused to any cable, be inserted in the Contract with, if it is possible, the introduction of a very heavy fine for doing so.

2. That OC 102 Fd Coy at CEPRANO, my representative on the road be given warning of the actual time that opening the road or any other work that may possibly disturb the cable. He can then detail a Sapper to be on the work from the actual start and not as soon as it is reported to him.

Lt Col Thompson
For action
Dec 12/11

for Lieut-Colonel, RE.,
C.R.E. 82 (Works)

CJM/slw

1

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

12 NOV Rec'd 078/003-4/6

ENGINEER SERVICE
PENINSULAR BASE SECTION
APO 782

DSB/mvd

10 Nov. 44.

Chief, Public Works Division
Public Works Sub-Commission
Headquarters, Allied Commission
APO 394. U. S. Army.

Lt Col Thompson

It is important that you take this, and Dist. 3 complaints, up with AFHQ finding and get prompt action. DSB. 13/11

Dear Colonel Thompson:

I am very much concerned about the condition of Route 7 between Naples and Rome. With the arrival of the rainy season the road surface is rapidly deteriorating in a great many places, embankments and fills are caving in where temporary bridges and culverts have been placed and north of Velletri, as Rome is approached, the road surface is so thoroughly potholed that it has reached the dangerous stage.

May I suggest that you have some one from your office inspect the road in question and that steps be taken to correct the situation with the least possible delay.

I specifically recommend the following:

a. Expedite the completion of the resurfacing of the stretch of road between Genzano and Albano. The part the contractor is now resurfacing has been in work an unnecessarily long time. When I passed there a few days ago, the Italian foreman advised me that it would be at least another month before that part of the work was completed. Resurfacing of other parts of this road has not been started although I understand a contract has been awarded.

b. Place more contractors and men on normal maintenance in order that every advantage may be taken of favorable weather for patching. Unless this is done I am afraid that we may lose the road surface entirely.

c. Stop the waste of effort on the dressing and beautifying of shoulders of the road and place the men thus made available at patching, cleaning of ditches, repair of embankments, improvement of drainage, etc.

d. Place a contractor on the repair of that part of the Route 7 through the Pontine Marshes. In places, through the marshes, the road has failed almost completely.

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e. Correct the situation near Formia where road surface is extremely rough and where a small stream is washing out the road.

f. Force the owner of the quarry just south of Velletri to rehabilitate his crushing and screening plant and place his quarry in operation. We are presently working the quarry and crushing with portable crushers. However, due to the need for the crushers and troops elsewhere I plan soon to abandon this operation. It will then be necessary for you and/or your contractors to provide your own crushed rock.

g. Consider assignment of responsibility for maintenance of Route 7 as far as Terracina to your Naples office. Colonel Hensley advises that he is willing to accept this additional responsibility.

I would appreciate advice as to the possibility of the early improvement of the condition of Route 7. As you know, this highway has become increasingly important because of frequent interruptions to Route 6 and the railroads.

I have not inspected Route 1 from Rome to Leghorn recently but I expect that much the same condition prevails there as on Route 7.

Sincerely yours,

Donald S. Burns

DONALD S. BURNS
Colonel, Corps of Engrs.
Engineer Officer.

1432

Subject:- Culvert Reconstruction - Route 6

078/al/6

Chief Engineer
3 District CMF
Tel: Ext 91
CE 4513

11 Nov 1944

82 CRE (Works)

Lt.Col. V.S. Thompson Highways Div., HQ ACC ROME
Lt.Col. G de C.E. Findlay V.C., M.C., LAZIO REGION ACC

1. Ref 6/15/W dated 9 Nov 44, instructions have already been issued to the ACC - see CE.4513 dated 7 Nov 44..

2. Regarding the Genio Civile request to increase the length of two Baileys, it is presumed that you have informed them that culverts will be built in the existing gaps which will not be interferred with. The bankseats must be protected by the Contractors and future carelessness, or further excavations necessitating increasing the length of a Bailey as a means to an end, will be considered as deliberate interference with Army lines of communication, and action taken accordingly against the civilian authorities concerned.

3. Ref para 4, the gap at N.099999 will not now be bridged by Flambo, but the equipment used at Km 81+500 and 80+300 as follows:-

(a)

Location	Bailey	Flambo
G.438394 (Km.81+500)	90' D.D.	74' D.D.

The original unauthorised excavations on the west side will be backfilled with good dry filling, and the side slope and face adjoining the culvert washout pitched with stone sufficiently to reduce the gap to suit 74' D.D. Flambo. The earth face on the east side will be similarly protected by stone pitching from the culvert invert level.

(b)

Location	Bailey	Flambo
G.428399 (Km.80+300)	60' T.S.	53' T.S.

The retaining wall on the North West side will be rebuilt and the road backfilled and protected as in (a), to suit 53' T.S. Flambo. The culvert designs will suit the remaining gaps after protective works to make bankseats for the two Flambo bridges.

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

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The retaining wall on the North West side will be rebuilt and the road backfilled and protected as in (a), to suit 53' T.S. Flambo. The culvert designs will suit the remaining gaps after protective works to make bankseats for the two Flambo bridges.

4. The preparation work for Flambo Bridging as para 3, and the work at N.092941, has the same priority as its object - Bailey dismantling and D.E.L. with Sapper supervision would appear the most expedient plan.

5. The gap at N.033062 will be surveyed, and details sent to this office showing a scheme to replace 40' D.S. Bailey by using 26' Stock Span bridge (now available), with special bearing plates on timber grillage, to give a clear span of 20ft.

The site consists of an existing masonery lined channel, in which a temporary bridge had been built, and is suitable for the adaption of a 26' Stock Span (to clear span 20'), which will give Cl.40, pending reconstructions of culvert.

1437

(A.A. OSBORNE)
Major. R.E.
for Brigadier,
Chief Engineer.

AAO/JS

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

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HEADQUARTERS
ALLIED MILITARY GOVERNMENT
Lazio Umbria Region
(Engineering Division)
APO 394

7

3 November 1944

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

SUBJECT : Road Reports
Route 7 and Route 1

REF. : R4/ENG/509.7

1. Herewith are copies of road reports with recommendations for the restoring of Route 1 and 7 as prepared by this office.

2. It is requested that an immediate survey be made as to the priority of the work to conform with military requirements and that we be advised as to the action to be taken by us.

3. For your consideration.

W. T. Fentry Capt. CMP
For Regional Engineer,
Lazio Umbria Region AMG

Encls: 2

Lt Col Thompson 6/13

1438

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COPY

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
Lazio Umbria Region
(Engineering Division)
APO 394

30 October 44

TO : Regional Engineer- La zio Umbria Region

SUBJECT : Road Report Route 1
Capt. A.J. GREENE

REF. : R4/ENG/509.1

1. Herewith is a tabulated report on Route 1 as of 21st Oct. 44 submitted with recommenadtions for your consideration.

Road Surface

Km.	Condition	Recommendations
7-9	Concrete road in good condition	Normal maintenance
9-20	Bitumen surface-fair condition Verges are below road level in many places	Normal maintenance Crushed rock fill to road level
20-27	Bitumen-surface fair but sows signs of wear	Spraying and blinding Crushed rock on verges
27-39	Bitumen surface-fair condition	Normal maintenance Crushed rock of verges
39-47	Bitumen surface-fair condition but surface wearing very thin	Spraying and blinding
47-59	Bitumen surface-fair condition	Normal patching and maintenance-crushed rock on verges
59-63	Bitumen surface wearing thin	Patching spraying and blinding
63-64	Bitumen surface-fair condition	Normal maintenance
64-70	Bitumen surface-poor condition	Resurfacing
70 Civita vecchia	Concrete road-fair condition	Patching

1428

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Km.	Condition	Recommendations
79-96	Bitumen surface -fair condition verges need crushed rock	Normal maintenance
79 Civita-vecchia	Bitumen surface-poor condition	Patching spraying and blinding.
96-125	Bitumen surface-fair but wearing thin	Spraying and blinding
	Bridges	
17+60	Temporary bridge-steel beams-wood trestles-wwod deck	Reconstruct priority 2
21+20	Solid fill	Reconstruct culvert prior.2
21+70	Temporary bridge-steel beams-wood trestles-wood deck washout likely	Reconstruct priority 1
30	Solid fill	Suggest divert water adjacent culvert
32+40	Bridge temporary construction about 3 mts span-steem beams-wood trestels and deck	Reconstruct-priority 2
39+600	Parapet wall damaged-dangerous point	Reconstruct -priority 1
41+420	Concrete bridge-temporary bridge approx. 10 mts-steel beams-wood deck and trestles-	Reconstruct -priority 1
46+660	Temporary bridge approx. 6 mts span-steel beams-wood deck	Reconstruct-priority 2
47+8	Concrete bridge partially destroyed	Repair-Priority 1
55+720	Solid fill	Build culvert-priority 1
55+800	Solid fill-bridge site danger of washout	Reconstruct bridge-Priority 1 (Urgent)
59+210	Bridge-temporary structure steel beams-wood deck looks sound	Reconstruct-priority 3
59+95	Parapet wall destroyed-dangerous to traffic	Rebuild priority 1
60+35	" "	" "
67+060	Bridge 3 arches approx. 8 mts span-temporary structure appears to be sound	Rebuild -priority 2
2½ Km NE Civita vecchia Route B via Claudia	Bridge 1 span 6 mts completely destroyed	Rebuild-tenders to be opened 30 Oct.

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Km.	Condition	Recommendations
73+380	Bridge 3 mts span-temporary bridge in place	Reconstruct Priority 3
74+500	Culverts do not appear large enough to carry fllod water	Reconstruct priority 1
93+240	Bridges 6 arches construction commenced 20 Aug. for completion 5 Nov. Contractor Serra	Speed up if possible Estimate 20 Nov.before open to traffic.
105+280	Bridge construction in progress started 15 Aug. for completion 29 Oct. Contractor SACAE -15 days extention granted	
110+420	Culvert-parapet wall completely gone	Reconstruct priority 2
110+620	Bridge 10 mts span-temporary structure in wood-likely to wash out	Reconstruct priority 1
111+700	Temporary culvert appears too small to take flood water	New culvert-priority 1
114+730	Bridge 1 arch 4 mts partially destroyed-reinforced with timber underpinning no parapet wall likely to be washed out by flood water	New culvert priority 1

Quarries

96+400	Stone quarry-stone suitable for road maintenance-Not in operation at present but could be restored in short time	Get contractor with plant- to operate at once

A.J. GREENE, Capt.

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

3 NOV Recd CPW

AJG/mp
6/3/1

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
Lazio Umbria Region
(Engineering Division)
APO 394

2 November 1944

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

SUBJECT : Bridge on Tuscolana Road
Km. 16+900

REF. : R4/ENG/509.3p

1. Herewith copy of plans covering a project of a bridge over the Railway Rome-Cassino on Tuscolana Provincial Road at the following location:

Km. 16+900

2. For your consideration and approved.

W. P. Pentrup Capt. CMP
For Regional Engineer,
Lazio Umbria Region AMG

Encl: 1

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

T.W+U.

AJG/mp

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HEADQUARTERS
ALLIED MILITARY GOVERNMENT
Lazio Umbria Region
(Engineering Division)
APO 394

19 October 1944

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

SUBJECT : Road Maintenance
Route 1

REF. : R4/ENG/509.1

Ref. your letter to P.B.S. dated 9 Oct. copy referred to us for action.

1. A detailed reconnaissance of this highway is being made with a view to obtaining data as to the amount of work necessary to put it in good condition and a report will be submitted to you with recommendations, at the earliest possible date.

2. It may be anticipated that bitumen will be required and cement, since these materials are not at present obtainable through other than military sources.

3. Every effort will be made to ensure that contractors undertaking work on this road have sufficient plant and transport to carry it out without calling upon the Army for assistance.

4. For your information and approval.

HEADQUARTERS 20 OCT 1944 A. C. C.

G R Winsley Lt.Col. RE

Regional Engineer,
Lazio Umbria Region AMG

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

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18 OCT 1944
OT ccb

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO UMBRIA REGION
(Engineering Division)
APO 394

4

16 October 1944

TO : HQ. A.C.C. (PW)

SUBJECT : Highway Route 7 and 1

IN REPLY QUOTE: R4/ENG/509.7
509.1

1. Three Maintenance and Road Surface contracts exist which cover the whole length of Route 7. -

So far no request has been received from PBS for any Bridges to be rebuilt on Route 7, nor instructions transmitted by you.

2. In the opinion of the Engineer of Bonifica Littoria the Waterway under the temporary Bridge over Acqua Media (Rio MARTINO) is only about 2% of flood flow and will result in flooding above road. - Km 63

3. In the opinion of the Engineer of Bonifica Pontina three Waterways between TERRACINA and FONDI will result in flooding and perhaps breaching of the road as the gaps left by the demolition of Bridges have been 'bulldozered' in without provision of adequate waterway.

Map reference 1/100,000 :

467,052
480,055
488,058

4. In my opinion there are several bridges that will give trouble on Route 1 between Rome and Civitavecchia.(Bridges at Km 30, 32, 43, 48, 51/52, 58/59, 85).

5. Both of these roads are still under Military Responsibility from recent correspondence it looks as if N°1 was going to be 'unloaded' onto ACC too late to rebuild in fine weather and without proper provision made for the winter flooding or even removal of debris.

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

Under Instructions for Procedure issued by you in June HQ.ACC.P.W. are the sole Channel of approval to districts, it is therefore requested that you will obtain authority from PBS to take immediate action on these Bridges and free us to use our initiation in future on these roads on which local PBS roads officers have been changed at short intervals (in some cases after a week) which makes local cooperation difficult and without any direction from above impossible. -

Lt.Col.R.E.
Regional Engineer
Lazio Umbria Region AMG

Copy to:
Highways
for preparation work on reconnaissance and schemes.

See our letter to Reg Engr. dated 9 Oct. so far not answered. He must contact P.B.S. South. We will write to P.B.S. South about Route 7.

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

26 OCT Rec'd

c/o 78

O/PW. ccp.

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
(Engineering Division)
Lazio Umbria Region
APO 394

25 October 1944

TO : A.C.C./HQ.

SUBJECT : BRIDGE ROUTE 1
Km.55+800

REF. : R4/ENG/509.1

1.- Herewith plan covering a project at the following location for your approval of design:

Km. 55+800

2.- Tenders will be opened on Saturday Oct.28th but contracts will be not awarded until permission is granted to proceed with the work.

3.- It will be probably necessary to construct a By-Pass to carry the traffic while the work is in progress and this may adversely affect the free passage of military traffic.

4.- For your consideration and approval.

C. Lucas Capt.
For Regional Engineer A.C.C.
Lazio Umbria Region.

Attached : 1 plan.

142

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

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HEADQUARTERS
ALLIED MILITARY GOVERNMENT
Lazio Umbria Region
(Engineering Division)
APO 394

7 November 1944

TO : HQ. A.C. - Public Works & Ut. Sub+Commission

SUBJECT : Culverts Route 6
Km. 138+751-138+784-138+800

REF. : R4/ENG/509.6

1. You are requested to notify CE No. III District that reconstruction of culverts at the following locations has been ordered in accordance with the approved designs attached.

Km. 138+751
" 138+784
" 138+800

2. These are the culverts for which the CE proposed cement pipes but later acceded to a request for change of design owing to the unavailability of pipes of the necessary dimensions.

3. For your information and indicated action.

W. P. Pentrey Capt. CMP
For Regional Engineer,
Lazio Umbria Region, AMG

Encl: 3 designs

142

HEADQUARTERS
8 NOV 1944
A. C. C.

078/C2

PWH 2625

Subject:- Culvert Reconstruction - Route 6

078/L-U/6/RUF

Chief Engineer
3 District CMF
Tel: Ext 91
CE 4513

7 Nov 44

Lt.Col. V.S. Thompson, Highways Div., HQ ACC ROME
Lt.Col. G de C.E. Findlay V.C., M.C., LAZIO REGION ACC

CE AFHQ
82 CRE Wks

1. Ref letter CE 4513 dated 6 Oct I am concerned at the lack of progress of permanent reconstruction at sites of culvert washouts where Bailey Bridges have been erected for a month.

2. Apart from a visit by Capt Gentry to this office no reply has been received in response to my appeal for the best available civilian resources to be employed on this urgent work to enable release of Bailey equipment.

3. The contractors employed on civilian reconstruction in the CASSINO area are entirely unsuitable for rapid work, and the frequent supervision necessary to ensure progress is hampered by the absence of a contractor's representative on the site with sufficient responsibility to take action.

4. Further flooding on 3 Nov has necessitated reconstruction at the following sites:-

	Km. Ref.	Location MR	Bailey on site
1.	164+800	H 033062	40 ft DS
2.	81+500	G 438394	90 ft DD
3.	80+300	G 428399	60 ft TS

Please arrange to put contracts in hand for these sites. The gap at Km. 81+500 has been increased on account of a prior unauthorised excavation adjoining the culvert and the previous contractor will not be employed on this work.

5. A list of all the contractors with estimated completion dates for each site is required as soon as possible.

6. Your co-operation in mobilising all the best available civilian resources for this increased task and expediting existing works would be much appreciated.

HEADQUARTERS

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

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HEADQUARTERS
8 NOV 1944
A. C. C.

Wm Keane

Brigadier,
Chief Engineer.
1420

AAO/FH.

Col Thompson

Please see me with this as soon as you return

K.J. 9/11

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

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