

ACC 078/4/III

10000/150/336

H
M

10000/150/336

HIGHWAYS, REGION III
MAR. - OCT. 1944

Region III

078/4/III

078/4/III

17 FEB 44
10000 150/34
336

Region III Highways

078/4/III

*17 FEB 44
10000 150/44
HUG 336*

THIS FOLDER
CONTAINS PAPERS
FROM MAR. 44
TO OCT. 44
CATALOGUE

Date	Ref	From	Subject
17.2.44		Capt Berkerton	Report on Outposts
20.3.44		Maneu	Maintenance of Route 7 Bii
30.3.44		Capt Gentry	Status of Outposts
14.4.44		Capt Gentry	Repairs & Maintenance of Rd. 100 - Orino
5.5.44		Capt Gentry	Information to Viet 3 Capani - Salinas
14.5.44	106	Capt Gentry	Contracts on Pompi - Salinas Route 18
17.5.44		Capt Gentry	Outposts - Pompi - Pompi
16.6.44		Capt Gentry	Superior in Naples - Salinas Road
5.6.44		" "	Bridges & Roads in need of Repair
12.6.44	154511	Phyidi	And the - Sub. Line
17.6.44		Capt Gentry	Repairs & Maintenance of 1st Mt. Highway by C. Gentry
22.6.44		Capt Gentry	Route 104 - Pompi - Naples
30.6.44		" "	PRS of - Pompi
3.2.44		" "	Military Highway
14.7.44		Capt Gentry	Maintenance of Route 1
5.8.44		Capt Gentry	Repairs to Route 18

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

RWS/La

10 October 1944

AGC/078/PWU

Subject: Road Improvement.

To : Regional Engineer, Southern Region.

1. A request has been received in this Headquarters from the Army Air Force Engineer Command, thru the Commander-in-Chief, M.A.A.F., for assistance in the repair and maintenance of the following roads in the vicinity of Foggia:

- (a) Spinazzola-Montemilone-Venosa- needs grading and reshaping.
- (b) Torretto-Cexignola- spreading of gravel.
- (c) Ortonova-Bovino- approximately 4 1/2 miles needs repair.
- (d) Lucera-Sansevero- general patching required.

2. Will you please include these roads in your maintenance program and give whatever assistance is possible in relieving the situation.

5372
V.S. THOMPSON
Lt. Col. R.C.E.
Chief, Public Wks. Div.

Copy to:
Commander-in-Chief
Mediterranean Allied Air Forces.
APO 650.

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

RWS/ada

19 September 1944

Ref. ACG/078/PWU

Subject: Military Highways.

To : Regional Engineer, Southern Region.

1. On 15 September '44 a conference was held in this H.Q. with C.E. 3 District, at which time it was agreed that we would officially take over the maintenance of the following roads:

- (a) Route 85: Stn. di Voirono Cainello to Isernia.
- (b) Route 623: Cavernanuova to Quattroventi.

2. Will you, please, include these routes in your Military Highway program and ensure that provision is made for proper maintenance?

Copy to:
Lt. Col. Jenny
Maj. Hyland

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

5321

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

16
RWS/fr

5 September 1944

Subject: Repairs to Route 18.

To : Regional Engineer Officer, Region III.

1. Forms AUC/1 are returned herewith for your signature covering work on Route 18, Km. 38+60 to Km. 42.

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

5370

SUBJECT: - Maintenance of Route 6.

14 AGG Recd
07803
Chief Engineer,
3 District, CMF.
Tel: 1111 Extn 94.
CE 4511.

11 Aug 1944.

Lt-Col Hensley, Region III.

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

Ref conversation 30 Rds - Lt-Col
Thompson.

1. Herewith a further copy of this
office letter CE 4511 dated 14 July (with-
out copies of enclosures quoted therein)
for action as regards para.1.

A.A. Osborne
(A.A. OSBORNE)

Major R.E.
for Brigadier,
Chief Engineer.

AAO/CS.

Encl: As stated.

-- COPY --

SUBJECT: Maintenance of Route 6.

Chief Engineer,
3 District, CMF.
Tel: 1111 Extn 94.
CE 4511.

14 July 1944.

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

52 CRE Works

Lt-Col. T.S. THOMSON, ACC. HQ.

1. Please arrange maintenance contracts for Route 6 from PISCOLELLA (Juno with Route 7) to Boundary of III and IV Regions at MB G. 947157 (11 Kms from CASSINO) and report names of contractors with km limits allocated and assistance required in respect of stores or plant.

2. Cantonieri Gangs - Route 6.

Ref letter ACC/CSA/PNU dated 1st July 1944. The prompt action in increasing the number of Cantonieri employed is appreciated.

The question of an economical distribution of such labour has since been studied by the RE Works Secs concerned with road maintenance and the attached copies of reports by 306 Works Sec (GEs I and II) indicate that reduction in the recent considerable increase is possible.

The requirements of 277 and 367 Works Secs in respect of civilian labour will be submitted later.

Please arrange for the AASS to modify as soon as possible their labour distribution in accordance with these recommendations.

Copies of DWGs 306/58/1 and 306/58/2 showing layout of Cantonieri Gangs in Areas of GEs I and II are also attached.

(SGD) A.A. OSBORNE,

Major,
Colonel,
Chief Engineer.

not correct
not included

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works & Utilition Sub-Commission
APC 394

VCE/LP

/ 4

3 July 1944

Subject: Military Highways.

To : Regional Engineer Officer, Region III.

1. On a telephone conversation of this date with Maj. A.J. Osborne, HQ 3 District, he advised that Capt. Feldman had requested information regarding ACC. responsibilities on the road leading from Route 7 B East of Naples, through Cancello to Arienza.

2. Major Osborne requests that upon completion of work now under way on this road by Army forces, the maintenance be assumed by us. He further advises that work by his forces is practically complete.

3. Will you please include this highway in your maintenance program?

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

5363
5363

4974

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

30 June 1944

Subject: P.E.S. Highways.

To : Regional Engineer Officer, Region III.

1. Attached is copy of letter received from Engineer Officer, P.E.S., listing additional roads to be maintained under our direction.
2. Will you please include these roads in your program and see that they are given prompt attention.

V.F. THOMPSON
Lt-Col. P.C.E.
Chief Public Wks. Div. ACC.

File Copy

5367

28 JUN Recd
OR
RabLeon. Lic (PW+U)
4 3157ENGINEER SERVICE
PENINSULAR BASE SECTION
A. P. O. 782

HHJ/at

26 June 1944

SUBJECT: Additional Road Maintenance.

TO : Chief Commissioner, ACC, APO 394.
(Attn: Lt. Col. Thompson, Public Works and Utilities
Sub-Commission.)

1. The following roads are presently considered as military high-ways and must be maintained:

a. Route 7, from Capua to R.J. (6115240).

This is a first priority route, 2 lane asphalt pavement. Civilian crews are now working between Capua and Terracina but additional crews are needed all along the route.

b. Route 714 from Capua to Route 722, Route 722 to Route 724 and Route 724 to junction with Route 7.

This is a first priority route of water bound macadam. Additional crews needed.

c. Route 7, Maddaloni to Arienzo.

A first priority route requiring asphalt patching.

d. Route 721 from Santa Maria to Route 7B.

A water bound macadam road recently topped and oiled requiring a small maintenance crew. 2nd priority.

e. Routes 8718, 8718A, B and C.

These are water bound macadam roads of second priority requiring regular maintenance crews.

f. Route 716 from Aversa to Route 714.

A second priority route of water bound macadam, requiring one or two maintenance crews.

g. Route 719 from Route 7 near Maddaloni to Route 7 East of Santa Maria.

A 3rd priority route of water bound macadam requiring regular maintenance.

h. Route 718 from Maddaloni to Route 87.

A 3rd priority route of water bound macadam recently resurfaced and oiled, requires regular maintenance.

i. Route 717 from Canello to Maddaloni.

A 3rd priority road of water bound macadam requiring constant patching, for British ambulance traffic.

2. Maintenance of the above listed routes is now the responsibility of the 98th Engineer Regiment, who are authorized to contact you or your representatives, directly, in order to expedite arrangements for the necessary maintenance, with a maximum use of civilian contractors and labor.

Donald S. Burns
DONALD S. BURNS,
Colonel, Corps of Engineers,
Engineer Officer.

5365

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

VST/lp

23 June 1944

Subject: Route 714 Qualiano-Naples.

To : Regional Engineer Officer, Region III.

1. On 21 June Col.D.S. Burns, Engineer Officer P.B.S. called with reference to the above road. He stated that repairs were needed immediately to certain sections.

2. Finding that you were not immediately available, I made a personal inspection of this road. In general conditions were found to be fairly good, but I believe it advisable to instruct the contractor place a maintenance crew there immediately, with particular attention being given to the water bound macadam section near the Naples end. Our records reflect that V.Savarese has a maintenance contract but no activities were observed at the time of my visit.

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

*Told men days men are
 working! Hylas advises —*

5362

1944

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

RNJH/st

11

Salerno AreaField Office

Ref : SAL/2.I/PWU

17 June 1944

Subject: Repair and Maintenance of Military Highways
by Civil Organisation (AASS)

To : Regional Engineer Region III CONFIDENTIAL

1. After a brief experience as a field Engineer concerned with the repair and maintenance of important Military Highways within Salerno Province, I am forced to certain conclusions regarding the Civil Organisation responsible for this work which I wish to bring to your notice.

(a) That the existing AASS personnel are incompetent, or deliberately non-cooperative.

(b) That certain Contractors employed by AASS - notably ALFREDO SENIA and MARIO DEL NESE- are on their present showing incapable of good and expeditious work.

2. In support of the opinions expressed in 1 (a), and 1 (b) above many specific cases could be given, but in general terms the contractors completely ignore instructions given to them on the methods of working to be employed and on the number of men it is considered necessary for the economic performance of the work. Repetead requests, and indeed latterly, instructions given to AASS Ing. Scalera and his assistants have despite their assurances that immediate remedial measures would be taken, proved completely negative. In this connection it is of note that AASS personnel do not supervise the work being so ill-performed by certain of their contractors, but remain in the office at Salerno.

3. The situation which has been briefly described above caused me to have a frank discussion on the entire matter with Sig. Grauso, Ispettore Generale, Genio Civile, and it is noteworthy that he too strongly deploras the existing conditions and agrees entirely with the opinions I have expressed in para 1(a) and 1(b), and also with the recommendations I shall make in para 4 of this letter. In fact Sig. Grauso expressed keen satisfaction when I announced my intention of reporting the state of affairs to a higher level of ACC authority.

4. In view of the foregoing it is strongly urged that:
- (a) AASS Lgg. Scalera and his assistants be transferred to some sphere of duty more suitable to their exhibited standard of competence.
 - (b) That the present contracts held by Contractors SENIA and DEL MESE for Road repair work be terminated and new contracts let to suitable contractors.

C.C. Lt-Col.V.S.Thompson
Major N.W.Eyland
Sig.Grauso.

R.M.J. HIBBARD,
Capt.R.E.
Field Engineer.

5374

5302

SUBJECT:- Route AULETTA - SALA CONSILINA. 1 copy

Mai Hyland
Chief Engineer, SD
3 District, CMF.
Tel: 1111 Extn 94.
CE 4511.

12 June 1944.

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

At 1700 hrs on 5th June 1944, reports were received that heavy rain had caused damage to the above mentioned route. Investigation revealed that Culvert No 251 at CONSILINA was completely blocked and 30 yards of road covered to a depth of 15" by earth and stones swept down the mountainside by the rain.

The local Cantonieri (LONGO SALVATORE, Centre No 19) was contacted at the Cantone office at SALA CONSILINA and he was asked to provide assistance in clearing the road. He stated however, that he was not interested and would not assist in any way.

The necessary work was accordingly carried out entirely by WD labour.

It will be appreciated if this matter can be taken up through ACC channels and instructions issued to AASS representatives to assist the WD in emergency road repairs at all times.

HBM/CS.

*Major Hyland
Jan taking this up with a view to
Tizzano if Franco cannot get
action. Please see him first
and report results
M.*

H. D. Morris
(H.D. MORRIS)
for Brigadier
Chief Engineer **5361**

*Tizzano states the
man was fired.
26 June 1944*

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

VST/lp

File

5 June 1944

Subject: Bridges and Roads in need of Repair.

To : Regional Engr. Region III. *←*

1. Attached is extract from letter from Director, Agriculture Sub-Commission A.C.C. asking for our assistance in connection with roads, etc, in your Region.

2. May these projects be inspected and information provided in that action you recommend ?

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

Attn:
Copy of Col. Hartman letter.

27 June 44

*Referred by Hensley To Denning
for action if necessary*

Action?

5360

5360

POSITION AS AT 30/4/44

PROJECT UNDER DESIGN AND ESTIMATION

Nº	Name and Location	Remarks
30-88-I	Nº88 Avellino to Salerno	Fdns.reps.and resurfacing in places.
	Nº18 Retaining Walls near Angitola Bridge.	Obtaining bids.
	Nº16 Bari to Brindisi	To be seal-coated.
3I-I8-I	Nº18 Salerno to Battipaglia.	Fdns.reps and resurfacing.
	Nº88 Avellino to Salerno (N. of Preturo.)	25' Masonry arch to be rebuilt. AASS design ready by 30/4/44.
	Nº88 2.2 mi. (N. of Baronissi)	20' Masonry arch.to be rebuilt. AASS design to Italian Min.for approval.
	Nº88 (2.1 mi N. of Baronissi)	60' Masonry arch.to be rebuilt. AASS design to Italian Min.for approval.
	Nº18 Salerno to Battipaglia.	Fdns. and resurfacing.
14-96-I	Nº96 Gravina to Tolve Bridge Ofanto River .	" " "
B3-I6-B	Nº16 Barletta Foggia.	Bids being requested.

Estd.
cost
of both
4.6
M.L.

5859

N° of proj.	Name & Location	Type of Contract	Date of App. by field Engr.	Estim. amount.	POSITION AS ON 30/4/44			Period for completi
					Name of Contractor	Amount of Tender	Items excluded (if any)	
39-I9-A	Caraci-Bivio S.N.I08 to Pedada ce?		18/3/44	3250000	Albert Santelli	2978030,7	Bituminosa	90 da
38-I9-A	N°19 Rogliano to SS I08 of Caraci.		18/3/44	1640000	Albert Santelli	1323202	Bituminosa	90
3-I6-A	N°16 near Bisce- glie							
1-I8-A	N°18 to 15 m. S of Battipaglia	C.P.			SICELP	900000		
BI-I8-A	N°18 Bridge over Sele River				Giannantonio. Plus	1670000 700000 24%		
B24/7-A	N°7 Bridge Castel laneta River bet- ween Castell.& La terza.			1000000	Soc.Ferro- beton. IRSA	868000 600000		
B20-97- A	N°97 Bridge at Mi- nervino (Spinazzo- la - Canosa)				SICELP	1500000		
B21-97- A	N°97 Bridge over Murge (Spinazzola Gravina)				SICELP	800000		
B14-96- A	N°96 Bridge Mara- tura River (Gra- vina-Irsina)				SICELP	1400000		
B14-96- B	N°96 Bridge Spinalba River (Gravina- Irsina) 2 culverts				SICELP	1800000		
B-I4-96- C	N°96 (Gravina-Irsi- na)				SICELP	400000		

of 2267	Date of App. by field Engr.	Estim. amount.	POSITION AS ON 30/4/44		Items excluded (if any)	Period for completion	Date sent to DG	Date sent to DDW or PBS	Remarks
			Name of Contractor	Amount of Tender					
	18/3/44	3250000	Albert Santelli	2978030,7	Bituminous	90 days			Contract being signed.
	18/3/44	1640000	Albert Santelli	1323202	Bituminous	90 "			" "
			SICELP	900000					Resurfacing in hand.
			Giannantonio.	1670000					Old contract, patching and surfacing 25% done.
			Plus	700000					
			Plus 24%						
		1000000	Soc. Ferro- beton.	868000					Started 10/4/44 Contract being signed. Finish 30 June.
			IRSA	600000					
			SICELP	1500000					Finish 30 June.
			SICELP	800000					Finish 30 May.
			SICELP	1400000					Finish 30 June.
			SICELP	1800000					Finish 30 June.
			SICELP	400000					Finish 30 June.

5958

N° of proj.	Name & Location	Type of Contr.	Date of App. by field Engr.	Estim amount.	Name of Contractor	Amount of tender	Items excluded (if any)	Period of completa
B-33-I9 A	N°I9 Bridge 3.3 mls S. of Auletta N°I9 Bridge 2.7 mls. S. of Casal- buono.				C. Cavaliere	3049000		1/3/44 30/7/44
B-I6-94 A	N°I9 Bridge Auletta				C. Cavaliere	1177000		10/4/44 30/6/44
B-30-88 A	N°88 Bridge over Fratte River (Salerno- Avellino)				Coraggio	11550000 345000 11895000		17/4/44 15/7/44
B-43-I8 A	N°I8 Bridge over RR Tunnel 15 mi. N. of Reggio at Favazzina.				Giunta Nicola	1300000		
B-43-I8 B	N°I8 Overpass in Baganer on Route I8				" "	1310000		
B-41-I8 A	N°I8 Bridge over Cottola River				Barberio Pietro	974000		
B-36-I9 A	N°I9 Bridge South of Castrovillari.				Francesco Calodina	1400000		
3-I6-B 2-I6-A	Bari to Ofanto F. 62 Km.		I4/4 44	5758000	Nicola Di Venuto	4500000	Bitumen and tran- sport.	

Re of by ld gr.	Estim amount.	Name of Contractor	Amount of tender	Items excluded (if any)	Period of completion	Date sent to DG	Date sent to DDW or PBS	Remarks
		C.Cavaliere	3049000		1/3/44 to 30/7/44			Contract 21/12/43 finish 30 July. Almost completd.
		C.Cavaliere	1177000		10/4/44 to 30/6/44			Re building diver sion.Contract let 19/2/44.Finish 30 June.
		Coraggio	11550000 345000 11895000		17/4/44 to 15/7/44			Contract IO.I.44 Design under charge Not started.
		Giunta Nicola	1300000					British Mission finish 15 May.
		" "	1310000					British Mission Finish I June.
		Barberio Pietro	974000					British Mission finish 1 ^o June.
		Francesco Calodina	1400000					British Mission 45% complete.
4/4 44	5758000 1957	Nicola Di Venuto	4500000	Bitumen and tran- sport.				

No of proj.	Name & Location	Type of Contr.	Date of App. by Field Engr.	Estim. amount.	Name of Contractor	Amount of Tender	Items excluded (if any)	Period of completion	Date sent to D
8-98-A 9-98-A 10-98A 10-96A	Bari to Canosa 77 Km.		14/4 44	7377000	SABBA	5600000	Bitumen and transport.		
31-I8-A	Salerno to Battipaglia		1/3/ 44		Coraggio Alfonso	920000			
1-I8-B	Battipaglia to Paestum		25/3 44		Federico Agnetti	1400000			
	Battipaglia to Marone		18/4 44		Giuseppe Seinone	260000			
30-88-A	Salerno to Avellino		2/3 44		Giovanni Galasso	253000			
	Salerno to Cologn		23.I 44		Domenico Auletta	330000			

te of p.by eld gr.	Estim. amount.	Name of Contractor	Amount of Tender	Items excluded (if any)	Period of completion	Date sent to DG	Date sent to DDW or PBS	Remarks
/4 4	7377000	SABBA	5600000	Bitumen and tran- sport.				
3/ 44		Coraggio Alfonso	920000					Furnishing only tools and labor
/3 44		Federico Agnetti	1400000					Furnishing aggregate only.
/4 44		Giuseppe Seinone	260000					Furnishing tools and labor.
3 44		Giovanni Galasso	253000					Tools and labor only.
.I 4		Domenico Auletta	330000					Aggregate and wood only.

535

8 *Page 11*

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

VST/fr

16 June 1944

Subject: Naples-Salerno Road.

To : Regional Engineer, Region III.

1. Up to present date the above road has been handled by Capt. Gentry in addition to his duties as Liaison Officer to C.E. N° 3 District.

2. As Capt. Gentry is likely to be transferred to another Sub-Commission, in the near future, I feel, if you concur, that Capt. Weeber could take over this road in view of the fact that he will not have to look after, as formerly, the Potenza Road which is of course in Region II.

3. If you agree I can arrange for Capt. Gentry to go to Salerno and give Weeber all the necessary information re contracts etc., already in force.

V.S. Thompson

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

Chief Public Wks Div. ACC.

Lt Col. Thompson

*1 - As per conversation, consider it advisable
for Capt. Weeber to take over from Capt. Gentry, as
outlined*

5353

Thompson
17 Jun 44

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

WRG/hf

18 May 1944

SUBJECT: Report on Autostada Curbing

TO : Lt. Col. V.S. THOMPSON R.C.E.

1. Accompanied by Ing. Reggiani of Genio Civile, this writer today made a survey of the damaged and missing curbing along the Autostrada with a view to determine the extent of existing damage.

2. The portion of the Autostrada surveyed begins at the turn-off near the end of the elevated portion in the vicinity of the city line on the East side of Naples, and continues to the Castellammare turn-off on the Western edge of Pompei.

3. The speedometer reading and the extent of missing or irreparably damaged curbing, expressed in feet, follow. Measurements for the South curb begin at the Western end of the examined portion. Those for the North curb begin at the Pompei or Eastern end and continue toward Naples.

SOUTH CURB

Speedometer Reading	Feet damaged
0.1	60'
1.4	50'
1.9	60'
2.0	75'
2.2	30'
2.5	40'
2.8	200'
3.0	60'
3.3	40'
3.5	15'
4.2	20'
4.4	40'
4.5	100'

NORTH CURB

Speedometer Reading	Feet damaged
0.0-1.0	5000'
1.1-1.4	2000'
1.6-2.0	2000'
2.5	100'
2.6-3.0	2000'
3.1	50'
3.4-3.6	600'
4.5-4.6	400'
4.8	60'
5.2-5.4	1000'
7.0-7.1	500'
8.3	20'
8.6	75'

5834

SOUTH CURB

Speedometer Reading	Feet damaged
---------------------	--------------

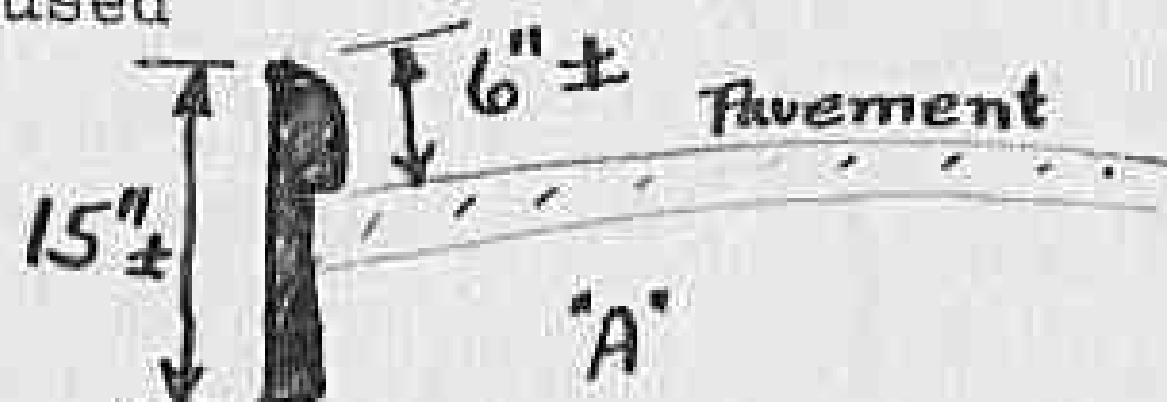
5.0	30'
5.2-5.3	500'
5.5	35'
5.8	20'
5.9	60'
6.1-7.8	9,000'
7.9-8.7	4,000'
8.8	30'
(8.9-10.1)	400'
10.3	100'
10.5	80'
(10.6-11.1)	2,500'
(11.4-12.7)	6,500'
Autostrada Turnoff at Pompei ends at 12.7 miles	
Total	24,065'

NORTH CURB

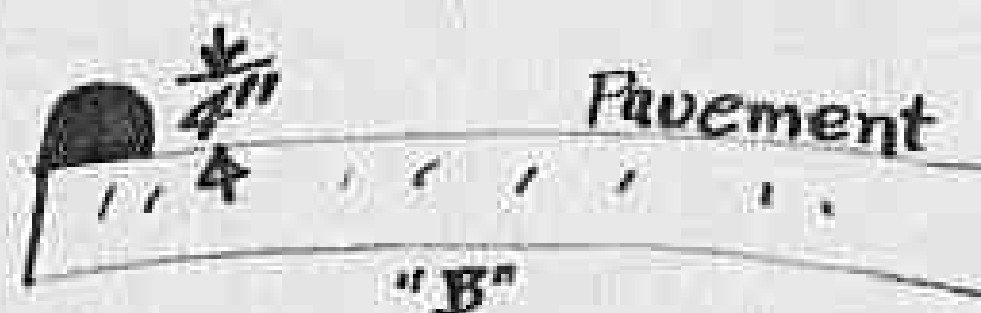
Speedometer Reading	Feet damaged
---------------------	--------------

8.7	60'
9.4	30'
9.5	20'
9.6	50'
9.8	20'
10.2	20'
10.6	50'
11.1	40'
11.9	100'
12.2	300'
12.3	200'
Autostrada Turn-off Naples ends at 12.7 miles	
Total	17,095

4. From the Naples beginning and continuing to the Torre del Greco turnoff a distance of 6 miles, a curb as per illustration "A" is used



From Torre del Greco turnoff to Pompei, curb illustrated by cut "B" is employed



heavy 2 1/2 inches of

5. Barely for the sake of economy, it is suggested that curb be not restored in cuts but only on heavy fills at high bridge points.

Discussed with Capt. Welsh - 22 May 44.
He wishes that work proceed.
and thinks Cement will be available.
Reggiani told to proceed on this basis. R.E.D.

W. R. Gentry
W. R. GENTRY
Captain C.M.P.

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

62
RWS/fr

ACC/106/PWU

11 May 1944.

Subject: Route 18, Pompei - Salerno.

To : Chief Engineer, District No 3.

1. In accordance with your request to Capt. W.R. Gentry the following information is offered with reference to present status of above road.

- A. Pagani-Nocera-Camerelle Section:
Malatesta Giorgio, contractor, advises that materials not yet received. (see our letter of 5 May, This Subject)
- B. Camerelle-Salerno Section: Contract just assigned to D'Annora, Nicola. Material requirements will be forwarded to District No 3 on 12 May. Contractor is prepared to begin work immediately.

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

5252

5252

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

File
15 KWS/RT

5 May 1944

SUBJECT: Pagani-Salerno Road.

TO : Chief Engineer District 3.

Reference letter CR 4001/6 dated 1 May 44, paragraph 1,
the following information is offered:

1. Pagani-Camerelle Section: Contract assigned to
Malatesta Giorgio, who is now on job. Request for materials for
30 day period went forward on 30 April. Contract covers both recon-
struction and general repairs and when materials are made available
work should proceed in a satisfactory manner.

2. Camerelle-Salerno Section: A.A.S.S. directed to assign
at least one competent contractor immediately. This Sub-Commis-
sion will take any action necessary to insure that this is accom-
plished and that work is started at an early date.

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

5388

5388

Ing. Luigi Ciapparelli
 Gradoni S; Maria Apparente Petraio
 Naples.

Naples 14 April 1944.

Subject: Repairs and Maintenance on Route State Highway
 of the Puglie from Ponte Calore to Ariano Irpino.

To : Lt. Col. Thompson of ACC.

I confirm that the contractor is in a position to provide with his own means for the production of Pea Gravel needed for the execution of the above said road, and for necessary transport for this gravel. You however must furnish the fuels (liquid or solid) and the lubricants needed for the Equipment besides the necessary bitumen.

I must of necessity inform you that it will be impossible to hire the needed capable labor, for the good execution of the work, paying the wages given me by the Chief Compartment of the AASS Caserta, Mr. Mancini.

From an inspection in the area I'm certain of what I said above. In fact I wish to take the opportunity to add that good labor with a knowledge of the work to be executed and that will produce, should be paid a net minimum salary as follows:

- 1) Pavement layers, laborers and in general strong working men for the scarification, spreading of stone, bitumen, or loading and unloading, and clearance of quarries from L 100,00 to L 110,00
- 2) Apprentices from 16 to 18 years old and women L 65 to L75
- 3) Miners formenx , mechanics, L 150 to
- 4) Superintendents L 220,00

The requests from the workmen in the area are ~~5300~~ ⁵³⁰⁰ higher than the ones I'm giving you, however I think we must stay within the limits I indicated and it will be possible to find good labor especially if we immediately proceed to issue

To : Lt. Col. Thompson of ACC.

I confirm that the contractor is in a position to provide with his own means for the production of Pea Gravel needed for the execution of the above said road, and for necessary transport for this gravel. You however must furnish the fuels (liquid or solid) and the lubricants needed for the Equipment besides the necessary bitumen.

I must of necessity inform you that it will be impossible to hire the needed capable labor, for the good execution of the work, paying the wages given me by the Chief Comartment of the AASS Caserta, Mr. Mancini.

From an inspection in the area I'm certain of what I said above. In fact I wish to take the opportunity to add that good labor with a knowledge of the work to be executed and that will produce, should be paid a net minimum salary as follows:

- 1) Pavement layers, laborers and in general strong working men for the scarification, spreading of stone, bitumen, or loading and unloading, and clearance of quarries from L 100,00 to L 110,00
- 2) Apprentices from 16 to 18 years old and women L 65 to L75
- 3) Miners formans , mechanics, L 150 to
- 4) Superintendents L 220,00

The requests from the workmen in the area are ~~5300~~ ^{slightly} higher than the ones I'm giving you, however I think we must stay within the limits I indicated and it will be possible to find good labor especially if we immediately proceed to issue them rations. In this case we may be able to obtain a reduction on the wages by me above said.

In every case it is vividly recommend the distribution of rations to workmen as it will be highly appreciated and will also be greatly repaid.

With distinct regards.

the contractor
Ing. D'Avanzo.

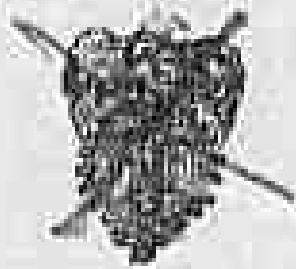
Ing. LUIGI CIAPPARELLI

IMPRESA COSTRUZIONI

BENEVENTO - Piazza Guerrazzi - Telef. 1170

NAPOLI - Gradoni S. Maria Apparente (Petrato)

Telefoni	Ufficio	26013
	Cantieri	11458
	Casa	26160



C. P. C. Benevento N. 6272 e per conoscenza

Ill.mo Sig. Colonnello Thompson

Comando Militare Alleato

Napoli

All'Azienda Autonoma Strade Statali

Compartimento di Caserta

Oggetto: lavori di riparazione e di manutenzione della strada statale delle Puglie dal Ponte sul Calore ad Ariano Irpina.

Vi confermo che l'Impresa è in grado di provvedere coi propri mezzi alla produzione del pietrischetto occorrente per l'esecuzione dei lavori in oggetto e ai relativi trasporti. Voi però dovete fornire sul posto i quantitativi di carburanti solidi e liquidi e i lubrificanti occorrenti per i macchinari che verranno impiegati, nonché il bitume necessario.

Dovete per necessità segnalarmi che riuscirà impossibile assumere la mano d'opera occorrente e capace della buona esecuzione dei lavori pagandola ai massimi di paga indicati dal Signor Capo Compartimento dell'Azienda Statale delle Strade Compartimento di Caserta, Ing. Mancini. Da un'indagine fatta sul posto ho tratto la certezza di quanto sopra ho riferito e ritengo opportuno di aggiungere che buona mano d'opera, capace dei lavori da eseguire e di buon rendimento, debba percepire, al lordo delle ritenute stabilite per legge italiana non abrogata, a carico dei lavoratori, i seguenti minimi di paga giornaliera:

- 1) Terrazzieri e manovali ed in genere robusti lavoratori alla scarificazione, allo spandimento del pietrischetto e del bitume e ad operazioni di carico e scarico e sgombrò anche nelle cave da L. 100,00 a L. 110,00.
- 2) Garzoni da 16 a 18 anni e donne da L. 65,00 a L. 75,00.
- 3) Minatori, capisquadra, meccanici L. 150,00
- 4) Assistenti L. 220,00.

Le richieste degli operai del posto sono sensibilmente maggiori di quelle da me indicate, pur tuttavia io penso che si debba rimanere in questi limiti da me indicati e sarà possibile ottenere con essi buona mano

Indirizzo Telegrafico: CIAPPARELLI - Petrato - Napoli

d'opera specie se si procederà subito a distribuzione di vitto agli operai, nel qual caso forse si potrà anche ottenere una riduzione ai limiti di paga da me indicati sopra.

In ogni caso si raccomanda vivamente la distribuzione del vitto agli operai perchè essa verrà notevolmente apprezzata e ripetuta anche con un maggior rendimento qualitativo e quantitativo.

Con distinte osservanze

fr. L'IMPRESA
ing. M. d'Arauso

HEADQUARTERS
ALLIED CONTROL COMMISSION
HIGHWAY DIVISION ARMY AREA

30 March 1944

Subject: Status of Autostrada, now used by the Military
Priority II

TO : Lt. Col. Thompson

1. The present status of the Autostrada relative to constructional contracts and work progress is as follows:

518/A
A. On the stretch of road beginning at San Giovanni a Teduccio near the Naples City Line, and continuing thence to Pompei a contract in the amount of £ 1,000,000 was awarded to De Lieto Leopoldo, Trasversa Municipio 17, Naples by Genio Civile on 16 February 44.

B. This contract will run for 90 days from date of signing same. As of this date, £ 150,000 has been expended towards the fulfillment of this contract. The maintenance situation is up to requirements except additional work on drainage remains uncompleted but in progress.

518/B
2. A 90 day completion contract was awarded 16 Feb 44 to Carola Vincenzo, Via Fiorelli 5, Naples in the amount of £ 4,000,000 by Genio Civile, covering the Naples end of the Autostrade. Some work has been accomplished and is progressing. However, this stretch is not now being used by the Military and need not be included in our summaries for the present.

W. R. Gentry
W. R. GENTRY
1st Lt. C.M.F.

518

SSS Compartment of Caserta

20 March 44

Subject: Maintenance of State Highway No 7Bis. "Di Terra di Lavoro"
TO : Capt. Feldman. ACC.

The stretch of road (State Highway No 7Bis) between Naples and Avellino, is subjected to very intensive and heavy Military traffic, and deteriorates day by day for lack of adequate Maintenance. The concrete paved stretches with single or double layer, present more than one spot deep holes that slow and make traffic dangerous. For the patching of such holes is necessary that at least 100 Qli. of high grade cement be provided to be consigned to Cantoniere Monti Gerardo, resident at Marigliano.

As you know the durability of these pavements depends from the perfect preservation of the expansion joints, that should be filled with hot bituminous mastic. For the execution of such work are required at least 30 bbls of bitumen having a high penetration at 25° from 120 to 150. The bitumens of lower penetration are not satisfactory for this type of work.

The bituminous materials should also be consigned to the above named Cantoniere.

It is also necessary to provide for the patching along the RR crossings at Km. 35+780, Km. 36+140, Km. 46+575 and Km. 50+765 by spreading a layer of crushed stone from the quarries of Schiava.

For each of said crossings are needed 5 to 8 cu. meters of crushed stone. The last stretch, there is between Cemitile and Avellino lacks completely of small stone and bitumen. Actually the maintenance of this stretch is done by skillful workers employed by the 105 CCRE using dry materials, of lowest grade, from the quarries of Schiava.

Such method of maintenance is ruining the surface as the stones fly away when vehicles pass on it them., and help ruining the surface around it.

In order to eliminate the deterioration of the bituminous surface it is necessary to use pre-mixed bitumen, request dated 25/2/44 has been submitted

The small stone from the quarries of Schiava is not suitable. It is suggested that on the stretch from Marigliano to Monteforte be used the stone from the best quarries of Baiano and Sirignano and on the stretch from Monteforte to Avellino the stone from S. Potito Ultra.

It is also advisable that bitumen be furnished with a penetration from 50 + 80 and from 120 - 150 in the proportions 4 bbl and 1 bbl respectively and mix them in order to obtain a satisfactory results. This Compartment has already engaged the contractor however materials must be furnish so that he may start.

Engr. Chief Compartment

preservation of the expansion joints, that should be filled with hot bituminous mastic. For the execution of such work are required at least 30 bbls of bitumen having a high penetration at 25° from 120 to 150. The bitumen of lower penetration are not satisfactory for this type of work.

The bituminous materials should also be consigned to the above named Cantoniére.

It is also necessary to provide for the patching along the RR crossings at Km. 35+780, Km. 36+140, Km. 46+575 and Km. 50+765 by spreading a layer of crushed stone from the quarries of Schiava.

For each of said crossings are needed 5 to 8 cu. meters of crushed stone. The last stretch, there is between Cemitiello and Avellino lacks completely of small stone and bitumen. Actually the maintenance of this stretch is done by skillful workers employed by the 105 CORE using dry materials, of lowest grade, from the quarries of Schiava.

Such method of maintenance is ruining the surface as the stones fly away when vehicles pass on it them., and helpx ruining the surface around it.

In order to eliminate the deterioration of the bituminous surface it is necessary to use ~~pre-mixed~~ bitumen, a request dated 25/2/44 has been submitted.

The small stone from the quarries of Schiava ~~xxxxx~~ is not suitable. It is suggested that on the stretch from Marigliano to Monteforte be used the stone from the best quarries of Baiano and Sirignano and on the stretch from Monteforte to Avellino the stone from S. Potito Ultra.

It is also advisable that bitumen be furnished with a penetration from 50 + 80 and from 120 - 150 in the proportions 4 bbl and 1 bbl respectively and mix them in order to obtain satisfactory results. This Compartment has already engaged the contractor however materials must be furnish so that he may start.

Engr. Chief Compartment
(Mancini)

Ant. T. Gambuto
to Capt Osborne
to be made
Attenu.
Hold for estimate to be made
by Mancini with D. Lanno &

AZIENDA AUTONOMA STATALE DELLA STRADA
Compartimento Della Viabilità con Sede in Caserta

N° 906

Caserta 20 Mar. 1944

OGGETTO: Strada Statale n.7 bis - "Di Terra di Lavoro "
Manutenzione del piano viabile.

Sig.Capitano FELDMAN della
Commissione Alleata di controllo

CASERTA

e per conoscenza:

Al Sig. Maggiore Gunnel
105 D.C.R.E. Works

AVELLINO

Il tronco della strada statale n.7 bis compreso fra Napoli ed Avellino, sottoposto ad un traffico militare intensissimo e pesante, va deteriorandosi di giorno in giorno per mancanza di adeguati e tempestivi interventi manutentori.

I tratti pavimentati in calcestruzzo di cemento ad unico doppio strato presentano in più punti profonde buche, che intralciano il traffico e lo rendono pericoloso.

Per la chiusura di tali buche occorre che sia provveduto allo invio di almeno q.li 100 di cemento ad alta resistenza, da consegnarsi al cantoniere Monti Gerardo, residente a Marigliano.

Com'è noto, la durabilità di dette pavimentazioni dipende dalla perfetta conservazione dei giunti di dilatazione che occorre mantenere rifioriti continuamente con mastice bituminoso a caldo, Per la esecuzione di tale lavoro si rende necessaria la dotazione di almeno 30 fusti di bitume, avente un grado di penetrazione a 25° C. da 120 a 150.

Sig. Capitano FELDMAN della
Commissione Alleata di controllo

CASERTA

e per conoscenza:

Al Sig. Maggiore Gunnel
105 D.C.R.E. Works

AVELLINO

Il tronco della strada statale n.7 bis compreso fra Napoli ed Avellino, sottoposto ad un traffico militare intensissimo e pesante, va deteriorandosi di giorno in giorno per mancanza di adeguati e tempestivi interventi manutentori.

I tratti pavimentati in calcestruzzo di cemento ad unico o doppio strato presentano in più punti profonde buche, che intralciano il traffico e lo rendono pericoloso.

Per la chiusura di tali buche occorre che sia provveduto allo invio di almeno q.li 100 di cemento ad alta resistenza, da consegnarsi al cantoniere Monti Gerardo, residente a Marigliano.

Com'è noto, la durabilità di dette pavimentazioni dipende dalla perfetta conservazione dei giunti di dilatazione che occorre mantenere rifioriti continuamente con mastice bituminoso a caldo. Per la esecuzione di tale lavoro si rende necessaria la dotazione di almeno 30 fusti di bitume, avente un grado di penetrazione a 25° C. da 120 a 150. I bitumi a bassa penetrazione non sono adatti allo scopo.

Il materiale bituminoso dev'essere consegnato allo stesso Cantoniere innanzi menzionato.

E' necessario inoltre provvedere alla sistemazione degli attraversamenti a raso con le ferrovie alle progressive Km.35+780; Km.36+140, Km.46+575 e Km. 50+765 mediante spargimento di uno strato di materiale detritico proveniente dalle cave di Schiava per la chiusura delle ondulazioni formatesi nel piano viabile.

Per ciascuno di detti attraversamenti occorre un ammannimento di mc.5 + 8 di materiale detritico.

Il tratto di strada infine compreso da Cimitile ad Avellino è completamente sprovvisto di graniglia e bitume. Attualmente la manutenzione del manto bituminoso è eseguito da operai esperti, assunti dalla 105 C.C.R.E., adoperando materiale a

secco di pessima qualità, proveniente dalle cave di Schiava.

Tale sistema di manutenzione compromette la conservazione del manto protettivo, perchè il pietrisco gettato a secco nelle abrasioni non solo non si consolida e salta via al passaggio dei veicoli, ma deteriora le zone circostanti, sicchè le degradazioni si estendono in modo rapido e davvero impressionante.

Per evitare il completo dissolvimento del manto bituminoso occorre provvedere alla sua manutenzione con pietrischetto bitumato ed è urgente approvvigionare i materiali già a voi richiesti con l'elenco inviato con nota n.560 in data 25 febbraio u.s.

E' da far presente che la graniglia, proveniente dalle cave di Schiava, deve assolutamente escludersi per le rappezature del capo-strada con pietrischetto bitumato, a causa della sua cattiva qualità; si propone che per il tratto da Marigliano a Monteforte sia adoperata quella delle migliori cave di Baiano e Sirignano, e che per il tratto da Monteforte ad Avellino sia impiegata invece quella di provenienza da S.Potito Ultra.

E' consigliabile inoltre che il bitume sia fornito con penetrazione da 50 a 80 e da 120 a 150 nelle proporzioni di un fusto della prima qualità e due fusti della seconda qualità, giacchè per la buona riuscita dei rappezzi è necessario procedere alla loro mescolanza prima dell'impiego.

Questo Compartimento ha già predisposta l'Impresa, però è necessario che vengano forniti i materiali per ordinare la esecuzione dei lavori.

L'INGEGNERE CAPO COMPARTIMENTO
(R. Mancini)

Recon Report.

Naples - Pompeii Autostrada between
M.R. N 72357498 and 72557493.

1. Debris to be cleared and surface repairs at entrance MR 72357498.
2. Debris and water to be cleared west of overbridge MR 72367499. No apparent damage to road surface. Water probably due to blocked surface water drain.
3. ^{TWO} ~~FIVE~~ bomb craters, north and south of road, obliquely opposite at MR 72387499. Both craters are approx 25' across and have been filled with hardcore and earth.
4. Small crater at MR 72407497 near west side of road. Edge of road broken away for distance of 15'.
5. Large crater in embankment on east side at MR 72427495. Road badly cracked and sunken for distance of 90'.
6. Crater in embankment and edge of road, east side, at MR 72437493. Road damaged for 40'.
7. Large hole in road surface where railway passes under autostrada, 60' long x 19' wide. Eight supporting girders missing 72447492.
8. Retaining Wall and road damaged by bomb hit at MR 72467490 24' long x 8' wide.
9. Road has sunken at commencement of viaduct MR 72477490. Due to settlement, no bomb damage.
10. Crater through concrete decking 6' dia at MR 72497490 in centre of road.
11. Road holed and lifted by explosion from beneath MR 72507490
12. Complete gap in viaduct 60' long. Viaduct damage each side of gap. 150' bridge required here, MR 72517491.
13. 3' dia crater on west side of road approx 100 ft mouth of gap.
14. 4' dia crater on west side of road at MR 72527491. At present covered by sheet metal and earth. Whole width of road is covered with earth at this point, but no further evidence of damage.
15. 6' dia hole through decking in centre of road at MR 72547492.
16. Viaduct ends at MR 72557493.

17th Feb 44.

S. BALDERSTONE,
Captain RE,

0 5 5 4