

233.5/TIV2-Lines 294-260-243 Avellino Benevento

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Declassified E.O. 12356 Section 3.3/NND No. 785021

1-260-243 Avellino Benevento 10000/148/P10

From: Jan '45
to: Feb '45

Line 294 - Avellino Rocchetta
 Requested :
 Authorized: February 1945 - Letter 15/Tn.2
 Priority : Second
 Started :
 Approx. Date of Completion: 30-9-45
 Estimated Cost: 16,000,000

Line 260 - Rome Ciampino Albano
 Requested :
 Authorized: February 1945 - Letter 15/Tn.2
 Priority : Third
 Started :
 Approx. Date of Completion: 15-7-45
 Estimated Cost: 4,900,000

Line 283 - Avellino Benevento
 Requested :
 Authorized: 26-12-44 - Letter 15.02
 Priority : Third
 Started :
 Approx. Date of Completion: 15-7-45
 Estimated Cost: 65,000,000

Tel. 513

INTER OFFICE MEMO

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FPR/10

24 January 1943

To: Director,
Transportation Sub Commission.

Subject: Avellino - Rocchetta Line, I.S.R.

1. This line, single track, 119 kilometres long, serves a productive area, mining and agricultural.
2. It is requested by D.M.R.S. and I.S.R. that authority be granted for the rehabilitation of this section for the following reasons: -
 - (a) Low cost of rebuilding 16,000,000 lire
 - (b) Its repair presents no difficult engineering problem, all material is on the spot with the exception of 5 tons of steel.
3. On completion, this section of line will relieve considerable traffic on the main lines Foggia - Naples and Bari - Naples and marshalling in Naples Yards; i.e. at present we are moving grain from Foggia area to Salerno, this traffic has to come through Naples Yards via Benevento, whereas if this section of line is repaired this traffic can be routed Foggia - Cervara - Rocchetta - Avellino - Salerno direct.
4. Last summer and fall we were unable to move grain from the S. Nicola di Melfi area owing to the low capacity haulage over the Tito hump between Potenza and S. Nicola. This traffic can also be routed direct from Rocchetta to Salerno without having to pass through Potenza or touching the main Bari - Naples route.

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5. In 1933 Passenger and Goods traffic originating on this section amounted to 36,000,000 lire (thirtysix million lire). No statistics exist to show the amount of INTRA traffic passed over this section east and west bound but it is considered considerable.

F.P. RICHARDSON,
Major, R.F.,
Planning Staff.

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