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

ACC AC/T n/ 41. C.E.

10000/148/1514

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

10000/148/1514

CANCELLO - BENEVENTO
MAR. 1945 - FEB. 1946

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

TRANSPORTATION SUB-COMMISSION, A.C.
(RAIL DIVISION)
c/o Transportation (Br) Main
C.M.F.

15 February 1946

Tel : 843209
Ref : AC/Tn/4I/5I/CE

OGGETTO : Legname per il ponte sul Fiume Calore. (Foresta Taburno)

Al Ministero dell'Agricoltura e Foreste.

Si prega di rilasciare l'autorizzazione alla Soc. Ital. per le Strade Ferrate Sovvenzionate - Benevento (Comm. Perotta) di tagliare circa 300 piante di Pino Abete urgentemente richieste per la ricostruzione del Ponte sul Fiume Calore della suddetta Ferrovia.

A. H. STREET, Lt. Col.
Chief of Rail Division

4740

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

file

TRANSPORTATION SUB-COMMISSION, A.C.
(RAIL DIVISION)
c/o Transportation (Br)Main
C.M.F.

Tel : 843239
Ref : AC/Tn/4I/5I/C.E.

I February I946

SUBJECT : Loan of Wagons.

TO : Comm. U.Perotta
Via Regina Giovanna, 5
Roma

Reference your letter of January the 9th, 46.

Will you please hand over the 3 Decauville wagons to the E.S.B.D. at Cancello.

Riferimento vostra lettera del 9 Gennaio I946.

Vi prego di consegnare i tre vagoncini Decauville alla E.S.B.D. a Cancello.

A. H. STREET, Lt. Col.
Chief of Rail Division.

4739

Copy ESBD Cancello

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

SUBJECT:- Decauville Wagons - Loan.

S/H/2162

Transportation Sub Commission, AC
(Rail Division)
c/o Transportation (Br)Main
CMF

Reference AC/Tn/41/50/C.E. dated 21 Jan 46.

Decauville Wagons should be returned to this Depot.

Major, RE,
Commanding ES(B)D, CANCELLO.

Field
26 Jan 46
WW/GL

4738

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

File 41 DH/fb.

TRANSPORTATION & SHIPPING SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Br) Main
C.M.F.

21 January 1946.

Tel: 843191/11
Ref: AC/Tn/41/50/C.E.

SUBJECT :- Cancello - Benevento - Loan of Wagons.

TO :- E.S.B.D.

1. Reference the attached letter dated 9 January 1946, from Societa' Italiana per le Strade Ferrate Sovvenzionate, regarding the hand over of 3 Deauville wagons, and further to your voucher number H 3162.

2. May disposal instructions regarding the wagons, be issued, please.

Major R.E.
for DIRECTOR.

Encls:- As per para 1 above.

4737

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

C o p y.

Societa' Italiana per le Ferrovie

Societa' Italiana per le Strade Ferrate Sovvenzionate.
Esercizio Ferrovia Benevento - Cancello - Napoli.

Sede Roma.
Via Regina Giovanna NO.5

Tel: 487960.

Roma, 9 Gennaio 1946.

ALLA SOTTOCOMMISSIONE TRASPORTI
DIREZIONE FERROVIE
alla cortese att.ne del magg. Barnes.
R O M A
Villa Patrizi

OGGETTO:- 3 carelli per decauville

In riferimento all' oggetto ed in relazione a quanto comunicatoci, rimaniamo in attesa di conoscere a chi dovremo consegnare i NO 3 carelli per decauville che faremo portare alla stazione di Cancello.

Con osservanza.

Soc. It. Stra e Ferrate Sovvenzionate.

T r a n s l a t i o n.

4736

Subject:- 3 Decauville Wagons.

Reference your letter of above subject.

Would you please advise to Whom we should hand over the 3 Decauville Wagons, transportation to Cancello station to be arranged by us.

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

TRANSPORTATION SUB-COMMISSION(A.C
(RAIL DIVISION)
c/o Transportation (Br)Main,
C.M.F.

Tel : 843239
Ref : AC/Tn/41/49/C.E

29 December 1945

SUBJECT : Plant on loan - Benevento.

TO : Comm. Umberto Perotta
Via Regina Giovanna, 5
R o m a

I. Issued Ex E.S.B.D. Cancello 3 No. Decauville wagons tipping Value £ 39-19-6 on loan (AC/Tn 41/25).

2. These do not appear to have been returned.
Issue Voucher No.2162 refers.

Rilasciato a E.S.B.D. Cancello 3 vagonetti Decauville - Valore Sterline 39-19-6 in prestito (AC/Tn/41/25).

Non sembra che siano stati restituiti.
Si riferisce al buono No.2162.

For A.H.STREET, Lt.Col.

S.P.B. 4735

S. P. BUCKLEY, Major RE

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

SPB/af

TRANSPORTATION SUB-COMMISSION, A.C.,
(RAIL DIVISION)
c/o Transportation (Br)Main,
C.M.F.

Tel : 843239
Ref : AC/Tn/41/48/C.E.

SUBJECT : Timber for the bridge
over river Calore.

TO : Società Ital. per le Strade Ferrate
Sovvenzionate.
Attn : Mr.Umberto Perrotta.

1. Reference your letter 22nd September 1945, inclosing a copy of letter dated October the 1st.

2. As timber is no longer controlled it would appear that if you went with this letter to the Ministry of Agriculture and Forest nodoubt they will give you the necessary authority to cut the timber you require.

3. It is considered that the reconstruction of this bridge will serve a very useful purpose in linking up the central station.

S.P. BUCKLEY, Major
For A.H. STREET, Lt. Col.

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

SPB/af

TRANSPORTATION SUB-COMMISSION, A.C.,
(RAIL DIVISION)
c/o Transportation (Br)Main,
C.M.F.

Tel : 843239
Ref : AC/Tn/41/48/C.E.

SUBJECT : Legname per il ponte
sul Fiume Calore.

AL : Sig. U. Perrotta
Soc.Ital. per le Strade Ferrate
Sovenzionate,
Via Regina Giovanna, 5
R o m a

I. Riferimento vostra lettera del 22 sett. 1945, con una copia di una lettera del I° ottobre c.a.

2. Dato che il legname non è più controllato, sembra che se voi andaste dal Ministero dell'Agricoltura e Foreste senza dubbio loro vi daranno l'autorizzazione di tagliare il legname che voi richiedete.

3. Si considera che la ricostruzione di questo ponte ha un scopo molto utile con lallaciamento alla stazione centrale.

S.P. BUCKLEY, Maggiore
per il Ten. Col. A.H. STREET

SOCIETÀ ITALIANA PER LE STRADE FERRATE SOVVENZIONATE

ESERCIZIO FERROVIA: BENEVENTO - CANCELLO - NAPOLI

SEDE ROMA

VIA REGINA GIOVANNA, N. 5

TELEFONI

SEDE	487960
DIREZIONE (Benevento)	1546
STAZIONE APPIA	1121

Benevento 22 Settembre 945

Ministero delle Comunicazioni
Piazza della Croce Rossa
ROMA

To: Lit.Col.A.H.STREET

Come da Suo desiderio, mi permetto accludere alla presente, copia della lettera consegnata a suo tempo al Major RICHARDSON, circa una ri_chiesta di legname occorrente per la ricostruzio_ne del ponte sul Fiume Calore di questa Ferrovia.

Sono a pregarla, vivamente, di voler dare tutto il Suo autorevole appoggio a tale pratica, ed essere gentile di comunicarmi l'esito, poi_chè dalla presentazione della lettera succitata finoggi non si è avuto alcun riscontro.

Nel ringraziarla, gradisca Sig.Colonnello i miei miglio/ri saluti.

dev.mo

SOCIETÀ ITALIANA PER LE STRADE FERRATE SOVVENZIONATE

4732

Received.

Declassified E.O. 12356 Section 3.3/NND No. 782021

SEDE ROMA
VIA REGINA GIOVANNA, N. 5

TELEFONI
SEDE 487960
DIREZIONE (Benevento) 1545
STAZIONE APPIA 1121

Benevento 22 Settembre 945

Ministero delle Comunicazioni
Piazza della Croce Rossa
ROMA

To: Lit.Col.A.H.STREET

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Nel ringraziarla, gradisca Sig.Colonnello i miei migliori saluti.

dev.mo

SOCIETA ITALIANA
PER LE
STRADE FERRATE SECONDARIE
IL CONCESSIONARIO

4732

Received Oct 8th
Major Buckley
Regarding the above Direct Engineering
Requirements

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

Copia

Benevento 1° Agosto 1945

Ministero delle Comunicazioni

R O M A

Piazza della Croce Rossa

To: MAJOR RICHARDSON

Per la ricostruzione di due arcate di 25 metri di luce ognuna e di una pila centrale del ponte sul Fiume Calore disposta dal Comando Supremo Alleato, questa Società ha assoluto bisogno di mc.100 di legname squadrato ed a spigolo vivo, occorrente per la ricostruzione di due centine.

Detto legname è possibile ottenerlo della Foresta del Taburno nel Comune di Montesarchio Prov. di Benevento, previa autorizzazione da parte del Ministero dell'Agricoltura e Foreste, trattandosi di foreste di proprietà Demaniale dello Stato Italiano.

La Società sottoscritta penserebbe essa direttamente al taglio e trasporto del legname dalla Foresta al posto di impiego, che, data la impossibilità di ottenere legname da altre località, ne consegue la indispensabilità della chiesta autorizzazione.

Con la ricostruzione del ponte sul Fiume Calore, la ferrovia Cancello Benevento, verrebbe di nuovo allacciata alla Stazione Centrale delle Ferrovie dello Stato, facilitando in tal modo il trasporto viaggiatori e merci provenienti dalle Puglie, Molise e dalla Irpinia in transito da Benevento diretti su Napoli, Via Valle Caudina, con un risparmio di ben 30 chilometri di minor percorso.

Con osservanza.

Il Presidente
F° Umberto Perrotta

FERROVIA CANCELLO BENEVENTO DIREZIONE

4731

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

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

46

14th, June 45

TO : Captain Greaney.

From: Major Anderson
O.C. 851 Quarrying Coy. R.E.
Casamarciano near Nola.

I was sent up here today by I8 C.R.E. to report on, and inspect the tunnel from a Safety point of view.
My report will be on the following lines.

1. The tunnel is considered unsafe from a working opint of view.

2. The tunnel will be dangerous when it is finished, if the present method of brick construction is continued.

3. It is recommended that as the quickest expedient a diversion be made.

I regret that I have not met you and discussed mu reasons for the report with you.

Signed A. Anderson.
Ma jor R.E.

4730

RE-CONSTRUCTION OF THE CANCELLO-BENEVENTO RAILWAY

4 5 11

1. The re-construction of this privately owned railway provided greater difficulties than were estimated at first when the survey was made in May 1945. There was one 3'6" span bridge to be rebuilt, there was the formation to be prepared for the relaying of eight Km. of track and sleepers and there were two tunnels, requiring major repairs, to be re-conditioned. The tunnels presented the greatest difficulty.

2. These tunnels seriously damaged by the retreating Germans, were blown in several places and in particular the Carpineto Tunnel in which both enterances had been destroyed and two very large charges had been placed 40 yards from the Eastern enterance creating a deep pocket about 80 feet above rail level. The arch ring was of course completely destroyed and the crater was about 15 feet long varying in heigth from 80 to 40 feet.

3. The bridge and the relaying of the track presented little difficulty except that work was delayed by about 10 days owing to the continual late arrival of the construction train with the necessary materials. This was reported at the time to the Joint Railway Control Office at Naples and after about 7 days the matter was put right and the construction train ran to schedule. With "raw" labour this disruption of pre-arranged work was most undesir= able and the late arrival of the track at Carpineto tunnel also delayed the work on the tunnel. For this tunnel was completely blocked and until the arrival of the track with trains, all material had to be carried from the Eastern to the Western ends on the heads of Italian boys and girls around the mountain side through which the tunnel runs. Water, bricks, cement, sand and timber were all transported in this manner - a slow and costly affair.

4. In the Carpineto Tunnel, completely blocked by a large quantity of earth and large rocks, it was impossible to ascertain the full damage at first. Some of these rocks, weighing from 5 to 6 tons lying precariously on the steep slopes of the debris, had to be brought down brocken up and carried away. Added to this difficult and danger were the continual fresh falls of rocks and earth as material was removed and the pressure released from the sides of the tunnel. We tried at first to break up these rocks with hammers but I eventually obtained some small mines from the 8 I.R.T.D. Camp and these I detonated to break up the rocks. 4729
It was only possible to use one or two of these mines at a time as the rocks being too heavy to move had to be destroyed inside

Declassified E.O. 12356 Section 3.3/NND No. 782021

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4. In the Carpineto Tunnel, completely blocked by a large quantity of earth and large rocks, it was impossible to ascertain the full damage at first. Some of these rocks, weighing from 5 to 6 tons lying precariously on the steep slopes of the debris, had to be brought down brocken up and carried away. Added to this difficult and danger were the continual fresh falls of rocks and earth as material was removed and the pressure released from the sides of the tunnel. We tried at first to break up these rocks with hammers but I eventually obtained some small mines from the 8 I.R.T.D. Camp and these I detonated to break up the rocks. 4729
It was only possible to use one or two of these mines at a time as the rocks being too heavy to move had to be destroyed inside the tunnel. Sometime was lost as a result of this for it was not possible to enter the tunnel for 30 minutes after each charge owing to the fumes and dust confined in the precincts of the tunnel.

5. When sufficient earth and rock had been removed it became apparent that the rock inside the pocket was badly shattered and owing to the frequent falls I called on the C.R.E. 56 Area at Naples to sollicit his aid and advice. This he gave generously and provided all the material for building up the necessary shuttering. He also sent the O.C. 851 Quarrying Coy. to inspect and report on the condition of the tunnel and I deal with this

Declassified E.O. 12356 Section 3.3/NND No. 782021

report, which is attached, in the next paragraph.

6. It is regretted that I did not meet this officer when he made his inspection and he was therefore not to know all the plans of reconstruction. The arch ring made of brick was increased in size from 30 inches to 96 cm. Also in accordance with instruction from Major Street old steel rails are being placed above this arch ring 20 cm.apart at an angle of 60°. The wall on one side is being built up on which one end of the rails are secured and the other end is placed and secured in concreate on the other side. Earth is also being packed at this angle above the ring to provide a cushioning affect. Much of the shock will be taken up by the rails and this cushion of earth.The bulging of the old arch ring on the Western Side to which reference has been made was the result of the explosions and not due to the fall of earth.This of course, ~~being~~ has been repaired. The Carpineto tunnel should now be quite safe.

7. The repairs to the other tunnel presented no such difficulty as the Carpineto tunnel. It runs through a very low hill which is chiefly earth and there were no craters. In two places all the earth was remo-ved and the brick arch ring restored and the earth replaced leaving no craters and no heavy load above.

8. I should like to place on record that the General Manager Mr. Umberto Perrota, on whom I reported adversely when I first went to supervise this work, changed face completely. The repairs to this line have been completed at ~~the~~ considerable cost to him and he worked very hard and did much to expedite the reconstruction of the line. It would be politic I think, to send him a letter of appreciation.

9. I have also made arrangements for thr reconstruction of the telegraphic communications from Cancello to Benevento and the lines have now been restored except,that there is some dif= ficulty in obtaining batteries for the instruments. This matter has been taken up with the stores Officer, Major Long.

10. There should be no difficulty now in opening the Line on the 4th July next,Independance Day. This date I have already given to Movements and the Joint Railway Control, Naples. The Senior Transportation Officer Naples is being sent a copy of this report.

Peter Greany Capt

M.P.M.GREANY, Capt. R.E.

for Sub-Commission Civil Eng. Section.

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

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4728

M.P.M.GREANY, Capt. R.E.

Tn. Sub-Commission Civil Eng. Section.

Declassified E.O. 12356 Section 3.3/NND No. 782021

Report on Railway Tunnel On the Caserta to Benevento line

MR 430707 Sheet 19 Italy Road Map 1/200.000.

SUBJECT : To determine whether or not.

(a) The tunnel in its present condition is safe towork in
(b) The tunnel after completion will be safe.
(c) A diversion is possible.

Description : (a) The tunnel is approximately 500 yards long and passes through solid limestone. Forty yards inside the tunnel from the EASTERN end the arch has been mined over a distance of 10 to 15 yards and the explosion has blown down the roof for a distance of 20 yards. This has created a very large pocket above the arch ring as shown in Appendix 1.

(b) The rock inside the pocket is very badly shattered and loose and continual small falls of rock are occurring. One bad fall completely wrecked three temporary setts being used to reform the tunnel and two people were seriously injured. Further falls are certain.

(c) Reconstruction of the tunnel is being effected bi dryving forward into the spoil with setts and following up with a brick arch ring 30 inches thick. This new brick arch ring in exactly the same as the original.

(d) A part of the old arch ring on,th WESTERN side of the tunnel is bulging and may collapse at any time.

Conclusion: (a) Under existing conditions and method of construction all persons working there are in danger.

(b) Should the tunnel be complted and the brick arch method of construction used throughout, a subsequent fall from the roof of the pocket on to the top of the brick arch would collapse the latter. This could easily be induced by passing trains. Therefore the completed tunnel would be dangerous.

(c) A diversion is possible and this would be the quickest method of opening up the railway.

4727

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

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(b) A diversion is possible and this would be the quickest method of opening up the railway.

4727

Major, R.E.
O.C. 851 Quarrying Coy. R.E.

15th June 1945

By declassified E.O. 12356 Section 3.3/NND No. 782021

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

Indicazioni di urgenza

Pel circuito N.

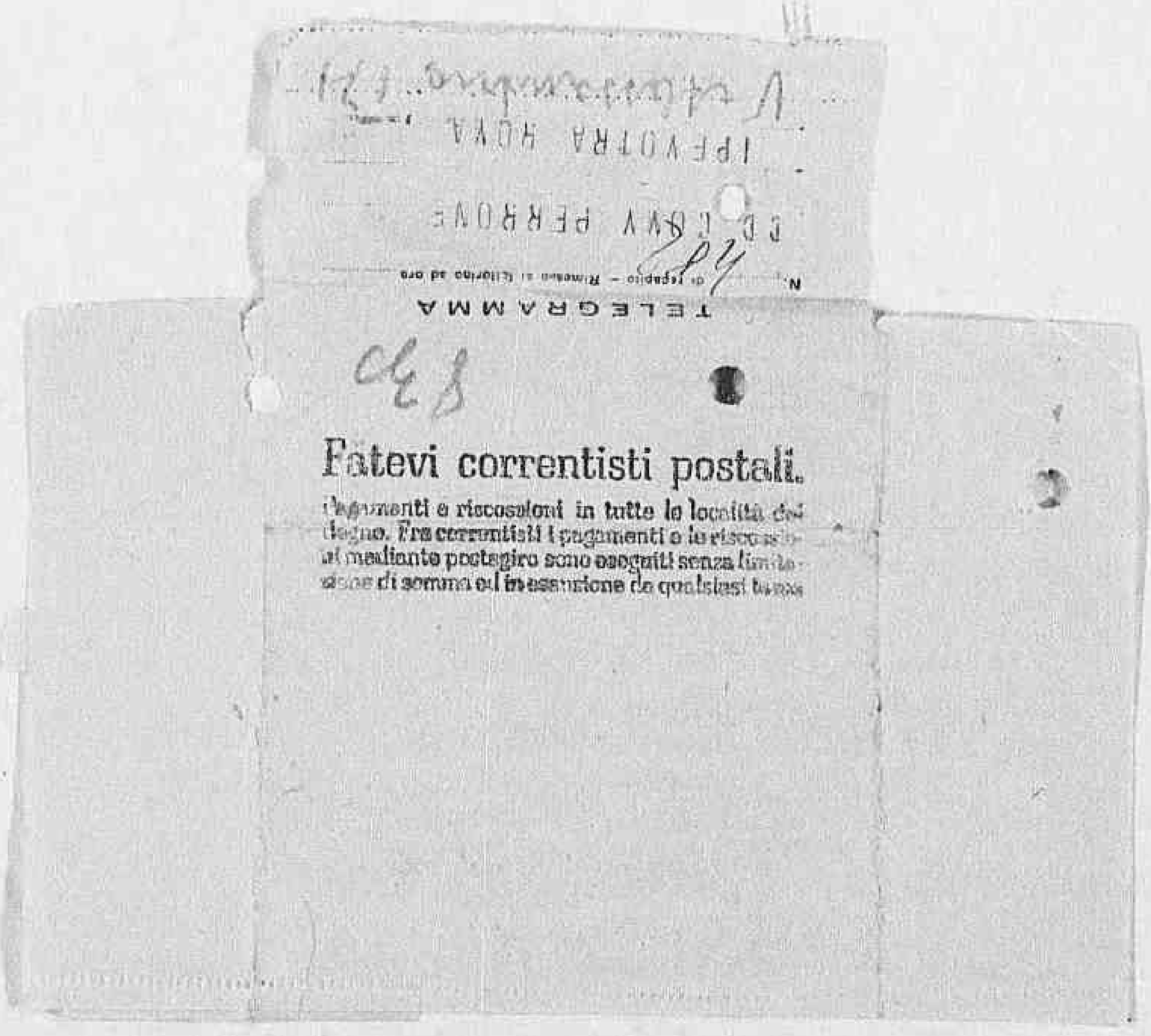
Ricevuto

Partenza | Provenienza | Num. | Parole | Data della presentazione: Giorno e ora / Ore e minuti | Via e indicazioni speciali d'ufficio

UD BENEVENTO 45 32 27 1255

IN GIORNATA ULTIMERASSI CALOTTA RIPRENDENDO
STAZZO STOP PER AGEVOLARE RIPARAZIONE
ANELLO LESIONATO OCCORRERE URGENZA
VACCHINA INIEZIONI BENVENTO CON PERSONALE
DA RIEDERSI COMANDO ROMA ASSENZA CAPITANO
VARIO SALUTA

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



TELEGRAMMA

N. ... di ricapito — Rimesso al (Giorno ad ore ...

IPEVOTRA NOVA

... V. valutazione ...

Fatevi correntisti postali.

I pagamenti e riscossioni in tutte le località del Regno. Fra correntisti i pagamenti e le riscossioni mediante portagiro sono eseguiti senza limitazione di somma ed in esenzione da qualsiasi tassa

Declassified E.O. 12356 Section 3.3/NND No. 7850211

AHS/em

42

TRANSPORTATION SUB-COMMISSION, A.C.,
(RAIL DIVISION)
c/o. Transportation (Er) Main,
C.M.F.

29th June 1945

Tel : 843239
Ref : AC/Tn/41/42 C.S.

SUBJECT : Benevento-Cancello Line.

TO : C.R.E. 36 Area.

1. Your kindness in affording assistance to the re-construction of the above line is much appreciated.

2. In the report submitted by Major Anderson of the 851 Quarrying CoY. There are several discrepancies which I wish to clarify.

3. Reference report.
(a) No serious injuries to workmen have occurred at any time, the only casualties were slight abrasions to two men.
(b) The brick arch, under the pocket, has been increased to 96 centimetres.
(c) It was always intended to repair the bulge in the tunnel wall.

4. A copy of Capt. Greany's report is attached from which it is evident that adequate precautions have been taken to protect the brick vault.

A.H. STREET, Major.

4726

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

Mod. 0.32 n.

MINISTERO DELLE COMVNICAZIONI

Ispettorato Generale delle Ferrovie Tramvie e Automobili

CIRCOLO DI N A P O L I

Napoli, lì 15 Giugno 1945

N°7301
all.1

All'On.le Ministero dei Trasporti
Ispettorato Generale della M.C.T.C.
= R O M A =

OGGETTO: Ferrovia Cancello-Benevento. Lavori per la riapertura all'esercizio.=

La Società esercente la Ferrovia Cancello-Benevento ha qui inviato un rapporto sullo stato dei lavori di cui inivio copia per superiore conoscenza. In merito alle conclusioni di tale rapporto; il quale prevede il completamente dei lavori per la riapertura all'esercizio della linea in esame probabilmente per il 30 corrente (in conformità del verbale redatto presso quest'Ufficio in data 26 Aprile u.s. ed inviato a cotesto Ministero con rapporto N°6450 del 24 Maggio u.s.) e sicuramente per il 10 Luglio p.v., questo Ufficio non ha nulla da osservare.=

IL DIRETTORE COMPARTIMENTALE
F.R. Saggese

Per copia conforme
Il Direttore Compartimentale
Saggese

4725

VE/

FERROVIA CANCELLO-BENEVENTO
Direzione dell'Esercizio

= BENEVENTO =

Benevento, li 14 giugno 1945

ALL'ISPETTORATO COMPARTIMENTALE DELLA
MOTORIZZAZIONE CIVILE E DEI TRASPORTI
IN CONCESSIONE

= NAPOLI =

In data 26 aprile u.s. il Sig. Cap. Greny rappresentante della Sot tocommissione Alleata per i Trasporti, ha richiesto a questa Società un impegno relativo al ripristino della Ferrovia Cancello-Benevento, nel tratto Cancello-Benevento Appia.

La Società in considerazione della importanza dei lavori da eseguire in detto tratto, che consistevano:

1°) Costruzione di un pontiecllo sul Canale Carmignano, al Km. 1+811,66

2°) Costruzione dell'intero armamento ferroviario tra i Km.1+808 e Km. 8+444, oltre ml.500 tra il Km.10+120 ed il Km.10+620.

3°) Sgombro e ricostruzione di parte della Galleria Carpinoto tra il Km.16+882,50 ed il Km.16+934,67 ove l'esplosione delle mine hanno prodotto un grosso fornello.

4°) Completamento di alcune parti del volto, lato Cancello, della Galleria Torretiello tra i Km. 30+190 e Km.30+215,

ritenne di poter ultimare tali lavori entro il 30 giugno c.a., come risulta dal verbale redatto nella Sede di codesto Ispettorato in data 26 aprile 1945.

Allo stato attuale questa Società ha eseguito i seguenti lavori:

A) Costruzione del pontiecllo sul Canale Carmignano, eseguito con due fasci di 20 rotaie ognuno, che permettono il transito di qualsiasi tipo di treno.

B) Costruzione completa dell'armamento di cui al precedente n° 2.

Declassified E.O. 12356 Section 3.3/NND No. 782021

In data 26 aprile u.s. il Sig. Cap. Greny rappresentante della Sottocommissione Alleata per i Trasporti, ha richiesto a questa Società un impegno relative al ripristino della Ferrovia Cancello-Benevento, nel tratto Cancello-Benevento Appia.

La Società in considerazione della importanza dei lavori da eseguire in detto tratto, che consistevano:

1°) Costruzione di un particello sul Canale Carmignano, al Km. 1+811,66

2°) Costruzione dell'intero armamento ferroviario tra i Km.1+808 e Km. 8+444, oltre ml.500 tra il Km.10+120 ed il Km.10+620.

3°) Sgombro e ricostruzione di parte della Galleria Carpineto tra il Km.16+882,50 ed il Km.16+934,67 ove l'esplosione delle mine hanno prodotto un grosso franello.

4°) Completamento di alcune parti del volto, lato Cancello, della Galleria Torretiello tra i Km. 30+190 e Km.30+215,

ritenne di poter ultimare tali lavori entro il 30 giugno c.a., come risulta dal verbale redatto nella Sede di codesto Ispettorato in data 26 aprile 1945.

Allo stato attuale questa Società ha eseguito i seguenti lavori:

A) Costruzione del ponticello sul Canale Carmignano, eseguito con due fasci di 20 rotaie ognuno, che permettono il transito di qualsiasi tipo di treno.

B) Costruzione completa dell'armamento di cui al precedente n° 2.

C) Completamento dei lavori di sistemazione della Galleria Torretiello di cui al precedente n° 4.

D) Per la Galleria Carpineto i lavori proseguito con ritmo accelerato e, fino ad oggi, hanno raggiunto il seguente stato di avanzamento:

1724

MV/

Declassified E.O. 12356 Section 3.3/NND No. 782021

Sgombro di alcune migliaia di metri cubi di materiale roccioso caduto.

Costruzione di vari anelli di volta per complessivi ml.15,50.

Ricostruzione di alcuni tratti di piedritti (dei portali Cancello e Benevento, della Galleria stessa, e di altre parti di volto dissestato).

Per completare i lavori della Galleria deve ricostruirsi un tratto continuo del volto in corrispondenza dell'asse del fornello, della lunghezza di ml. 7,30, nonchè lo sgombro del rimanente materiale di disgregazione che può considerarsi al massimo in mc.500 circa.

Dopo lo sgombro del detto materiale si renderà probabilmente necessaria la ricostruzione di qualche tratto di piedritto - lato Valle - che si presume crollato.

Per garentire, ~~che~~ nell'eventualità di ulteriore disgregamento della massa rocciosa soprastante alla volta della Galleria ricostruita e da ricostruirsi, la incolumità del transito dei treni, gli spessori della volta stessa, costruita in matteni forti e malta cementizia dosata con Q.li 4 di cemento per mc. di sabbia, hanno lo spessore di m. 0,60 per i primi 7 metri e di m. 0,95 per i successivi tratti.

Per quanto tali spessori si ravvisano sufficienti a sopportare qualsiasi urto che può eventualmente essere provocato all'estradosso della volta dalla caduta di materie di disgregazione, questa Società procede ~~di~~, di pari passo con la costruzione del volto, alla protezione del volto stesso, mediante riempimento di m. 2 di materiale minuto al disopra dell'estradosso oltre ad uno strato di fascine su tutta la superficie di altezza m. 4, in guisa da ripartire convenientemente le pressioni che possono esercitare la caduta del materiale stesso, e per attenuare i colpi che eventualmente può produrre la stessa caduta.

L'esecuzione dei lavori eseguiti e da eseguirsi secondo le modalità di cui sopra si ritiene a giudizio di questa Società, tale da garentire tranquillamente l'esercizio della Ferrovia, tanto più che una volta impedita la circolazione dell'aria tra le pareti del fornello non dovrebbe più disgregarsi alcuna parte del materiale.

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Questa Società ritiene pertanto, che non verificandosi altri inconvenienti ai lavori, col crollo di altro materiale, i lavori stessi, possono benissimo essere ultimati per il 30 giugno o al massimo per il 10 luglio p.v.

Con osservanza

IL DIRETTORE DELL'ESERCIZIO

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

REPORT BY CANCELLO BENEVENTO RAILWAY

14th June 1945

On the 26th April. Captain Creany of the Transportation Sub-Commission requested from the a/m Private Railways an engagement regarding the rehabilitation of the Cancello Benevento Railway, viz., Cancello Benevento Arpia Section. In consideration of the works to be carried out, which were:

1. Construction of a culvert on the Carmignano canal, at Km.1+311.66.
2. Construction of the whole permanent way between Km.1+808 and 8+444 more than 500 lm between Km.10+120 and Km. 10+620.
3. Clearing and partial reconstruction of the Carpineto tunnel between Km.16+882,50 and Km.16+934,67, where the explosions of mines caused a large cavity.
4. To repair some parts of the arch, Cancello side, of the Torri= cello tunnel between Km.30+190 and Km. 30+215, the firm thought to be able complete said works within the 30th June 1945, in accordance with the agreement made in the office of the Railway on the 26th April.

The firm have carried out following works:

a) Construction of the culvert on the Carmignano canal, carried out with 2 track bundles, each of 20 rails, which enable the transit of any kind of train.
b) The complete construction of the permanent way, see para 2.
c) Completion of the works in the Torricello tunnel, see para 4.
d) The works proceed slowly in the Carpineto tunnel, and the position is as follows: some thousand cubic metres of fallen rocky earth has been cleared. Some section of arch have been constructed, in all: 15,50 lm.
Some section of side walls have been repaired (of the same tunnel, and some other parts of the damaged arch). In order to complete the works of the tunnel, it is essenzial to reconstruct a continuos stretch of the roof, for a lenght of 7.30 lm, as well as the clearing of the remaining material, which is not more than approx. 500 cubic metres. After the clearance of said material, it will probably be necessary to reconstruct some part of the side walls, which is supposed be damaged. As a safeguard to deal with falls of earth above the arch of the reconstructed and to be reconstructed tunnel, the thickness of the arch, has been increased with strong bricks of concrete malt, bound with 4 quintals of cement per cubic meter of sand, the thickness of 60 cm. for the first 7 metres and 95 cm. for the following lenght.

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2. Construction of the whole permanent way between [illegible] more than 500 lm between Km.10+120 and Km. 10+620.
3. Clearing and partial reconstruction of the Carpineto tunnel between Km.16+882,50 and Km.16+934,67, where the explosions of mines caused a large cavity.
4. To repair some parts of the arch, Cancello side, of the Torri= cello tunnel betwemn Km.30+190 and Km. 30+215, the firm thought to be able complete said works within the 30th June 1945, in accordance with the agreement made in the office of the Railway on the 26th April.

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d) The works proceed slowly in the Carpineto tunnel, and the position is as follows: some thousand cubic metres of fallen rocky earth has been cleared. Some section of arch have been constructed, in all: 15,50 lm.
Some section of side walls have been repaired (of the same tunnel, and some other parts of the damaged arch). In order to complete the works of the tunnel, it is essential to reconstruct a continuos stretch of the roof, for a lenght of 7.30 lm, as well as the clearing of the remaining material, which is not more than approx. 500 cubic metres. After the clearence of said material, it will probably be necessary to reconstruct some part of the side walls, which is supposed be damaged. As a safeguard to deal with falls of earth above the arch of the reconstructed and to be reconstructed tunnel, the thickness of the arch, has been increased with strong bricks of concrete malt, bound with 4 quintals of cement per cubic meter of sand, the thickness of 60 cm. for the first 7 metres and 95 cm. for the following lenght.

4723

Although these thickness are thought to be sufficient to support any weight, which can eventually be caused at the top facing of the vault, by the falling of disingregrating materials, this firm is also constructing the arch, protecting same, filling with material, 2 metres above the top facing, as well as a over the whole surface, of 4 m height, in order to lessen the blows which an eventually falling may cause.

The carrying out of the works and the works to be carried out, in accordance with the above mentioned scheme, to be fixed by the firm, in order to open the railways, as

Declassified E.O. 12356 Section 3.3/NND No. 782021

if the circulation of the air between the walls of the cavity, no part of the material should disentregate.
It is opânion of this firm, that unless there are not other mishaps, and if no more material is falling, the works can be completed within the 30th June, or at latest 10th July next.

The Director of the Railway

/3/ .....

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

The Director of the Railway
/S/ .....

Declassified E.O. 12356 Section 3.3/NND No. 782021

Ministero delle Comunicazioni

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

UFFICIO SUPERIORE
PER LE FERROVIE METROPOLITANA E FORANEE DI ROMA

A.G.M. 239

Roma, 23 giugno 1945 A

Prot. N.° 60 I S *Allegati*

Risposta al f.° del
Div. *Sez.* *N.°*

A Brig.Magg. STREET
SOTTOCOMMISSIONE ALLEATA TRASPORTI
R O M A

OGGETTO Ferrovia: Cancello - Benevento.

Secondo un rapporto in data 21 corrente, ricevuto ieri da Benevento, restavano da murare a quella data altri m.5 di calotta e si prevedeva che tale muratura potesse essere ultimata entro il 28 corrente.

Come d'intesa ho subito telegrafato a Benevento nei termini seguenti:

"Per aderire richiesta categorica Sottocommissione Alleata "telegrafami precisando data ultimazione lavori galleria "et data apertura esercizio ferrovia".

Molto probabilmente domani, domenica, si potrà inviare un automobile con altro funzionario per assumere più dirette informazioni presso il Comm. Perrotta ed il Direttore dei lavori Ing. Ciapparelli.

L'ISPETTORE GENERALE

ISTITUTO POLIGRAFICO DELLO STATO

Declassified E.O. 12356 Section 3.3/NND No. 782021

R O M A

Prot. N.° 60 I.S. Allegati

Riposta al f.° del
Div. Sez. N.°

OGGETTO Ferrovia: Cancello - Benevento.

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L'ISPETTORE GENERALE

4721

ISTITUTO POLIGRAFICO DELLO STATO

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

I.G.M. 239

Ministero delle Comunicazioni

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

UFFICIO SUPERIORE
PER LE FERROVIE METROPOLITANA E FORANEE DI ROMA

Roma, 25 giugno *1945*

Prot N.° 61/99 *Allegati*

Al Sig.Magg. STREET
SOTTOCOMMISSIONE ALLEATA TRASPORTI
R O M A

Risposta al f.° del
Div. *Sez.* *N.°*

OGGETTO Ferrovia Cancello-Benevento.

Nel sopraluogo effettuato ieri da un Ingegnere di questo Ufficio alla ferrovia Cancello-Benevento si è constatato che il penultimo anello di calotta della galleria Carpineto, della lunghezza di m.1,60, era in corso di completamento e che mancava ancora l'anello di chiusura della lunghezza di m.2,10.

Non si è potuto parlare col concessionario della ferrovia Comm. Perrotta, nè col direttore dei lavori Ing. Ciapparelli, perchè assenti fino alle 18, ora in cui l'Ingegnere di questo Ufficio è ripartito. Si ritiene comunque che per il 30 corrente i più urgenti lavori della galleria potranno essere ultimati, in modo da consentire il passaggio dei treni a passo d'uomo. Appena mi giungerà conferma da parte del concessionario Comm. Perrotta ne darò immediata comunicazione a codesto Comando.

L'ISPETTORE GENERALE
(Dr.Ing.Vito Perrone)

Declassified E.O. 12356 Section 3.3/NND No. 782021

Prot. N.° 61/33 Allegati

Risposta al f.° del

Div. Sez. N.°

OGGETTO Ferrovia Cancello-Benevento.

Nel sopraluogo effettuato ieri da un Ingegnere di questo Ufficio alla ferrovia Cancello-Benevento si è constatato che il penultimo anello di calotta della galleria Carpineto, della lunghezza di m.1,60, era in corso di completamento e che mancava ancora l'anello di chiusura della lunghezza di m.2,10.

Non si è potuto parlare col concessionario della ferrovia Comm. Perrotta, nè col direttore dei lavori Ing. Ciapparelli, perchè assente fino alle 18, ora in cui l'Ingegnere di questo Ufficio è ripartito. Si ritiene comunque che per il 30 corrente i più urgenti lavori della galleria potranno essere ultimati, in modo da consentire il passaggio dei treni a passo d'uomo. Appena mi giungerà conferma da parte del concessionario Comm. Perrotta ne darò immediata comunicazione a codesto Comando.

L'ISPETTORE GENERALE
(Dr.Ing.Vito Perrone)

4720

Declassified E.O. 12356 Section 3.3/NND No. 780021

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

Allied Force Headquarters
G-4 (Mov & Tn)
Tel: Freedom 320

Mov 3/361/10

21 Jun 45

Subject: Ferrevie Esercitata Perotta
Cancello - Benevento

To : AC Tn Sub Commission Rail Section
Rome

Copy to: O2E
DMRS
Mov LO DMRS
Mov Naples

1. In view of cessation of hostilities and probability of alternative facilities for despatch of Release personnel to U.K., being developed in the near future, the urgency with which the reopening of this line was viewed some two months ago has now disappeared.

2. It has been learned unofficially that unforeseen constructional problems will now delay completion and in order that the value of this line may be judged in relation to possible military requirements other than as originally planned, it would be appreciated if you could give the latest estimated date of completion.

E.D. BAILEY, Major,
for Brigadier,
DQMG (Mov & Tn).

4719 4/13

AHS/ef

37.

TRANSPORTATION SUB-COMMISSION, A.C. ,
(RAIL DIVISION)
c/o.Transportation (Br)Main,
C.M.F.

Tel : 843239
Ref : AC/Tn/41/37/C.E.

26 June 1945

SUBJECT : Benevento-Cancello
Private Railway.

TO : The Director
Tn Sub-Commission.

1. The work on this line will be completed and line ready for traffic on July 4th.

2. I attach translation of letter handed to Capt. Greany on his leaving the work.

A.H.STREET, Major.

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

TO : The Director
Tn Sub-Commission.

1. The work on this line will be completed and line ready for traffic on July 4th.

2. I attach translation of letter handed to Capt. Creany on his leaving the work.

A.H.STREET,Major.

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

AH3/sm

36.

TRANSPORTATION SUB-COMMISSION, A.C.?
(RAIL DIVISION)
c/o. Transportation (Br) Main,
C.M.F.

Tel : 843239
Ref : AC/Tn/41/36 C.M.

25th June 1945

SUBJECT : Ferrovia Ricercitata Perotta
Cancello-Benevento.

TO : G 4 Nov. and Tn.
A.F.H.Q.

1. Ref. Nov. 3/351/10 of 21st June.

2. As stated in above letter, constructional difficulties were met with, in the Carpenets Tunnel, and several heavy falls of rock took place.

3. The difficulties have now been overcome and the line will be available for traffic as from July 4th.

A.H. STREET, Major.

Copy to : G.2 M.
D.M.R.S. Attention Col. Hatter
Nov. L.O.D.M.R.S.
Nov. Naples
Nov. A.C.Tn. Rails
Chief Rail Section, Transportation Sub-Commission.

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

SUBJECT : Ferrovia Ecercitoša Perotte
Cancello-Benevento.

TO : C 4 Mov. and Tn.
A.F.H.Q.

1. Ref. Mov. 3/361/10 of 21st June.

2. As stated in above letter, constructional difficulties were met with, in the Carpaneta Tunnel, and several heavy falls of rock took place.

3. The difficulties have now been overcome and the line will be available for traffic as from July 4th.

A.H.STREET, Major.

Copy to : G.2 E.
D.M.R.E. Attention Col. Hatter
Mov. L.C.D.M.R.E.
Mov. Naples
Mov. A.C.Tn. Rails
Chief Rail Section, Transportation Sub-Commission.

4717

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

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

(1)

(3)

TN INC (Tn Sub-Commission) 0.15 15.00

ATCON RATHER FOR BOWERS TRANSPORTATION OFFICER

0.15 (.) RESTRICTED (.)

REFERENCE SIGNAL GR 37 DT 10TH JUNE (.)
ADVISE CAPTAIN GRUNEX THAT HE CAN DRAW CEMENT.
AT 326 T.S.D. FOGGIORELLE (.)

15164 sh fw

4716

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

ER/ef

34

INTER-OFFICE MEMO.

File AC/Tn/41/34/C.E.

SUBJECT : Benevento-Cancello Railway.

TO : Major C.M.Long. C.E.

1. Comm.Umberto Perrotta requires minimum 70 V each for 8 stations in batteries (drycells) for telephone system Benevento Railway --.Naples I.S.R. officer wired Rome 20 June for release and location of supply. Capt. Creany ,R.E. will appreciate any assistance you will render to expedite procurement.

EDWARD RICHARD
Chf.Engineer Civil.

Transp.Sub-Commission (Rail Div)
21st June 1945
Tel :843023

4715

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

ER/ef

33.

INTER-OFFICE MEMO .

File AC/Tn/41/33/C.E.

SUBJECT : Repair to tunnel
Benevento Railway.

TO : Major A.H.Street, C.E.

1. Left Rome 8.30 a.m. I9th June 45 for inspection tunnel Benevento-Cancello Railway, East of S.Maria a Vico.Due to 40' cavity above masonry arch and loose material containing large rocks above, approve your recommendation and that of Capt.Greany that 6 " or larger rails be anchored in the S masonry wall and set ah angle against the N wall, spaced about 15" apart to protect masonry arch against impact of large rocks falling from above.Completion lacking about 20 ft including several smaller sections of roof on the E end and the upper portion of the W portal. Returned Rome 8.30 PM. 20 June I945.

Edward Richard
Chf. Eng.Civil

Transp.Sub-Commission (Rail Div)
21st June I945
Tel : 843023

4714

1974

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

M-15 VI 45 B-

19

for Major Street
Tr Sub Cmd

MABA V MJVL NR 1 P P

T QVR 1 PBS - Naples.

FROM MJVL 141636B

TO TRANSPORTATION INCREMENT ROME

GR 57 RT

Ref. Tr. A 21
Date ...
File ...
...
...
Action at Hdq ...

RESTRICTED PD IMMEDIATE AUTHORITY REQUIRED THREE ZERO TONS
CEMENT FOR ARPIA TUNNEL PD REFERENCE NAN CHARLIE SLANT ONE TWO
FOUR NINE PAREN FROM ALCOM NAPLES FOR CAPTAIN GREANY TO
TRANSPORTATION INCREMENT ROME FOR MAJOR STREET PAREN ADVISE
THREE TWO SIX [redacted] TRANSPORTATION STORES OF APPROVAL PD
FURTHER COLLAPSE IN TUNNEL DESTROYING SHUTTERING AND CENTERING LOST
FOUR DAYS WORK
RT 141636B
RED AR

4713

RD NR 1 2336 NR AR TKS

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

Major Street,

27

Captain Greany sent the following telephone message :-

"alls of tunnel continue to fall.Position serious. Seen Chief Engineer Naples. He has supplied some materials , timber and corrugated iron sheets.No improvement.Suggest to come and see immediately.

Brigadier called up at 15.55 hrs.I told him, that you went to inspect line 30.

Mary

4712

PMPG/em

25.

TRANSPORTATION SUB-COMMISSION, A.C.,
(RAIL DIVISION)
c/o.Transportation Increment,
C.M.F.

Tel : 843239
Our ref : AC/Tn/41/2[illegible] C.E.

29th May 1945

TO : E.S.B.D.

SUBJECT : Cancello - Benevento.

1. Reference to the attached voucher for R6 stores issued on loan only three Decauville wagons tipping have been drawn.

2. It was found that only one set of wagons could be used in the tunnel and that trained personnel to use the Bimco Bucket loaders were not obtainable.
It is requested that the voucher is ammended accordingly.

3. The help and co-operation of the E.S.B.D. is greatly appreciated.

A.H.STREET, Major.

4711

Declassified E.O. 12356 Section 3.3/NND No. 780021

Declassified E.O. 12356 Section 3.3/NND No. 735021

ARMY FORM 2136 (Small)

MESSAGE FORM

Register No.

Call | Srl. No. | ( )59 | Transmission Instructions:

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM (A) Originator | Date-Time of Origin | Office Date Stamp

WAR. MAIS ROOS. 6.

For Action

326 T.S.U.

TO

(W) For Information (INFO)

Message Instructions | CH

Originator's No.

WAR CONCLUDED (.) RELEASE TO TRANSPORTATION SUB
COMMISSION ENGINEERS UNDER SERIAL NUMBER NO. 176 OF TOWN OF CERMET
FOR USE ON CANCELLO - BENEVENTO RAILWAY (.) VOUCHER UNDER T.I. 30 (.)

I.O. 176. COPY TO: TH.A./30. TO SUB-COMMISSION (RAIL DIVISION).

326. 6 MAY 45.

This Message may be sent AS WRITTEN by any means { except / } without delay	If liable to be intercepted or to fall into enemy hands, this message must be sent IN CIPHER	Originator's Instruction Degree of Priority	4710 Time	System	Op
Signed	Signed		THEATER		
			Time cleared		

(OVER)

W 33-4335/547-800,000 Pads. 6/44. H. & S. Ltd. 40/51

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

OK TK

462

707/E MABA V MEDV P P QVR 1 2
FROM 326 TN STORE DEPO T 041700
TO AC TN SUB COMMISSION (RAIL DIVISION)
INFO TN INC CMF
6/730 . RESTD. REF TN INC'S TELEPRINT REFERENCE 542TN.2 DTD 1 MAY45
IN CONNECTION WITH THE RELEASE OF PERMANENT WAY MATERIAL FOR CARELLO
BENEVENTO LINES. WGNS HAVE NO BEEN PLACED IN 328 TSSD AND MATERIALS IS
AWAITING LOADING. PLEASE EXPEDITE OR ADVISE ACTION TO BE TAKEN
BT
AMORT B K
707/S RD TOR 2816 UHM KKK

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

17

Allied Force Headquarters
G-4 (Mov & Tn)
Tel: Freedom 320

Mov 3/361/10

26 Apr 45

Subject: CANCELLO - BENEVENTO Line

To : AC Tn Sub Commission (Rail Division), c/o Tn Inc CMF

1. Your signal 016 of 21 Apr is noted and it is understood that Tn Inc have advised you to approach LRS or RE Services on the question of loaning a mechanical digger.

2. Please continue to give closest attention to the question of the reconstruction of this line and report progress by the end of April.

F. L. JAGGER, Lt. Col.
for Brigadier,
DQMG (Mov & Tn).

3913
4709

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

Tel. ROME 843191/5 (Highbo)
EXT 9328.

ALLIED FORCE
MILITARY RAILWAY SERVICE ITALY
OFFICE OF THE DIRECTOR (DMRSI)

Subject: Privately owned lines, Cancello - Benevento.

File: Tn.A.2/76/6.

27 Apr. 45.

To: Tn. Sub-Commission A.C.(Rail Division).

Copy to: 326 T.S.D.
Tn. 4.

1. Reference your AC57/25/Tn.4 letter dated 10 Apr. 45 and further to our Tn.A.2/76/6 of 12 Apr. 45 .

2. Due to an unexpected commitment of a higher priority, release of the 12,000 sleepers previously agreed cannot now be authorized.

3. The position will be reviewed at a later date and if in the meantime you have been unable to obtain them from other sources, it may be possible for us to release the sleepers required.

Leslie E. Robert 708
~~C.J. ELLIS~~, S/Capt.,
for Brigadier,
Director Military Railway Service.

PG/em

TRANSPORTATION SUB-COMMISSION, A.C.,
(RAIL DIVISION)
C/o. Transportation Increment
C.M.F.

Tel. 843239 2nd May 1945
Our Ref. : AC/Tn/41/15/C.E.

TO : Major Long,
Stores Officer.

SUBJECT : Cancello-Benevento Railway.

1. Please refer to my letter No. AC/Tn/41/14/C.E. dated 30th April which explains the situation. We do not fix "Job Nos." and I suggest this is referred to as the "Cancello-Benevento line" for all purposes. The attached telegram refers.

2. Capt. Greeny has seen Capt. Lewis, Stores, M.R.S., and obtained authority to draw 2 drums of carbide ($Ca\ C_2$) from T.S.D. Poggioreale, and this should be included on the indent being sent forward for the cement and treated in the same way as it is for the same job Cancello-Benevento line.
(Private Railway)

A.H. STREET, Major.

4797

Declassified E.O. 12356 Section 3.3/NND No. 780021

AHS/ef

14

TRANSPORTATION SUB-COMMISSION,A.C. ,
(RAIL DIVISION)
C/o.Transportation Increment,
C.M.F.

Tel : 843239 30th April 1945
Our ref:AC/Tn/41/14/C.E.

TO : Major Long
Building

SUBJECT : Cement for I.S.R. at Naples
Cancello-Benevento line.

1. Will you please arrange to divert 20 tons of cement to the Cancello-Benevento Railway, of the ~~200~~ 150 tons being delivered to the I.S.R. at Naples.

2. The repairs to this line have now a military priority and I am arranging for the 20 tons to be replaced and delivered to the I.S.R. at Naples in due course.

3. The cement is now at T.S.O. Poggioreale-Naples, and the O.C. of this Depot has already delivered 10 tons to the Cancello-Benevento Railway at Arpaia station and he requires an indent to cover the delivery. When this amount has been used up, a further indent should be forwarded to the T.S.D. and I shall keep you informed of the position.

4. The cost of same is recoverable from the Cancello-Benevento Railway, which railway is supervised by the Director of the " Direttore dell'Ispettorato Compartimentale della Motorizzazione Civile e dei Trasporti in concessione" and I suggest that the recovery for cost is made through this Govt. Office.

5. Army Form G 3517, the usual indent form and is forwarded for your preparation and forwarding to the 326 T.S. Depot Poggioreale.

4706

A.H.STREET,Major.

Declassified E.O. 12356 Section 3.3/NND No. 782021

TO : Major Long
Building

SUBJECT : Cement for I.S.R. at Naples
Cancello-Benevento line.

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4706

A.H.STREET, Major.

Declassified E.O. 12356 Section 3.3/NND No. 780021

ACP/af

TRANSPORTATION SUB-COMMISSION, A.C.,
(RAIL DIVISION)
C/o Transportation Increment
C.M.F.

Tel.: 843238
Ref.: AC/57/25/Tn.4

25 April 1945

SUBJECT: Benevento-Cancello Private Railway

TO : General Inspectorate ~~Transp.~~ MTC

1. It was brought to the notice of this Commission yesterday that the proprietor of the Benevento-Cancello railway proposed to introduce a service on that line on and from 1 May 45, and he claimed that authority had been given him by your Department.

2. Quite recently, a letter was sent you indicating that so far as electric railways in southern Italy were concerned, there was no objection to such railways increasing their services to the limit of the power they could obtain through appointed channels, but where steam services were involved, any question of operation of a service, or increasing a service, would have to be considered by this Sub-Commission, in view of the use of coal and locomotive power.

3. The question of the operation of a service on the Benevento-Cancello line is one which may be deferred. Our Officer who inspected the track found that much erroneous information had been given as to the state of repair, and that there was a considerable amount of work to be done. He has had authority to operate a work train from Naples to Cancello, and no interference with the operation of such a train can be allowed.

4. Perhaps you will say if engineers of the General Inspectorate are available to pass out private railways as suitable for operation? It seems quite obvious for some time to come, whether this Sub-Commission is functioning or not, some machinery should be available for ensuring that lines for which operating authority is given should be carefully tested, otherwise there is a likelihood of a serious accident occurring.

5. The Completion of the Benevento-Cancello line is one of military demand, and no service can be allowed to operate thereon until the military requirements are notified, and suitable provision made to meet such requirements. This will not be advised you until such a time as our engineers are satisfied that the line is fit for the movement of traffic.

6. The owner of the line indicated that he had secured 50 tons of coal from ISR channels. It is doubted if MRS authority had been given for the handing over of this coal, because it would be usual for MRS to consult AC on the matter. This coal must not, therefore, be used until authority is given.

G. Pinsborg, Lt. Col. 4795
for Director.

Declassified E.O. 12356 Section 3.3/NND No. 782021

by your Department.

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G. Weinberg, Lt. Col. 4795
for. Director.

Copy to:- M.R.S.
Tn Sub-Comm.(Mov)
Snr Tn Officer Naples
Liaison Officer,(AFHQ G-4 Mov & Tn.)
ISR c/o MRS
Major Sreet
Major Long

Declassified E.O. 12356 Section 3.3/NND No. 780021

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

10c

25 April 1945

WIRE

FROM: DMRSI

TO : Captain Chapman, 774 RGD, Naples
Major Bowers, PBS, Naples

CONFIDENTIAL. Capt. Chapman authorize work train for ten (10) days commencing 0700 hours Thursday 26 April to work between Naples - Poggiereale - Cancello to pick up workers and material for rehabilitation of the Cancello - Benevento line. Capt. M.P.M. Greany will be in charge of the work and will give daily advice to the local railway authorities of any change in plan. Equipment required will be one (1) box wagon or caboose, one suitable locomotive together with whatever material wagons that are loaded and ready to move to Cancello. Work train must not interfere with military trains. CS-593. Signed London.

H. N. HEADLEE
Captain, T.C.
774 RGD
0815

cc:- Major P. G. Matson, A.C., Bldg.
Major A. H. Street, A.C., Bldg.
Capt. M. P. M. Greany, A.C., Bldg.
Engineering Section, 774 RGD

47-54

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

TN INC (Tn Sub-Commission) 21.4 15/00

J

G 4 Mov. & Tn. For Sagger
Director A.C. Transportation Sub-Commission.

O.17 RESTRICTED (.).

Further to my signal O.16. Question of sleepers now arranged.

ARMY SIGNALS 22 IV 45 B

1000
w J

4703

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

SIGNALS 15 SEP 1944 ITALY

TM INC (Tn Sub-Commission) 2 1.4 11.45

G 4 MOV. & TN FOR DAGGER
Direcctor A.C. Transportation Sub-Commission.

(.) RESTRICTED (.)

Cancello-Benevento line (.)Report from Ministry of Transport incorrect(.) No sleepers available at T.S.B.326 these being collected no date given for availability(.)Track laying will be completed 15days after receipt of materials(.) Bridges(.) All bridges completed except Calore bridge K.46+56. between Benevento città & Benevento Centrale(.)Completion will take three months.Tunnels(.)Carpaneta Km.16+578 between Cervino & Arpaia.(.)

ctd.

1226
mf
4742

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

TN INC (Tn Sub-Commission) 21.4 11.45

G 4 MOV. & Tn FOR SACHER
Director A.C.Transportation Sub-Commission.

RESTRICTED(.)

ctd. Requires mechanical digger with digger,completion date May 30th without June 15(.) Carrara tunnel Km.17+100 will be completed 15 May(.) Torretello tunnel Km.30+157 will be completed 15th May(.)Potenza tunnel Km.43+865 will be completed 15th May(.) Mechanical assistance for tunnel arranged with Tn. INC.(.) Will make every effort to anticipate completion dates (.)

4701

1990

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

rgw/av

TRANSPORTATION SUB COMMISSION, AC.
(RAIL DIVISION)
C/o Transportation Increment
C.M.F.

Tel. 843238
Ref. AC/100/90/57/25/Tn 4

22 April 1945

SUBJECT : Work train.

TO : D.M.R.S.I. Bldg.
(Attn: Major London)

1. Reference conversation date. It is desired that a work train be furnished daily for approximately ten days commencing 0700 hours Thursday April 26 to operate between Naples-Poggioreale and Cancello to handle workers and material for rehabilitation of the Cancello-Benevento line.

2. Captain M.P.M. Greany will be in charge of the work and will give daily advice to the local Railway authorities of any change in plan.

3. Equipment required, will be one box wagon or caboose, one suitable locomotive together with whatever material wagons that are loaded and ready to move to Cancello.

For the Chief Commissioner:

P.G. MATSON, Major T.C.

Copy to: Maj. A.N. Street - A.C. - Bldg.
Capt. M.P.M. Greany - AC. Bldg.
Maj. Bowers - Transp. Officer Naples.

4700

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

6[illegible]

MINIS[illegible] OF TRANSPORTS
GEN. INSPECTORATE
SERV. 5° UFF. 3° N°4093

Roma, 17 April 1945

TO: Th S/Commission A.C.
Rail Division.

SUBJECT: Cancello- Benevento Railway.

1. With reference to your letter 14 inst. we beg to inform you that Compartmental Inspectorate Napoli has been telegraphically instructed by this HQ to arrange for one engineer to accompany Capt. Greany during latter's visit to above railway line.

2. The Direction of the Railway has been at the same time requested to speed up the rehabilitation works, whose completion must be reached within the 30th of this month.

3. Our Compartimental Inspectorate Naples has been requested to immediately submit to this HQ a weekly report on the state of repair to be forwarded to that S/Commission.

THE DIRECTOR GENERAL
DE CUPIS

4699

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

0 0 5.

Allied Force Headquarters
G-4 Mov & Tn
Tel: Freedom 320

Subject: Cancello - Benevento Line - Ferrovie Esercitata Perrotta.

Mov 3/361/10

To : AC Tn Sub Commission

11 Apr 45

Copy to: DMRS Rome
Mov LO DMRS Rome
G-1(B) (A.11) (enclos letter Mov 3/154 3 Apr 45)

1. Further to our Mov 3/154 3 Apr 45 it is now necessary to have this line fit~~ted~~ for the movement of military personnel trains in about one month from now, if possible.

2. Will you please confirm that the tunnel repair work now in hand will be completed by that date and also that the 8km of new track will have been handed over and laid.

F.L.JAGGER, Lt Col.
for Brigadier.
DQMG(Mov & Tn

4698 4 3/3.

1994

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

AHS/ef 4,

TRANSPORTATION SUB-COMMISSION, A.C.,
(RAIL DIVISION)
C/o.Transportation Increment,
C.M.F.

Tel : 843239 14 April 1945
Our ref:AC/Tn/24/C.E.

TO : Eng. De Cupis
Ispettorato Generale
Motorizzazione Civile
Building

SUBJECT : Cancello - Benevento Line.

1. Reference letter AC/Tn/24/C.E. of 13th April, on above subject.

2. Please advise the Cancello - Benevento railway that this work must be completed without fail from Cancello to Benevento, by the 30th April.

3. Please send a weekly report of the progress of work.

4. I am arranging for an Engineer to visit the work on Wednesday 18th April, and should be glad if you will instruct an Engineer of the Cancello - Benevento railway to accompany me.

O.H. LINDBERG,
Lt.Col.
Tn-Sub.Comm.A.C.

Copy to : Benevento-Cancello
Railway.

4697

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

AHS/ef

31

TRANSPORTATION SUB-COMMISSION, A.C.,
(RAIL DIVISION)
C/o. Transportation Increment,
C.M.F.

Tel : 843239
Our ref: AC/Tn/24/C.E.

13th April 1945

TO : Motorizazzione Civile
Ispettorato Generale

SUBJECT : Privately owned Lines.
Cancello - Benevento.

1. Please hand attached letter to the representative of Cancello - Benevento railway.

2. Vi prego di consegnare la lettera acclusa, al rappresentante della ferrovia Cancello - Benevento.

O.H. LINDBERG,
Lieut-Colonel,
Tn-Sub.Comm.A.C.

4696

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

AHS/ef

TRANSPORTATION SUB-COMMISSION, A.C.,
(RAIL DIVISION)
C/o. Transportation Increment,
C.M.F.

18th April 1945

Tel : 843239
Our ref: AC/Tn/24/C.E.

TO : 326 T.S.D.
Tn 4

SUBJECT : Privately owned Lines.
Cancello - Benevento.

1. Reference ~~your~~ letter Tn.A.2/76/6, of 12 April.

2. Please release to the representative of the Cancello - Benevento railway, 8 Kilometres of track with fittings and sleepers.

O.H LINDBERG,
Lieut-Colonel,
Tn-Sub.Comm.A.C.

4695

1996

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

Tel. ROME 843191/5 (Firebox)
EXT 53

21

ALLIED FORCE
MILITARY RAILWAY SERVICE ITALY
OFFICE OF THE DIRECTOR (DMRSI)

Subject: Privately Owned Lines
Cancello - Benevento.

Tn.A.2/76/6.

12 Apr. 45.

To: Tn. Sub Commission, A.C.,
(Rail Division).

Copy To: 326 T.S.D.
Tn. 4.

1. Reference your AC.57/25/Tn.4 letter dated 10 Apr.45.

2. It is noted that the I.S.R. are unable to furnish the sleepers required and under the circumstances we agree to provide 12000, 7'4" "Austerity" sleepers.

3. 8 Kilometres of British track complete with fittings including full scale of bearing plates together with the above quantity of sleepers will be released to you on demand from 326 T.S.D. Foggioreale near Naples.

Maples. B
54293
53610
Capt Swiss Son

G.J. ELLIS, S/Capt.,
for Brigadier,
Director Military Railway Service Italy.

ACP/ic

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation Increment
C.M.F.

Tel. 643230
Ref. AC/57/25/Tn 4

7 March 1945

TO : Ministry of Communications
General Inspectorate MCTC.

SUBJECT : Benevento-Cancello Line.

1. A request has been made to MRS for 8 km of rail to enable this private line to be reconstructed.

2. A detailed weekly report of progress will be required.

O.H.LINDBERG
Lieut.Col. R.E.,
Chief, Rail Division.

Copy to: Major Street, Tn Sub-Comm. (Rail Div).

Declassified E.O. 12356 Section 3.3/NND No. 780021

C.M.F.

Tel.643238
Ref. AC/57/25/Tn 4

7 March 1945

TO : Ministry of Communications
General Inspectorate MCTC.

SUBJECT : Benevento-Cancello Line.

1. A request has been made to MRS for 6 km of rail to enable this private line to be reconstructed.

2. A detailed weekly report of progress will be required.

O.H.LINDBERG
Lieut.Col. R.E.,
Chief, Mail Division.

Copy to: Major Street, Tn Sub-Comm. (Mail Div).

4693

Declassified E.O. 12356 Section 3.3/NND No. 782021

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