

ACC

ACTN 100/283

10000/148/1652 SECTIONS
FEB. - MAY

10000/148/1652 SECTIONS OF LINE: CANCELLED AND AVELLINO
FEB. - MAY 1945

1249
MINISTRY OF TRANSPORTS
ISR GENERAL DIRECTION
MOVEMENTS DEPT.

Rome, 24 May 1945
M.210/2955/200

TO: Tn S/Commission A.C.,
Rail Division.

SUBJECT: Civilian train services:
Napoli-Cancello-Avellino
Napoli-Salerno.

1. Your letter AC/100/283 of 18 May refers.
2. The stock required for the new service Napoli-Avellino via Cancello in the same presently utilized for the Avellino-Napoli via Nocera service, which should be cancelled.
3. For the new service Napoli-Salerno it is anticipated that one baggage van and four coaches would be required, but owing to the temporary lack of coaches and considering the urgency of the service, one baggage and eight box-cars, already available, would be utilized for the time being, to be replaced with coaches as soon as the latter will be turned out by Granili Repair Shops, where some twenty of them are being repaired.
4. For the shuttle service Nocera-Gadola two box cars would be permanently utilized, for civilian passengers, plus any freight cars as required up to capacity of the train.
5. Since above services are of the greatest importance for the populations involved, you are kindly requested to investigate the possibility to grant soonest possible your authorization.

The Director General
G. Di Raimondo

3428



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 4 MAG 1945 124 - A.

N. M.210/2955/200

Al N. A.C.100/283 Tn-4 del 18 corr.

Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

S E D E

OGGETTO

Servizio civili Napoli-
Cancello-Avellino e Napoli
Salerno.

ALLEGATI N.

I - Il materiale occorrente per il servizio Napoli-Avellino via Cancello è quello stesso oggi utilizzato per il servizio Napoli - Avellino via Nocera I. che verrebbe soppresso.

II - Per il nuovo servizio Napoli - Salerno sarebbe prevista una composizione di 1 bagagliaio e 4 carrozze ma per la temporanea mancanza di carrozze e data la necessità urgente dell'effettuazione del servizio di cui trattasi, si utilizzerebbero per momento 1 bagagliaio e 8 carri, già pronti, restando inteso che si provvederà alla sostituzione dei carri con carrozze via via che le medesime saranno riparate dalle Officine Granili di Napoli ove ne sono in riparazione circa una ventina.

III - Per i treni di collegamento tra Nocera I. e Codola sarebbero utilizzati in via permanente 2 carri per viaggiatori civili nell'intesa che i treni stessi saranno anche utilizzati per l'inoltro di carri merci fino a completamento della prestazione.

IV - Data l'importanza per le popolazioni locali dei servizi proposti si prega di volerli autorizzare al più presto possibile.

IL DIRETTORE GENERALE

Luigi Raimondo 3427

PGM/ic

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

18 May 1945

Tel. 843238
Ref. AC/100/283/Tn 4

SUBJECT : Canello-Codola passenger service.

TO : ISR - Bldg.

1. Reference M.211/2668/200 of 14 May.
2. The proposal as set forth is looked upon favorably, however we would like to know from what source the equipment will be obtained.
3. Approximately four coaches will be required to inaugurate this new service; therefore suggestion is made that as soon as the coaches are available a request be submitted anew.

For the Chief Commissioner:

P.G. MATSON, Major

3426

No.

785021

Roma, 14 May 1945

M.211/2868/200

For Encls/Commission A.C.,
Rail Division

MINISTRY OF TRANSPORTS
ISR GENERAL DIRECTION
MOVEMENTS DEPT.

SUBJECT: Rail communications
Cancello-Codole.

1. Your letter 4 May file AC/100/Tn.4 reform.
2. Our Movimento Section Napoli, after having contacted your Representative in respect of reoperation of the Cancello-Codola line, thus linking-up Avellino and Napoli also over that route, submits following suggestions:
 - a) existing trains 2653/2654 of the Avellino-Codola-Mocera Inf. (Napoli) connection, to be cancelled btw. Codola and Nocera Inf.
 - b) The same trains to be extended from Codola to Napoli, Via Cancello, with following schedule:

train 2653: Codola (arr.0541-) dep. 0545
Cancello
arr. 0650; thence to Napoli together
with local train Caserta-Napoli (Cancello dep. 0700;
Napoli arr. 0745).

Train 2654: Napoli dep 1750
Cancello arr 1826 = dep 1835
Codola arr 1938 (dep 1940)
 - c) Existing trains 1943/1940 btw.Napoli and Nocera Inf.to be maintained, as the situation of the traffic over the Tirrenian line has sensibly improved, and furtherly extended as far as Salerno, as per our letter 18 April ult. file M.211/2725/193-B in order not to deprive the passengers of the Nocera-Napoli section of the only local communication available and at the same time to enable the population of the Salerno district to travel to Napoli and to get back home in the same day.
 - d) Operation of two new round trips daily over the Codola-Mocera Inf. section, as per schedule below, in order to connect trains 1940/1943 with the new trains that should be operated over the Napoli-Caserta-Cancello-Codola-Avellino line:

0520	1915	dep Nocera	arr 0602	2002
0533	1928	arr Codola	dep 0550	1950
3. Increased coal consumption; 1,100 tons per day.

5575

4. We await the 3/Commission's decision.

2. Our Movements Section Napoli, after having contacted your representative in respect of reoperation of the Cancelli-Codola line, thus linking-up Avellino and Napoli also over that route, submits following suggestions:

a) existing trains 2653/2654 of the Avellino-Codola-Nocera inf. (Napoli) connection, to be cancelled btw. Codola and Nocera Inf.

b) The same trains to be extended from Codola to Napoli, Via Cancelli, with following schedule:

train 2653: Codola (arr. 0541--) dep. 0545

Cancelli

with local train Caserta-Napoli (Cancelli dep. 0700;

Napoli arr. 0745).

Train 2654: Napoli dep 1750

Cancelli arr 1826 = dep 1835

Codola arr 1938 (dep 1940)

c) Existing trains 1943/1940 btw. Napoli and Nocera Inf. to be maintained, as the situation of the traffic over the Tirrenian line has sensibly improved, and furtherly extended as far as Salerno, as per our letter 18 April ult. file M.211/2725/193-B in order not to deprive the passengers of the Nocera-Napoli section of the only local communication available and at the same time to enable the population of the Salerno district to travel to Napoli and to get back home in the same day.

d) Operation of two new round trips daily over the Codola-Nocera Inf. section, as per schedule below, in order to connect trains 1940/1943 with the new trains that should be operated over the Napoli-Caserta-Cancelli-Codola-Avellino line:

0520 1943 dep Nocera arr 0602 2002

0533 1928 arr Codola dep 0550 1950

2425

3. Increased cola consumption; 1,100 tons per day.

4. We await that s/Commission's decision.

The Director General

G. DI RAIMONDO

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MINISTERO DEI TRASPORTI

MINISTERO
FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 14 MAG 1945 194 - A.

N. M.211.2868.200

Al N. _____ del _____

Alla Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

OGGETTO

R O M A

Comunicazioni sulla linea
Codola - Cannello.

ALLEGATI N. _____

I - Si fa riferimento alla vostra lettera AC.100.Tn.4 del
4 andante.

II - In seguito a intesa della Sezione Movimento di Napoli
con quel vostro Rappresentante, per ripristinare le comunicazioni
sulla linea Codola-Cannello e allacciare così Avellino con Napoli
anche per detta via, si propone:

a) - Soppressione fra Codola e Nocera Inf. degli attuali treni
2653 e 2654 della linea Avellino-Codola-Nocera Inf. (Napoli).

b) - Prolungamento tra Codola e Napoli, via Cannello, dei treni
suddetti col seguente orario:

2653: Codola (a. 5.41) p. 5.45 - Cannello a. 6.50, da dove pro-
seguirebbe fuso col treno locale 3821 Caserta-Napoli (Cannello
p. 7.00 - Napoli a. 7.45);

2654 Napoli p.17.50 - Cannello a.18.26 p. 18.35
Codola a.19.38 (p.19.40)

c) - Mantenimento dei treni 1943 e 1940 tra Napoli e Nocera I.e.,
essendo ora migliorata la situazione del traffico sulla linea Tir-
renica, loro prolungamento fino Salerno, come da nostra precedente
proposta M.211.2725.193-B del 18 aprile u.s., allo scopo di non pri-
vare i viaggiatori della tratta Nocera - Napoli dell'unica comuni-

3424

cazione locale già esistente ed estenderla fino Salerno per dare a questa zona la possibilità di affluire e defluire da Napoli nella stessa giornata.

d) - Istituzione sulla linea Codola-Nocera I. di due coppie di treni, di cui al sottoindicato orario, per allacciare il 1940 e 1943 con i proposti treni della linea Napoli-Cancello-Codola-Avellino:

Nocera	p. 5.20	-	Codola	a. 5.33
Codola	p. 5.50	-	Nocera	a. 6.02
Nocera	p. 19.15	-	Codola	a. 19.28
Codola	p. 19.50	-	Nocera	a. 20.02

III - Maggior consumo di carbone tonn. 1,100 al giorno.

IV - Si prega far conoscere quali decisioni saranno prese al riguardo.

IL DIRETTORE GENERALE

Luigi Lammert

ALLIED FORCES
MILITARY RAILWAY SERVICES
OFFICE OF BRUNSON ITALY

531/7 OF

A.S.O. 512
20 February 1945

SUBJECT: Operation by Italian State Railways.

TO: Director General, Italian State Railways.
Commanding Officer, 701st Railway Grand Division.
Commanding Officer, 715th Railway Operating Battalion.

Effective 2359 hours, 20 February 1945, the Italian State Railways will assume responsibility for the operation of the railway lines listed below:

Line	Between
90	Rome and Naples.
89	Rome and Naples.
91	Aversa and Carveto.
94	Naples and Potenza.
✓ 283	Cancello and Ivalino.
284	Coclea and Eocene Inf.
287	Naples and Villa Literno.
290	Sperone Jet and Santa Fe Jet.
291	Cancello to end of track.

The Italian State Railways will carry out the operation of the above mentioned lines without supervision on the part of the Military Railway Service. Existing telephone lines and equipment now used by the Military Railway Service for operational purposes will be made available to the Italian State Railways.

2. A Joint Liaison Headquarters composed of the Movements Section, Italian State Railways of the Naples Compartimento, representatives of Q. Movements, West Italy and representatives of the Military Railway Service will be established at No. 2 Piazza Nicola Amore, Naples. It shall be the function of this Headquarters to coordinate all movement and demands for movement of traffic on the above mentioned lines. Matters pertaining to railway operations will be handled with the Italian State Railways through representative of the Military Railway Service. Traffic and movement demands (Pr.) will be made by Q. Movements to the Italian State Railways through Military Railway Service representative. Traffic and movement matters pertaining to American traffic will be handled by Transportation Officer, PENNSYLVANIA through Military Railway Service representative who will coordinate with representative of Q. Movements and the Italian State Railways.

2423

To: Director General, Italian State Railways.
 Commanding Officer, 701st Railway Grand Division.
 Commanding Officer, 712th Railway Operating Battalion.

Effective 2159 hours, 28 February 1945, the Italian State Railways will assume responsibility for the operation of the railway lines listed below:

Line	Between
90	Rome and Naples.
98	Rome and Naples.
91	Aversa and Corvino.
94	Naples and Potenza.
✓ 283	Cancello and Avellino.
284	Codola and Nocera Inf.
287	Naples and Villa Literno.
290	Sperandio Jct. and Santa Fe Jct.
291	Cancello to end of track.

The Italian State Railways will carry out the operation of the above mentioned lines without supervision on the part of the Military Railway Service. Existing telephone lines and equipment now used by the Military Railway Service for operational purposes will be made available to the Italian State Railways.

2. A joint Liaison Headquarters composed of the Movements Section, Italian State Railways of the Naples Compartimento, representatives of Q. Movements, West Italy and representatives of the Military Railway Service will be established at No. 2 Piazza Nicola Amore, Naples. It shall be the function of this Headquarters to coordinate all movement and demands for movement of traffic on the above mentioned lines. Matters pertaining to railway operations will be handled with the Italian State Railways through representative of the Military Railway Service. Traffic and movement demands (Dr.) will be made by Q. Movements to the Italian State Railways through Military Railway Service representative. Traffic and movement matters pertaining to American traffic will be handled by Transportation Officer, PERSOUTH through Military Railway Service representative who will coordinate with representative of Q. Movements and the Italian State Railways.

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3. Personnel of the Military Railway Service will be withdrawn from the above mentioned lines. Commanding Officers of units of the Military Railway Service will instruct all personnel under their commands that there must be no interference on the part of the Military Railway Service in the operation of such lines under the jurisdiction of the Italian State Railways. Any complaints from any source must be handled through the Joint Liaison Headquarters.

4. Commanding Officers of Military Railway Service units involved will handle with the Directors of the Naples and Rome Compartimenti to insure that personnel of the Italian State Railways are in position to start operations at the effective time and date.

For the Director:

R.P. MOSS
Lt. Col. T.C.
Deputy Director-Operations

co-Commanding Officer, 701st Railway Grand Division.
Commanding Officer, 715th Railway Operating Battalion.
Commanding General, P.B.S.
G-4, AFHQ.
Chief of Transportation, WFOUSA.
Commanding Officer, PMSOUTH.
Rail Division, En Sub-Commission, Allied Commission.
Asst. to Deputy Director, MRS, AFHQ.
Supt. Transportation, 774th Railway Grand Division.
Commanding Officer, Military Railway Police.
Director, Naples Compartimento, Italian State Railways.
Director, Naples Compartimento, Italian State Railways.

2702

will handle with the Directors of the Naples and Rome Compartimenti to insure that personnel of the Italian State Railways are in position to start operations at the effective time and date.

For the Director:

R. P. MOSS
Lt. Col. I.C.
Deputy Director-Operations

co-Commanding Officer, 701st Railway Grand Division.
Commanding Officer, 715th Railway Operating Battalion.
Commanding General, P.B.S.
G-4, AFHQ.
Chief of Transportation, KMOUSA.
Commanding Officer, PMSOUTH.
Rail Division, In Sub-Commission, Allied Commission.
Asst. to Deputy Director, MRS, AFHQ.
Supt. Transportation, 774th Railway Grand Division.
Commanding Officer, Military Railway Police.
Director, Naples Compartimento, Italian State Railways.
Director, Naples Compartimento, Italian State Railways.

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