

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

ACC AC 294/100 10000/148/1883 AVELL
OCT. 1944

0000/148/1883 AVELLINO - BOCCETTA
OCT. 1944 - APR. 1945

1001 / 2945

RAIL CONSTRUCTION RECOMMENDATIONS

741.4 478104
442/3/29.3

23 April 1945

SUBJECT: Rail Construction Priorities

TO : Col. M.J. Sieff,
Chief, Movement Division.

1. This matter has been discussed with Rail Division and the following are our agreed recommendations for amendments to list published under reference 430/26/2m 1 dated 18 April 45.

<u>Line</u>	<u>Section</u>	<u>Existing Priority</u>	<u>Recommended Priority</u>	<u>Reason</u>
279	Formelli-Sampolite	1	3	Redirection of rail lay out reported complete. IRR now engaged in clearance of rubble etc.
213	Florence-Sampolite	1	3	Complete and open for traffic. Movement of police continuing. Should not be higher than priority 3 unless RAC ask for adjustment, at Construction Sub-Committee, on basis of permit, not require to bridge
246	Giulianova-Teramo	1	3	Neither Major Ring no. I have any knowledge of any demand for repair to this line. It is possible it may have been confused with line 242 - Albasina to Civ

7892

279	Rimini-Carpentras	1	3	248	Construction of rail lay out reported complete. IIR now engaged in clearance of rubble etc.
279	Napoli-Florence	1	3	249	Complete and open for traffic. Permanent repairs continuing. Should not be higher than priority 3 unless IRS ask for adjustment, at Construction Sub-Central, on basis of present repairs to bridge
246	Gallarate-Torino	1	3	250	Notified Major Ring no. 2 have any knowledge of any demand for repair to this line. It is possible it may have been confused with line 242 - Albino to Civ. Savona. Machine not shown above quoted list, but which, having regard to the importance of Accidents West Area, should be priority.
257	Rome Vicenza	2	3	251	Will be opened by end month. No priority needed.
281	Avellino-Benevento	2	3	252	Notified as in report as
294	Avellino-Bocchietta	2	3	253	Lines 83 or 877.
88	Roma-Livorno	3	2	254	Should be on a per vi Polvere-Grati (2) an will ultimately provide a valuable lateral r

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• 2000-2001-2002 277 2011
on 2000-2001-2002 277 2011
the 2000-2001-2002 277 2011

will ultimately provide answers to the questions of why and how we can reach the international capital markets next winter, by relieving the difficulty in providing local financing in Germany.

Shannon, W. B. J. *ibid.* 11: 23, 1912.
 See, *contaminated* 2: 210, 277.
 See *contaminated* in preceding cards.

met line 246 as shown. In hurry for this job and we were not interrupted. Being reported by WATSON (volunteer investigation of Bellows employees.)

official development of research
of about 100 people attending

will provide access. No drink
works and lighting must be clear
to very clearly visible line 344

There are arguments regarding most of copies to Librarian-Elects-
Fitter. Total attraction last
winter will be noticed and even
throughout reconstruction of the
national line may be delayed.
Congress President is considered
of sufficient importance to
current priority 1 for line 244.

J. W. Nizkor, 1999, 2001.

UNITED STATES DEPARTMENT OF AGRICULTURE
WASHINGTON, D.C. 20250

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J. H. HARRIS, Lt. Col.

Copy to: Ball Division (RM 4) (Attn: Mr. H. H. H.)

Tel. 843238

Our Ref. AC/100/294/244/260/Tn 4

TO : H.E. Cerabona
Minister of Communications
Rome

SUBJECT: Reconstruction of Railways.

Dear Mr Minister,

Authorisation is granted for repair and reconstruction of the undermentioned railway lines.

Line 294	AVELLINO - ROCCHETTA
" 244	BASTIA - ELLERA
" 260	CIAMPINO - ALBANO

Li re

16,000,000
15,000,000
4,900,000

It is understood that the inclusive cost of 15,000,000 lire on line 244 will cover completion of rail connection to lignite mine at Pietrafitta, and that Engineer of ISR will co-operate with Engineer of Public Works to ensure a regular progress report to this Sub Commission through one channel.

The expenditure should be charged against Cap No.48 "Spese per riparare i danni di guerra dipendenti da azioni belliche" in the budget of the Ministero delle Comunicazioni (Ferrovie dello Stato) for financial year 1944/45.

Yours very truly,

MERRITT H. TAYLOR
Director,

Copy to : Major A.H. Street
Major F.P. Richardson

ACP/ic

2 February 1945

Line 294 AVELLINO - ROCCHETTA
 " 244 BASTIA - ELLERA
 " 260 CIAMPINO - ALBANO

Li r e

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Yours very truly,

MERRITT H. TAYLOR
 Director,

Copy to : Major A.H. Street
 Major F.P. Richardson

7821

Tel. 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

FPR/rb

Ref. 15/TH 2

February '45

SUBJECT: Estimate of Expenditure on Rehabilitation of Italian State
Railways.

TO : Finance Sub-Commission.

1. Authorization is hereby granted for the repair and reconstruction on the following sections of the Italian State Railways in Liberated Italy.

2. Approved work of no military priority but of vital civil necessity has been authorized. Work of rehabilitation to commence immediately.

<u>Line</u>	<u>Section</u>	<u>Estimate Cost in Liro</u>
294	AVELLINO-ROCCAPETTA	16,000,000
244	BASTIA-ELLERA	15,000,000
260	ROME-CLAMPINO-ALBANO LAZIALE	4,900,000

These items constitute debits against the special appropriation Financial Year 1944 - 45, Capitolo N.48.

Signed: Merritt H. Taylor
Director,
2nd Sub-Comm.

DISTRIBUTION:

1. Transportation Sub-Commission
(Att. Lt.Col. O.H. LINDBERG)
Kindly advise Minister of Transport accordingly
2. MRS Ministry of Transport
(Att.Lt.Col. L.C.Parnell)
3. Ministero dei Trasporti
(Att. Capo Ragioneria Ferrovie dello Stato,
Ministry of Transport).

7620

100/294.

Attual-

	{ tonnellate-Km.	9.064.000
	{ prodotti merci	2.456.000
AVELLINO - ROCCHETTA	{ viaggiatori-Km.	43.953.000
	{ prodotti viaggiatori	6.285.000
	prodotto complessivo	8.741.000
	per Km.	73.000

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M I N U T E

ACR/10

Our Reference: AC/100/294 E/Tn

TO : Director
(for Priorities & Movements).SUBJECT : Line 294 Avellino-Rocchetta.

1. This line, single track, 36 kilometres, was handed over to AC. by MRS with suggestion that AC might undertake supervision of repairs, as long ago as early October.
2. The line serves a productive area, and its completion would give a link with the Poggia-Potenza line, and afford a further link with Bari and Taranto.
3. The track has been carefully examined by AC engineers and 12 incidents need attention. Its repair presents no difficult engineering problems, labour is available. Not more than five tons of steel is required.
4. It is recommended that authority be given for work to proceed. If this work could be undertaken at same time as Avellino-Benevento line, some saving in movement would doubtless result.
5. Estimated cost is 16,000,000 lire, and this is considered very reasonable at present standards.



O.H. LINDBERG
Lt. Col. R.E.,
Chief, Rail Section

AC. by and with suggestion that no more work be done on the line of repairs, as long ago as early October.

2. The line serves a productive area, and its completion would give a link with the Foggia-Potenza line, and afford a further link with Bari and Taranto.

3. The track has been carefully examined by AC engineers and 12 incidents need attention. Its repair presents no difficult engineering problems, labour is available. Not more than five tons of steel is required.

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O.H. LINDBERG
Lt. Col. R.E.,
Chief, Rail Section

Transportation Sub-Commission (Rails).

3 January 1945

Tel: 483238

7848

TRANSPORTATION SUB-COMMISSION, A.C.,
(RAIL SECTION)
Transportation Increment,
C.M.F.

100/294/

Tel: 845207

16 December 1944

Ref reference: 100/294 AC/Tn:HQ : Economic Section,
HQ. AC.Attn. Mr. VillaSUBJECT: Repairs to Railroad tracks.Line 294 Avellino-Mocchetta
Line 295 Avellino-Benevento

1. WNS approval was given some considerable time ago for the repair of these tracks for purely civil use, there being no military priority on them.

2. AC Tn. Engineer has inspected the tracks, and estimated costs for repair are as under:-

Avellino-Mocchetta Line 294	16,000,000 lire
Avellino-Benevento Line 295	19,300,000 lire.

3. Recommendation is made that these lines, serving important territory, should be repaired at the earliest possible moment, and contractors are available.

4. May the necessary financial authority be received please?

AL
C.H. LINDBERG,
Lt. Col. P.E.
Chief, Rail Section.

7617

100/294

HQ 701st RAILWAY GRAND DIVISION
Military Railway Service
Naples

SUBJECT : Avellino - Rocchetta
branch.

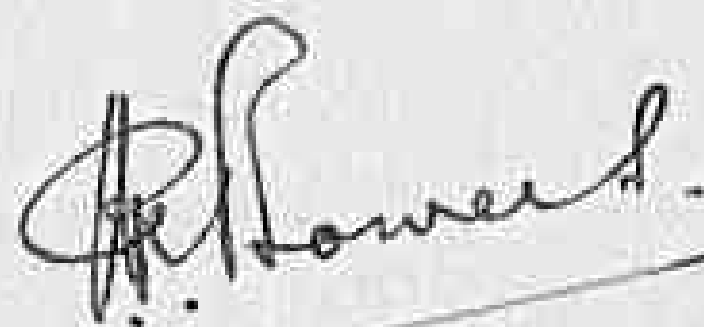
TO Tn. Sub-Commission
HQ, A.C.C. A.P.O. 394.

Tn Sub-Commission Representative
Allied Commission
Naples Division I.S.R.

ALLIED COMMISSION
SOUTHERN REGION
C.M.F.

Ref : AC Tn/Na 7/219
Date : 29 Nov. 1944.

1. Attached letter is forwarded to you for information and reply.



Major
(V.R. Bowers)

a/b

7616

/fd

T R A N S L A T I O N

MINISTRY OF AGRICULTURE AND FORESTS

Food General Direction

Septral of Avellino

Ref: 381043-1-1-2

Avellino 17th Nov. '44

12 Via Partenio

Tele 1450-1449-1490

To : Naples Zone
Economic and Supply
(attn. Capt. King)
Naples

Subject : Communications

Owing to road interruptions, many Communes of the Province are completely cut off by the capital of the province and therefore all transports concerning food supplies are more difficult.

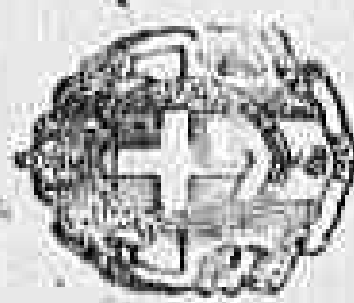
Besides all the vehicles which have to go in the above mentioned places must turn around many times, wasting in this way a lot of fuel.

To end all these difficulties it should be necessary the re-operation of the railway line Avellino-Rocchetta Limited, which joining these communes with the capital of the province will also join us with Puglia.

We request therefore that Commission to contact with the competent authorities for the re-operation of the above mentioned line.

The Director
(sgd. C. Festa)

7815



Ministero dell'Agricoltura e delle Foreste

DIREZIONE GENERALE DELL'ALIMENTAZIONE

SEZIONE PROVINCIALE DELL'ALIMENTAZIONE

AVELLINO

Prot. N. 384043

Periz.

1=1=2

Risposta al R. del

Serv. N.

Avellino, 17 novembre 1944

Via Portuense Num. 12 - Telefono 1450. 1494 - 1496

OGGETTO

A L'AVELLINO ZONA

Comunicazioni

ECONOMICS & SUPPLY

(Attn. Capt. King.)

Allig. N.

N A P O L I

Via Jacelli 15 - Saccone - Avellino

Indicare nella risposta il numero di protocollo e l'ufficio cui si risponde.

A causa delle diverse interruzioni stradali, molti Comuni della Provincia restano nettamente separati da queste Capoluogo ed il servizio dei trasporti per l'approvvigionamento dei generi di prima necessità è reso, per tutte le ragioni, molto difficile.

Inoltre, gli automezzi per recarsi nei suddetti Comuni devono percorrere vasti giri che appartano non lieve consumo di carburante.

Per porre fine a molte difficoltà di transito occorrerebbero che fosse ripristinata la linea ferroviaria Avellino-Reccetta S.A. che, oltre ad unire molti Comuni col Capoluogo, ci metterebbe anche a contatto con le Puglie.

Si chiede, perciò, l'interessamento di codesto Coma

Allig. N. _____

(Attn. Capt. King.)

N A P O L I

Cap. Jacelli & Saccone - Avellino

A causa delle diverse interruzioni stradali, molti Comuni della Provincia restano nettamente separati da questo Capoluogo ed il servizio dei trasporti per l'approvvigionamento dei generi di prima necessità è reso, per tale ragione, molto difficile.

Inoltre, gli automezzi per recarsi nei suddetti Comuni devono percorrere vasti giri che apportano non lieve consumo di carburante.

Per porre fine a molte difficoltà di transito occorrerebbe che fosse ripristinata la linea ferroviaria Avellino-Roccetta S.A. che, oltre ad unire molti Comuni col Capoluogo, ci metterebbe anche a contatto con le Puglie.

Si chiede, perciò, l'interessamento di codesto Comandante presso gli organi competenti per il ripristino della suddetta linea.

IL DIRETTORE

(C. Festa)

7814

PT/DSL

Major General Sir. Military Rty. Service.

704 Grand Div. Military Rty. Service.

M. section d'Avellino, 18/11/45

si procede.

EJM/em

100/204/

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB -COMMISSION
RAILS

REF. : November 29th 1944

TO : Colonel D.S. ADAMS,
Director Transportation
Sub Commission, H.Q., A.C.

SUBJECT : I.S.R. Line N° 294 Avellino to Rocchetta.

1. Reference my report dated 18th Oct. on the damage to this section of line, the estimated cost of carrying out the reconstruction as detailed in the report is 16.000.000 lire (Sixteen Million Lire).

E. G. N. de Noyor

Ja O.H. LINDBERG, Lt.Col., R.E.
Transportation Sub Commission,
Rails.

7613

collect

May we are expected to have to understand the I.S.R. take
Have we and how as? D.V.
of cost-approach work. 29/1

To Lt. Col. L. E. Wining.

18th Oct 44.

REPORT on I.S.R. LINE No 234 AVTELLINO + POCHENNA.

General.

General. The line is single track, standard gauge, laid with 36 kilogram per metre rail. Running loops and sidings exist at stations, of which there are 25 between Avellino and Rocchetta. Survey of condition of line.

Note. All distances are measured from the center of the tube.

ces are measured from Avellino. The whole of the section

P. & C. work of this line is in a good serviceable condition. Likewise all station buildings, goods sheds etc. are undamaged. The only damage consists of mined bridges as detailed below.

4

At 8+300 Km. A 5 span 10 metre brick arch viaduct. 2 Arches have been completely demolished and a third very badly fractured and shattered, also 2 piers damaged for a distance of 4 to 5 feet below springing level.

Restoration. Repair two piers, rebuild brick arches and two spandrel walls for a length of 110 feet. Reballast and lay track over a length of 150 feet.

07

At 25+107 Km. A 4 span 13 metre brick arch viaduct.
1 Arch at the Avellino end has been completely demolished.

Restoration. Rebuild brick arch and spandrel walls. Reballast and lay track for 60 feet.

99

At 35+952 Km. Single span 5 metre brick arch. Arch has been completely demolished.

Restoration. Rebuild brick arch from springing level, also spandrel walls. Reballast and lay track for a length of 45

2462

1)

At 6+300 Km. A 3 span 10 metre brick arch viaduct. 2 Arches have been completely demolished and a third very badly fractured and shattered, also 2 piers damaged for a distance of 4 to 5 feet below springing level.

Restoration. Repair two piers, rebuild brick arches and two spandrel walls for a length of 110 feet. Reballast and lay track over a length of 150 feet.

2)

At 25+107 Km. A 4 span 12 metre brick arch viaduct. 1 Arch at the Arellino end has been completely demolished.

Restoration. Rebuild brick arch and spandrel walls. Reballast and lay track for 60 feet.

3)

At 35+932 Km. Single span 5 metre brick arch. Arch has been completely demolished.

Restoration. Rebuild brick arch from springing level, also spandrel walls. Reballast and lay track for a length of 45 feet

4)

At 37+353 Km. Wrought Iron Lattice girders, cross girders. Stone faced abutments, over the River Calore.

The wrought iron girders have been mined, destroying same for approximately half the original total length of 140 feet.

Restoration. Two schemes are possible:

a) Cut off the damaged ragged ends of the lattice girders, provide new end posts, thus giving a span of 60 feet. Jack the girders up to correct level and build a timber trestle at approximately mid-stream off of a new concrete foundation. The remainder of the original span to be bridged by rail bearers carried on three new timber trestles resting on new concrete bases.

b) Cut up the existing damaged girders, in suitable sections for reuse and replace the entire span by timber structure of 4 or 5 spans.

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The question of which scheme is adopted depends on:

- a) The availability of material,
 - b) Whether the remaining undamaged sections of the girders are twisted.
- Both questions will receive immediate attention.

5) At 44+747 Km. A 3 span brick arch bridge. 3 Arches and 2 piers have been completely demolished, abutments undamaged.

Reconstruction. Rebuild 3 brick arches, 2 piers and spandrel walls. Reballast and relay track over a length of 150 feet.

6) At 52+606 Km. A 5 span 15 metre brick arch viaduct. Three arches of this structure have been considerably weakened due to fire causing fractures and flaking of the bricks. One arch has already been timbered up, a second walled up with stone blocks and the third awaits repairs.

Restoration. Cutting out of the damaged brickwork and turning a two ring arch under the existing work would be a permanent repair, but it is suggested that repairs of a temporary nature as shoring up with timber be employed.

7) At 54+544 Km. A single span 5 metre brick arch overbridge. The arch and part of the abutment walls have been destroyed.

Restoration. Partially rebuild abutments, turn new arch and rebuild spandrels and parapet walls.

This bridge in no way affects the operation of the line. It is the responsibility of the I.S.R. but it is suggested that the renewal be held in abeyance unless pressed for by the Eng. Civile.

8) At 55+146 Km. A single span 5 metre brick arch overbridge. The arch has been completely demolished.

Restoration. Rebuild brick arch, spandrels and parapet walls. The same remarks apply to this bridge as to No 7.

9) At 55+146 Km. A single span wrought Iron Lattice Girders, cross girders, Stone abutments. Total span 130 feet over the

Restoration. Cutting out of the damaged brickwork and turning a two ring arch under the existing work would be a permanent repair, but it is suggested that repairs of a temporary nature as shoring up with timber be employed.

7)

At 54+544 Km. A single span 5 metre brick arch overbridge. The arch and part of the abutment walls have been destroyed.

Restoration. Partially rebuild abutments, turn new arch and rebuild spandrels and parapet walls.

This bridge in no way affects the operation of the line. It is the responsibility of the I.S.R. but it is suggested that the renewal be held in abeyance unless pressed for by the Ing. Civile.

8)

At 55+140 Km. A single span 5 metre brick arch overbridge. The arch has been completely demolished.

Restoration. Rebuild brick arch, spandrels and parapet walls. The same remarks apply to this bridge as to No 7.

9)

At 55+146 Km. A single span wrought Iron Lattice Girders, cross girders, Stone abutments. Total span 130 feet over the River Ofanto. This bridge has been mined approximately at mid span and the severed girders rest on the abutments in the bed of the stream.

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Restoration. Jack up the severed portions of the girders to the correct level off of temporary timber bridgeway cribs. Cast two concrete foundations in the bed of the stream ready to receive timber trestles. Cut off ragged ends of girders and provide new end struts, then lower girders onto ~~the~~ new trestles, leaving a centre gap of some 27 feet. This gap will then be bridged by rail bearers carried on timber packings supported on the new trestle heads. Such a restoration will allow at a late date the permanent rebuilding of the lattice girders by dropping in new sections when material is available.

3

10)

At 70+841 Km. A two span, each of 62 feet, wrought iron lattice girders and cross girders construction, carried on stone abutments and central stone pier.

The Avellino end span only has been mined just clear of the centre stone pier; the girders now rest on the abutment and in the stream bed.

Reconstruction. Jack up damaged girders to correct level. Provide new concrete base and timber trestle under the girders at a point 18 feet from the original pier. Cut off ragged ends of girders, provide new end struts and lower girders onto new trestle thus leaving a gap of some 18 feet to the pier. This gap will then be bridged by rail bearers carried on the central pier and the new trestle. As in the case of No 9 such a restoration adapts itself for a permanent rebuilding at a later date.

11)

At 87+860 Km. Wrought iron lattice girders, cross girders carried on stone abutments. Total span 100 feet over the river Ficocchia.

The lattice girders have been mined at mid span, severing same.

Restoration. It is suggested that exactly the same scheme be employed at this bridge as outlined for No 9.

12)

At 117+970 Km. A lattice girder bridge of 170 feet span. This bridge has been mined and severely damaged, but restoration is not necessary at this stage as the line can be easily diverted to use a bridge on the Potenza Line.

Materials and Labour.

The reconstruction of this line presents no very difficult engineering problems. The supply of labour is available locally or by contracting firms ready to accept the work.

Bricks.

7610

The total quantity required for all the works is estimated at 240,000. Of this total half could be drawn from I.S.R. stocks at Musco station and the remainder from the kilns at Casalvelino.

Restoration. It is suggested that exactly the same scheme be employed at this bridge as outlined for No 9.

12)

At 117+970 Km. A lattice girder bridge of 170 feet span. This bridge has been mined and severely damaged, but restoration is not necessary at this stage as the line can be easily diverted to use a bridge on the Potenza Line.

Materials and Labour.

The reconstruction of this line presents no very difficult engineering problems. The supply of labour is available locally or by contracting firms ready to accept the work.

7810

Bricks.

The total quantity required for all the works is estimated at 240,000. Of this total half could be drawn from I.S.R. stocks at Nusco station and the remainder from the kilns at Casalvelino.

Cement.

A total of 200 tons is required and this it is suggested could be supplied from the Salerno Cement Works.

Sand and Ballast and Pozzolana.

This is all available at many points along the line.

Timber.

The estimated quantity of timber required will vary according to the reconstructions carried out at No 4, thus a figure varying from 350 to 500 cubic metres will be necessary. There are several sources of supply and it is suggested that all that is required can be obtained at Montella, Calitri and Serino.

Steel.

The estimated amount of steel required in various sections, principally flats, is 5 tons. This will have to be obtained from

the frozen stocks around the Naples area.

Oxygen and Acetylene.

This will be required for cutting the damaged ends of the wrought iron girders. The estimated total amounts to some 40 bottles of oxygen and 20 of acetylene, which could be supplied from the Naples area.

Eq Nide Nayer

100/294

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TRANSLATION

Ministry of Communications

Rome Oct. 14th 1944

Cabinet

Ref : F/X/1-8632

To : D.S. Adams - Col
Director Tn. S/Comm.
Rome

Sub.: Line: Rocchetta-Avellino

All the communes of the province of Avellino have repeatedly requested that the re-habilitation works and the Avellino-Rocchetta line be soon started and that said line be re-opened to the traffic.

This Ministry, interpreting the wishes of these populations whose contribution to the economical revival of the country is so effective ask that S/Commission that the already requested authorisation to above works be given, since without said authorisation the whole reconstruction must be kept in abeyance.

We shall very much appreciate if you will let us know your decision concerning above subject.

The Minister

sgd. Cerabona

7608



MINISTERO DELLE COMUNICAZIONI
GABINETTO

Roma, 14 OTT 1944

N. F/X/1 - 8632

Risposte al N.

14 OTT 1944

OGGETTO: Linea Rocchetta Avellino.

Colonnello D.S. ADAMS
Direttore della Sottocommissione Trasporti
presso A.C.C.

R O M A

I molti comuni della provincia di Avellino hanno fatto pervenire di nuovo in questi giorni voti tendenti ad ottenere che presto abbiano inizio i lavori per il ripristino e la riapertura all'esercizio della linea Rocchetta-Avellino.

Questo Dicastero, rendendosi interprete dei giusti desiderata di quelle popolazioni, che tanto contributo danno, con il loro intenso lavoro agricolo, alla ripresa economica del paese, prega perchè, nei limiti consentiti dall'attuale momento, sia dato il già richiesto benestare per l'inizio dei lavori, in mancanza del quale tutta l'opera di ricostruzione continua ad essere tenuta in sospenso.

Sarà molto gradito ricevere al riguardo la vostra determina-

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Sarà molto gradito ricevere al riguardo la vostra determinazione.

IL MINISTRO

Cerafina

L.P.

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